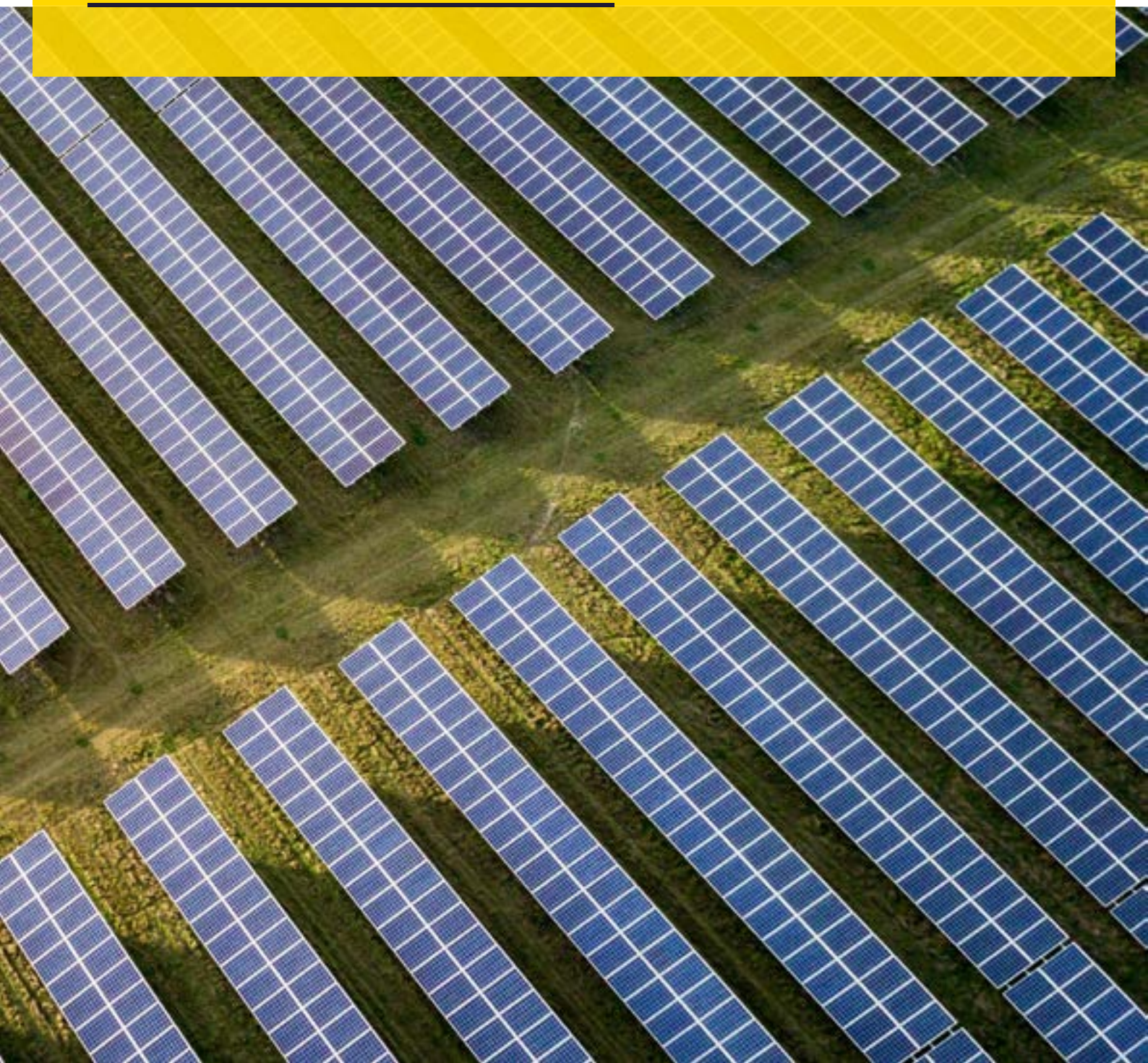
CASTLE WAY ENERGY

brockwell energy

PHASE 2 ENGAGEMENT BROCHURE

NOVEMBER 2026



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GLOSSARY

Term	Description
Access Tracks	The roadways within the Project constructed or used to provide a means of access internally.
Agricultural Land Classification (ALC)	A system used to grade the quality of farmland based on factors such as soil quality, climate, and drainage. In the UK, it ranges from Grade 1 (excellent quality) to Grade 5 (very poor quality), with higher grades indicating greater suitability for productive agriculture.
Ancient Woodland	A forested area that has existed continuously since at least 1600 AD in the UK. These woodlands are often rich in biodiversity and considered irreplaceable due to their long-term ecological continuity.
Associated Infrastructure	Supporting infrastructure that is necessary for the delivery of the Project. This can include access tracks, utilities, drainage systems, and other ancillary infrastructure that enable the functioning or development of the Project.
Baseline Conditions	The existing conditions for an environmental receptor or resource before any proposed development or intervention occurs. This serves as a reference point for assessing potential impacts of future Projects.
Battery Energy Storage System (BESS)	A BESS is an electrochemical device that is charged by collecting energy from the grid or a power plant, such as the solar arrays, and then discharges that energy at a later time to provide electricity or other grid services when needed.
Best and Most Versatile	Refers to land that has the highest potential for agricultural productivity and adaptability to various crops or uses. This type of land typically features fertile soil, favourable climate conditions, and adequate water supply, making it suitable for a wide range of agricultural activities and potentially other developments. Best and Most Versatile Land is land with an ALC of Grade 3a or above.
BSSL 1 Derbyshire Ltd	The Applicant for the Scheme. BSSL Derbyshire 1 Ltd is ultimately a wholly owned Special Purpose Vehicle (SPV) of Brockwell Energy Ltd.
Site Compound	Is a secure, temporary area set up near or on a construction site to support Project management, storage, and worker welfare.
Construction Phase	The phase in which the Project would be built.
Cumulative Effect	The combined impact on the environment resulting from multiple individual Projects or activities over time. This effect considers how these interactions may lead to significant changes in environmental conditions, even if each Project alone may not result in significant effects.
Decommissioning Phase	The phase in which the Project would be removed and the land restored in accordance with the DCO, which follows the Operational Phase.
Development Consent Order (DCO)	A legal document that grants permission for certain types of large-scale infrastructure Projects, such as energy generation, transport, or water management. A DCO combines planning consent and other necessary approvals into a single application, streamlining the decision-making process.
Enhancement	Initiatives that are not required to mitigate the adverse effects of a proposed development, but which will provide enhancement.
Environmental Impact Assessment (EIA)	A systematic process used to evaluate the potential environmental effects of a Project before it is carried out. The EIA aims to identify ways to mitigate adverse effects, ensuring informed decision-making and promoting sustainable development.
Flood Zone	Areas identified by the Environment Agency based on their risk of flooding, typically defined by historical data and hydrological models. Flood Zones indicate the likelihood of flooding, with classifications ranging from low-risk areas (Zone 1) to high-risk areas (Zone 3).
Geophysical Survey	A non-invasive technique used to detect and map archaeological features buried beneath the ground surface. This survey employs methods such as ground-penetrating radar, magnetometry, and resistivity to identify anomalies and patterns indicative of human activity, allowing archaeologists to gather information about a site without excavation.
Green Infrastructure	A network of multi-functional green space, other green features, and landscaping, designed to deliver multiple environmental benefits.
Grid Connection	Used when referring to the 400 kV cable corridor between the individual sites and the 400kV Willington Substation.
Inverters	Inverters convert the direct current electricity generated by the PV panels into alternating current.
Listed Building	A building recognised for its historical, architectural, or cultural significance. Listed buildings are categorized into grades (Grade I, II, and III) based on their importance, with Grade I being the rarest and most important examples.
Mitigation	Actions or measures taken to avoid, reduce, remediate, or compensate adverse impacts on the environment.
Nationally Significant Infrastructure Project (NSIP)	A category of large-scale Projects in the UK that are subject to a specific planning regime under the Planning Act 2008. NSIPs include Projects such as energy generation facilities, transport infrastructure, and water management schemes, and they require a DCO for approval, involving public consultation and examination processes.
Operational Phase	The phase following the Construction Phase and preceding the Decommissioning Phase, during which the Project would generate and export electricity and be operated and maintained. The Operational Phase includes maintenance, repair, renewal and replacement activities, including replacement campaigns.
Phase 1 Engagement	Brockwell Energy engaged with residents, landowners and other community and technical specialist stakeholders to share initial plans and to gather feedback.
Phase 2 Engagement	Brockwell Energy are presenting our refined proposals to the local community and other stakeholders as part of a formal public consultation.
Planning Inspectorate	A UK government agency responsible for examining applications for NSIPs. The Planning Inspectorate ensures that planning decisions are made fairly and transparently, conducting the DCO examination and providing a recommendation to the Secretary of State based on evidence gathered during the examination process.
Public Right of Way (PRoW)	A designated path or route that the public is legally entitled to use. Public rights of way can include footpaths, bridleways, byways open to all traffic, and restricted byways.
Receptor	A component of the natural or man-made environment that is affected by an impact, including people.
Scheduled Monument	A site or structure recognised for its historical or archaeological significance.
Scoping	The process of determining the specific environmental topics and potential impacts that should be assessed in an EIA for a proposed Project.
Sites of Special Scientific Interest (SSSI)	An SSSI is a designated area that is of scientific interest due to its unique flora, fauna, or geographical features.
Solar Arrays	A solar array is a collection of connected solar panels used to generate power by converting solar irradiance into direct current (DC) electricity.
Statutory Designation	An official designation granted to a site, area, or feature by Government or a regulatory body, often to protect its legal status due to its historical, cultural, or environmental significance. Examples include Scheduled Monuments, SSSIs, and National Parks.
Substation	A substation transforms the voltage of the electricity generated for onward transmission.
Switchgear	Switchgears are the combination of electrical disconnect switches, fuses or circuit breakers used to control, protect and isolate electrical equipment.
Transformer	A structure serving to transfer electricity from one circuit to another, either stepping-up or stepping-down the electrical voltage.
Willington Substation	The proposed 400kV electrical substation is the Point of Connection (POC) to export power to the electricity distribution network.



1. INTRODUCTION

Welcome to our Phase 2 Engagement for Castle Way Energy, a new solar farm and battery energy storage Project to the west of Derby.

The UK needs to make significant changes to the way we generate and use energy if we are to achieve net zero. As a country, we need to replace fossil fuel power stations with new, cleaner sources of electricity and we need to be ready to respond to the challenge of increased energy demand. Both solar power and battery storage will play a crucial role in responding to these challenges.

Earlier this year, we held our Phase 1 Engagement period on our early proposals. We are grateful to everyone who provided feedback to help shape our developing proposals. Since then, we've been reviewing the feedback received and carrying out further technical assessments to refine and develop our proposals.

During this second round of engagement, we're sharing our detailed proposals, including the results of a range of preliminary environmental assessments and information on how our proposals could deliver long-term benefits to the local community through environmental enhancement works and a new Castle Way Energy Legacy Fund. You can read an overview of our proposals in this document.

We're also holding two public consultation events and a series of topic-specific webinars where you can learn more about the proposals and speak to members of our team. Details of the above can be found later in this document.

Please do take the time to read through our proposals and give your feedback. It's really important that we hear the views of local people as we prepare our application for development consent.

Yours sincerely

Nicholas Andrews
Head of Nationally Significant
Infrastructure Projects, Brockwell Energy

2. ABOUT CASTLE WAY ENERGY

Brockwell Energy is developing plans for a new nationally significant solar energy generation Project to the west of Derby, known as Castle Way Energy.

Our proposals for Castle Way Energy would see new ground-mounted solar energy generation built on land to the west of Derby. Brockwell Energy already has an agreement with National Grid to connect up to 300MW of solar power to the electricity transmission network at the Willington East 400kV substation.

The proposed solar farm is expected to generate enough clean power in its first year to power approximately 81,000 homes, the equivalent of nearly all the households in South Derbyshire combined.

Why is it needed?

Castle Way Energy will make a meaningful contribution to the UK's energy security and economic growth ambitions through the delivery of cheap electricity generation at scale, right here in the UK. At a time of continued volatility in global energy markets, Projects such as this can help reduce reliance on imported fossil fuels, enhance energy security, improve the resilience of the electricity system, and support long-term affordability of energy for businesses and communities.

3. ABOUT BROCKWELL ENERGY

Brockwell Energy is a multi-technology Independent Power Producer (IPP) specialising in renewable energy infrastructure. Since 2017, we've originated, built out or are currently constructing more than £1bn in assets across the UK. Our portfolio continues to grow, with a 3.5GW pipeline of Projects in solar, battery energy storage and wind.

BSSL Derbyshire 1 Ltd will be the applicant for the Castle Way Energy DCO. The company is a Special Purpose Vehicle (SPV) and is wholly owned by Brockwell Energy.

We work closely with local stakeholders to create renewable energy Projects that create lasting value and foster economic growth, including in former coal-producing areas where the transition to renewable energy generation can deliver the greatest economic benefits.

Our purpose is to create a future where people, communities, and the environment can thrive. Success to us means a stronger, more sustainable future for all – a future worth powering. Our Projects are realised through considerate, rigorous planning, integrity and a dedication to delivering impactful results.

4. WHY HAS THIS SITE BEEN CHOSEN?

The Applicant, BSSL Derbyshire 1 Ltd, secured a grid connection offer from the National Energy System Operator (NESO) providing for the export of up to 300MW AC and the import of up to 200MW for the BESS via the existing National Grid 400kV Willington Substation. Using this Point of Connection as the starting point, a search area extending 12km from the substation was identified to locate potentially suitable land for a solar energy Project.

Landowners within this search area were approached to establish whether they would be willing to lease land for inclusion within the Project. As part of the site selection process, a number of areas were excluded at an early stage, including urban settlements, brownfield land allocated for alternative forms of development within local planning policy, Green Belt land, and land covered by key environmental designations.

The remaining land parcels were then subject to an appraisal against a range of environmental, technical and planning criteria. These assessments considered factors including flood risk, landscape and visual effects, heritage assets, ecology, topography and land availability, enabling unsuitable areas to be discounted from further consideration.

The Applicant has continued discussions with landowners throughout the development of the Project in order to identify additional areas of land that may be suitable for inclusion within the Project. Any new land identified through this process would be subject to the same site selection and assessment process applied to land already included within the draft Order Limits. At the same time, some areas have been removed from the Project in response to technical assessment findings and feedback received from stakeholders including Hilton Cricket Club and Site E based on feedback provided by technical stakeholders and assessments undertaken.

A Site Selection Report will set out our full site selection methodology and will accompany the DCO application.



5. OUR PROPOSALS

Since the close of Phase 1 Engagement, we have been developing our proposals further in response to your feedback and the results of ongoing technical assessments.

As a result of this work, we are now presenting our refined proposals and seeking your feedback as part of our Phase 2 Engagement.

Our proposals for Castle Way Energy would see new ground-mounted solar energy generation built on land to the west of Derby.

The details of our proposals include:

- Installation of solar photovoltaic (PV) panels, BESS, and associated infrastructure, including inverters, transformers and switchgear.
- Temporary construction and decommissioning compounds.
- Grid connection infrastructure including underground cables and/or overhead cables located on-site to connect the solar PV panels, BESS, inverters, and substation to one another, and to the National Grid Willington 400kV substation.
- Fencing and security measures including closed-circuit television (CCTV);
- Intent to provide environmental mitigation and enhancement measures, including landscaping, habitat management, biodiversity enhancement and drainage infrastructure.
- An agrivoltaics research area to be delivered in partnership with Rothamsted Research.
- Establishment of a Legacy Fund for community benefit.

Site 1a

Site 1b

Site 2

Site 3

Site 4

Site 5

Site 6

POC

0 1km 2km 3km 4km

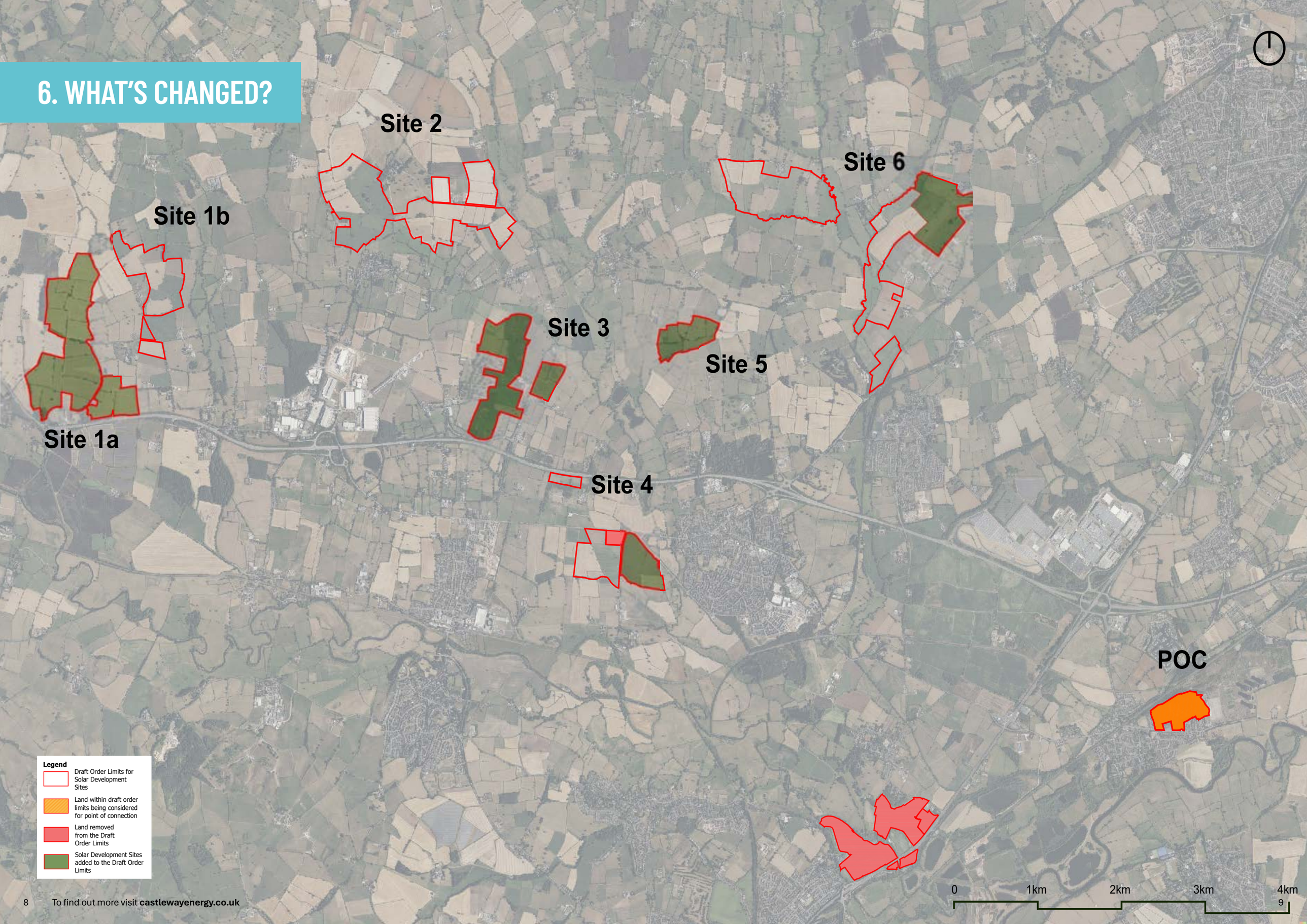
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CASTLE WAY ENERGY

Legend

- Draft Order limits for Solar Development Sites
- Search Area for Overhead Line or Underground Cable
- Land within draft order limits being considered for point of connection
- Search Area for Underground Cable

6. WHAT'S CHANGED?



6. WHAT'S CHANGED?

In response to engagement feedback and ongoing survey works, we have made several changes to our proposals since our Phase 1 Engagement earlier this year. Following the close of Phase 2 Engagement, we will again review and refine our proposals as we prepare our DCO application.

Stakeholder engagement will continue and will include relevant local authorities, consultees and other organisations where appropriate. Details of completed engagement and the issues raised will be reported as further information becomes available.

The map highlights the key changes we have made to our proposals, which you can read about in further detail in the rest of this document.

The site labels have been updated from letters to numbers (for example, 'Site A' is now 'Site 1b'), to reflect the removal of previously included land and the addition of new land within the Project area, ensuring that the site labels accurately reflect the updated land parcels.

Previous Name	New Name	Hectare size
New parcel	Site 1 a	112.5ha
Site A (unchanged)	Site 1b	46.8ha
Site B (unchanged)	Site 2	122.5ha
Site C (extension to north-east new land)	Site 6	167.1ha
Site D (extension to east new land)	Site 4	49.1ha
New parcel	Site 3	61.6ha
New parcel	Site 5	21.5ha
Site E (removed)	N/A	N/A

The changes include:

Removal of Site E and the associated cable route:
Following environmental assessment work and site appraisal, Site E is no longer being considered for solar infrastructure due to a combination of significant environmental and technical constraints. These included flood risk, with majority of the site located within Flood Zone 3b, sensitive heritage assets, including the Scheduled Monument of Monk's Bridge and nearby listed buildings, ecological sensitivities along the River Dove, the presence of high-quality Grade 2 agricultural land, and potential landscape, visual and PRoW impacts. The associated cable route also presented technical challenges, including multiple watercourse crossings and a railway crossing.

Reduced solar panel area in Site 2:
We've reduced the area considered for solar infrastructure at Site 2 to help protect visual amenity and ensure the open field pattern is retained. Offsets have been introduced, taking into account adjacent heritage and recreational assets, as well as proposed hedgerows and trees to help embed the development into its wider setting. We have taken on board comments from the local community and relevant stakeholders to prioritise offsets that maintain the historic relationship between heritage assets at Barton Hall and Church Broughton, including key views and topography.

Changes to the Public Rights of Way (PRoWs):
We have ensured that a 15m offset either side of the footpath/bridleway/byway has been retained across the Project. We are not proposing to permanently close any of the PRoWs across the Project but will be making some localised diversions where needed. Where possible we will look at introducing new permissive paths where these might benefit the local community. If you have any suggestions of where these might work best, we would love to hear from you.

Refined Cable Route Corridors:
The navy blue and grey routes have been removed, while the remaining pink, maroon, orange, yellow, green, pale blue and purple routes have been retained and narrowed where possible. The route around East Midlands Freeport has also been refined to follow the edge of the proposed site, and up to 50% of the connection to Willington 400kV Substation is being considered for overhead line, alongside underground cabling.

Consistent residential buffers:
We have ensured that all neighbours to the Project are provided with a minimum 50m buffer from solar infrastructure. This includes notable properties such as Lodge Hill Farm and Barton Cottages in Church Broughton where the applied buffer will provide greater separation between the Project and neighbours.

Indicative substation and BESS location:
Site 3 is being considered as the indicative location for the substation and BESS. Further infrastructure design and survey work is required before the precise locations can be confirmed.

Removal of the Hilton Cricket Club in Site 4:
We recognise the importance of Hilton Cricket Club as a valued local facility and community asset. In response to this feedback, we have removed the cricket club from our plans entirely.

Additional land parcels:
We have added new land to Sites 4 and 6. Sites 1a, 3 and 5 are new solar sites introduced as part of the updated proposals.

7. WHAT INFRASTRUCTURE IS PROPOSED?

Solar Panels & Frames
Pile-driven steel frames (no concrete foundations unless in areas of sensitive ground conditions), panels up to approximately 3.8m high with 0.8m ground clearance to facilitate low intensity sheep grazing.

Inverters & Transformers
Centralised or string inverters have been considered in order to provide optionality during detailed design. Inverters are 3.5m high and transformers up to 3.5m high. Inverters will be located as to not impact dwellings due to any noise effects.

Battery Energy Storage System (BESS)
The BESS will store excess power generated that could not be exported, manage the export to make power available to the grid during times of peak demand, and provide grid balancing services for National Grid.

The BESS would comprise battery containers along with associated inverters and transformers and will be co-located with the substation. The battery containers contain battery modules, air conditioning units, a fire suppression system, and battery monitoring, management, and protection system. The BESS would be linked via cabling to the other electrical infrastructure equipment within the substation.

Cabling
A grid connection corridor is required to connect the Project to the National Grid Willington 400 kV substation. The cable route design is still being finalised through an optioneering process looking at the engineering requirements, local context and environmental and community constraints. A mixture of underground and overhead cabling will be used.

Underground electrical cabling would connect the solar panels to the inverters and transformers and then onto the Castle Way Energy substation. Underground cables would be laid within trenches that typically follow the internal access tracks, these trenches would typically be up to 0.8m in width and 1.2m in depth but may be much wider for multi cable trenches or drilling.

Overhead cables would be connected using a combination of tension towers and suspension towers. The maximum height of a tension tower is up to 61m plus any additional clearance needed by stakeholders. The maximum height of a suspension tower is up to 66m plus any additional clearance needed by stakeholders.

Substation
Electricity generated would be sent through transformers to the substation. Equipment at the substation would control the solar panels and batteries and increase the voltage so that the electricity could be transferred to the National Grid's Willington 400 kV substation.

The substation would include:

- Control building to house equipment to monitor and control the electrical system, including meters and switchgear. It would be up to 15m high.
- 33 kV outdoor switchgear: Equipment used to control and protect the flow of electricity, up to 10m high.
- 33/400 kV transformers: Increase the voltage of the electricity before it is sent to the National Grid. They would sit on concrete foundations and may be separated by walls, with a maximum height of 12m.
- 400 kV busbars: Connect the transformers and distribute electricity within the substation. They would be up to 12m high.
- 400 kV switchgear and connection: Equipment to control the flow of electricity and connect the substation to the National Grid's Willington 400 kV substation. Up to 12m high.

Security
Pole-mounters, infra-red, security detection cameras would be mounted on poles of typically up to approximately 4.5m in height located at intervals along the perimeter fence and around electrical infrastructure and compounds. Security fencing would only be required for high voltage electrical equipment within the Castle Way Energy Substation(s) and BESS facility.

Lighting
No lighting around the solar arrays is proposed during operation. Security fencing will have lighting.

Operational Site Access
The access tracks would typically be formed by excavating to an appropriate subgrade stiffness before laying compacted clean stone. A geogrid may be required to improve the subgrade surface in soft areas or if any access track enter flood zones. Access tracks will be impermeable unless in a flood zone.

7.1 SITE 1A AND 1B

Site 1a and 1b (formerly Site A) is located on agricultural land situated between Sudbury, Aston and the surrounding rural settlements.

Site 1A and 1B is made up of two land parcels (site 1a to the west and site 1b to the east) and will host solar arrays and associated infrastructure, including access tracks, CCTV, security fencing and inverters. Site access points will be made using existing field accesses in order to minimise vegetation loss.

Site 1A is a newly added land parcel and features to the west of the former Site A and is bound by Aston Lane to the south and the east. Public rights of way run north to south within and along the western boundary of the new Site.

Further work since Phase 1 has developed our understanding of the site and its key environmental considerations, helping to refine the proposals through environmental surveys, technical studies and ongoing design work. In particular the substation would include:

Landscape and ecology:
The design has sought from the outset to retain and work with existing habitat and landscape features, including established hedgerows and the watercourses running along the eastern boundaries of both land parcels. These features, alongside potential habitat for Lapwing, have informed the layout, with over 550 m of new native hedgerow now proposed to strengthen the existing landscape context.

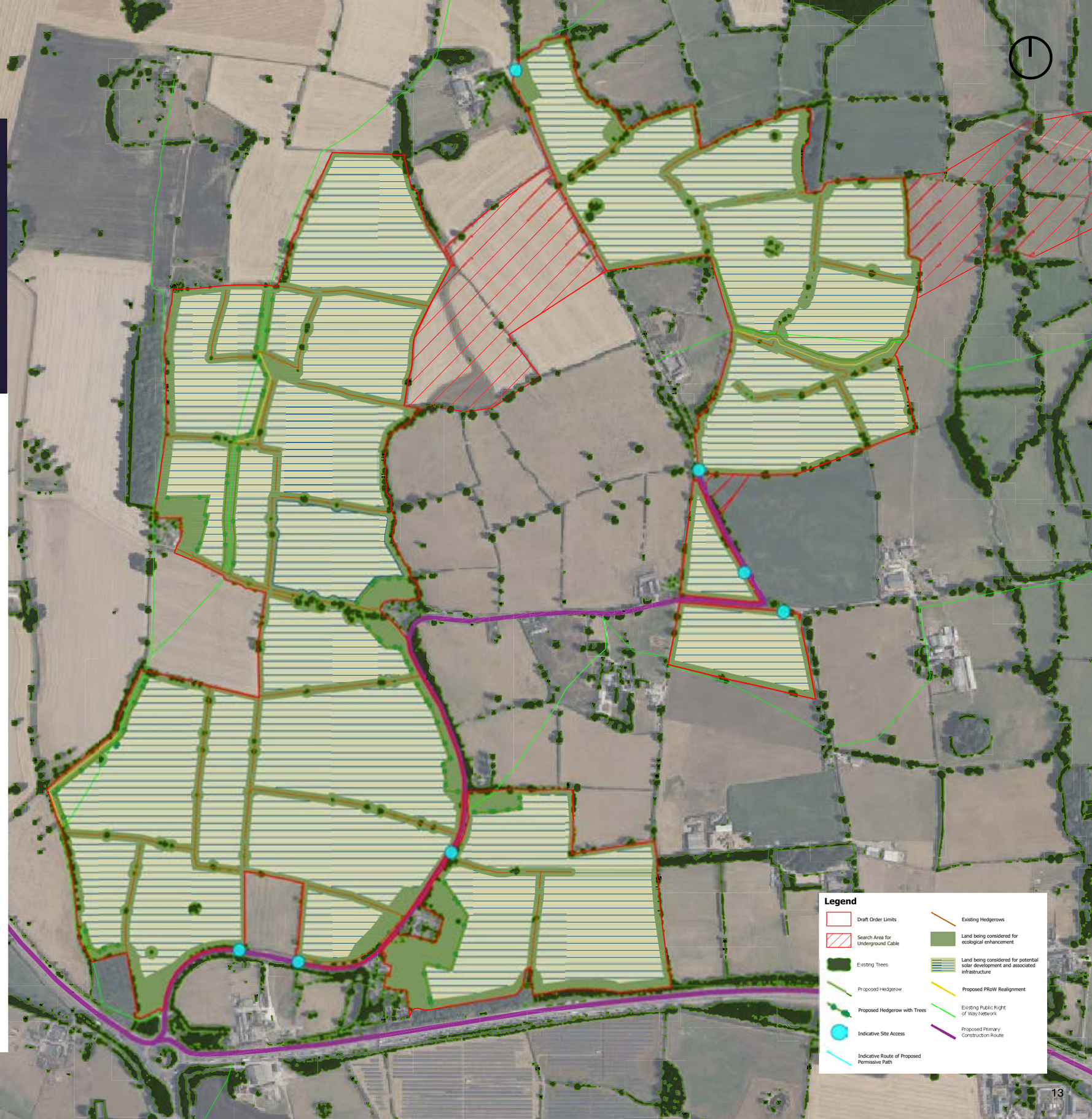
Heritage and archaeology:
The relationship with key heritage receptors, such as Muse Lane, Sudbury Hall, Sudbury Hall Conservation Area and Parks and Gardens and other nearby heritage assets, together with archaeological features identified through the geophysical survey, is being considered as the design develops and will inform any further investigation required.

Public access:
Footpaths 3, 8, 10, 13, 19 and 20 have been considered in developing the layout. Minimum 15 m buffers have been retained, with a minor diversion of Footpath 20 proposed along the existing field boundary.

Photomontages illustrating how the developed site may look from Footpath 29 can be found in Appendix **B.1 & B.2**.

Site access:
Access points have been identified using existing field entrances, including from Aston Lane and Muse Lane via the A50 / Aston Lane / Station Road roundabout.

Land, water and ground conditions:
While the site is at a low risk of flooding, the presence of potentially high-quality agricultural land and sensitive groundwater receptors such as underlying aquifers, continue to be important considerations in the siting of key infrastructure and development of the proposals and survey work.



7.2 SITE 2



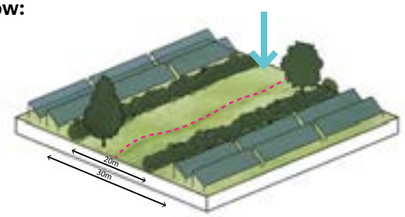
Site 2 (formerly Site B) is located on a predominantly agricultural tract of land, with Church Broughton to the south and Barton Hall to the north.

Site 2 is made up of a single land parcel situated between Barton Blount and Church Broughton and will host solar arrays and associated infrastructure, including access tracks, CCTV, security fencing and inverters. Site 2 features multiple public rights of way and therefore, there has been a reduction in the extent of development, with large areas of the Site removed from consideration for solar infrastructure.

The proposals for Site 2 have continued to evolve since Phase 1, informed by engagement feedback, on-site work, technical studies, further baseline development and environmental assessment and surveys.

A key change has been the removal of solar infrastructure from the northern part of the site, responding to key environmental considerations, and creating greater separation from these features, such as the nearby Scheduled Monument of Barton Blount, as summarised below:

Public Access:
Existing routes through and around the site, including Footpaths 7, 9 and 10 through the centre of the site, Bridleway 1 in the north-west and Footpaths 12 and 13 in the south-west have been retained within the design, with a minimum 15m buffer to public footpaths maintained to public footpaths.



Photomontages illustrating how the developed site may look from Footpath 12 and Footpath 3 can be found in Appendix **B.3, B.4 & B.5**.

Landscape and ecology:
Environmental work has identified a network of important habitats and landscape features in and around the site, including broadleaved woodland, mature hedgerows, trees, alongside potential habitat for ecological species, such as Longford Brook and habitat for Lapwing. These have informed the developing layout, with a key design principle being to avoid and retain features wherever possible and respond to the established farmland character. Around 2km of new planting with intermittent trees to help filter and screen views of the development have been proposed to strengthen the existing landscape and habitat network to help integrate the development within the surrounding setting. The land removed from the panel area also provides an opportunity for further biodiversity enhancement and mitigation to support skylark and other ground-nesting birds.

Heritage and Archaeology:
Site 2 directly adjoins the Scheduled Monument of Barton Blount medieval settlement remains to the north and is close to other designated heritage assets, including Grade I St Michael's church and Grade II Barton Hall. The geophysical survey has also identified increased potential for previously undiscovered archaeological remains, including evidence from the prehistoric, Saxon and medieval periods. This understanding has directly informed the developing layout, with solar infrastructure removed from the northern part of the site, prioritising offsets that maintain the historic relationship between heritage assets at Barton Hall and Church Broughton, including key views and topography.

Nearby properties and views:
The location of surrounding homes and farms has been considered in refining the layout. Buffers to neighbouring properties have been increased, providing greater separation between the solar infrastructure and nearby residential properties, with this approach applied consistently across the site.

Site access:
We propose to use existing field entrances on Sutton Lane/Limbersitch Lane/School Piece Lane and Longford Lane via the Foston Interchange, and then from the A50 via Uttoxeter Road.

Land, water and ground conditions:
While the site is entirely within Flood Zone 1 and at low risk of river flooding, there are localised areas of surface water flood risk in the eastern and southern parts of the site. The site is also in an area of high groundwater vulnerability due to the presence of Secondary A and B aquifers. These conditions will continue to inform the developing drainage proposals and siting of key infrastructure.

7.3 SITE 3

Site 3 is located on agricultural land either side of Sutton Lane, and is made up of two land parcels. The parcels will house solar arrays and associated infrastructure such as access tracks, CCTV, security fencing and inverters.

Site 3 is a new parcel which has been added into the development proposals and has been subject to ongoing technical studies, surveys and environmental assessment work.

This work has identified Site 3 as a suitable location for hosting the large infrastructure needed for the solar development, including the BESS and central substation. Its proximity to the surrounding site parcels provides opportunities for efficient electrical connections, as well as its proximity to the proposed Point of Connection helps minimise cable routing distances and associated transmission losses.

The precise siting of this infrastructure will continue to be refined as survey and design work progresses, guided by suitable siting principles including appropriate buffers from key environmental features, PRoW's and nearby residential properties, as identified below:

Landscape and ecology:
Key features in and around site 3 include established hedgerows, woodland and Libersitch Brook. The design has evolved in order to retain these features and maintain habitat connectivity. Over 700m of new native hedgerow is also proposed in strategic locations, strengthening the existing landscape and habitat network while helping to screen the large infrastructure.

Heritage and archaeology:
While there are no designated heritage assets within Site 3, Hoon Mount bowl barrow Scheduled Monument and the Grade II Listed Mount Pleasant lie to the north. Ridge and furrow earthworks within the site also indicate potential archaeological interest. Given the nature of the development proposed, the site is a key focus of our archaeological fieldwork to build a sufficient understanding and inform the siting of this larger infrastructure.

Public Access:
There are multiple PRoWs that cross and border the site. A minor diversion of a footpath in the south of the site is proposed, realigning the footpath along the existing field boundary and adjacent hedgerow. The route will remain within the same field parcel, maintaining public access and connectivity, alongside a 15 m buffer, while providing a more attractive, landscape-integrated walking route. Broughton Heath Golf Course is immediately adjacent to Site 3 and will also be carefully assessed as a significant recreational receptor.

Photomontages illustrating how the developed site may look from Footpath 3 can be found in Appendix **B.6.**

Site Access:
Access points have been identified using existing field entrances on Sutton Lane/Limbersitch Lane via the Foston Interchange, and the A50 via Uttoxeter Road.

Land, water and ground conditions:
Libersitch Brook runs alongside the northern part of the site, with land associated with the book falling within Flood Zone 3. The site also has groundwater sensitivity associated with underlying aquifers. These factors have informed the existing layout and will continue to inform the siting of key infrastructure.

Legend

- Draft Order Limits
- Search Area for Underground Cable
- Existing Trees
- Proposed PRoW Realignment
- Existing Public Right of Way Network
- Existing Hedgerows
- Land being considered for ecological enhancement
- Land being considered for potential solar development and associated infrastructure
- Land being considered for substation and BESS
- Proposed Hedgerow
- Proposed Hedgerow with Trees
- Indicative Site Access
- Proposed Primary Construction Route

7.4 SITE 4

Site 4 (formerly Site D) is split across three distinct parcels comprising predominantly agricultural land located to the north-east and south-east of Hilton and Marston on Dove.

This site will host solar arrays and associated infrastructure such as access tracks, CCTV, security fencing and inverters. The southern parcel is located further south-east toward Marston on Dove.

The proposals for Site 4 have continued to evolve since Phase 1, key changes include extending the site eastwards across Marston Lane and removing the north-eastern parcel around the Hilton Cricket Club. In particular:

Landscape and ecology:
The design has been developed to respond to the site's open, low lying landscape and existing habitat network, including Hilton Brook and ecological sites within the wider area. Potential habitat for Lapwing and other priority species is *also* being considered. Existing landscape and habitat features will be retained wherever practicable, with over 700m of new native hedgerow proposed to improve habitat connectivity, filter views and integrate the development within the surrounding landscape.

Nearby properties and views:
The current layout has considered nearby homes, farms and other properties, together with views from Marston Lane. As above, proposed planting will help provide separation, filter views and integrate the development within its rural setting.

Heritage and archaeology:
Whilst there are no heritage receptors within Site 4, nearby features include Hoon Mount bowl barrow Scheduled Monument, Grade II listed Sudale and Hazeldene and Grade I St Mary's Church. Ridge and furrow earthworks within the site also indicate potential archaeological interest. The layout has been developed with these features in mind, with further surveys and assessment work continuing to inform ongoing siting and design.

Land, water and ground conditions:
Flood risk varies across the site, with the northern parcel within Flood Zone 1, while much of the south-western parcel lies within Flood Zone 3a. This has been taken into account in the current layout and will inform ongoing siting principles, similarly the site's medium-to-high groundwater vulnerability, associated with Secondary A and B aquifers will also continue to inform design and assessment.

Public Access:
A small diversion to a public footpath is proposed in the eastern parcel. The route will remain within the same field parcel, maintaining public access and connectivity while providing a more attractive, landscape-integrated walking route as it follows the field boundary.

Photomontages illustrating how the developed site may look from Footpath 7 can be found in Appendix **B.7**.

Site Access:
Access points have been identified using existing field entrances via the Foston Interchange, and then from the A50 via Uttoxeter Road and Derby Road.

Legend

- Draft Order Limits
- Search Area for Underground Cable
- Existing Trees
- Proposed PRoW Realignment
- Existing Hedgerows
- Land being considered for ecological enhancement
- Land being considered for potential solar development and associated infrastructure
- Existing Public Right of Way Network
- Proposed Hedgerow
- Proposed Hedgerow with Trees
- Indicative Site Access
- Proposed Primary Construction Route

7.5 SITE 5

Site 5 is a new solar development parcel, introducing an additional area for solar infrastructure and opportunities for mitigation.

Site 5 is located on agricultural land and sits centrally within the Project, south east of Sutton on the Hill. This site is made up of a single land parcel and will host solar arrays, associated infrastructure such as access tracks, CCTV, security fencing and inverters while providing land for mitigation and enhancement measures.

The developing proposals have been informed by the site's landscape, environmental and access characteristics. In particular:

Landscape and ecology:
Site 5 is characterised by smaller field patterns, mature trees, hedgerows and established vegetation, which already provide some visual containment. The design seeks to work within the existing field pattern and retain these features wherever practicable, with access using existing field entrances to minimise vegetation loss.

Photomontages illustrating how the developed site may look from Footpath 8 can be found in Appendix **B.8**.

Heritage and archaeology:
There are no designated heritage assets within Site 5, although Grade II Listed Fields Farmhouse lies approximately 215m to the south. Ridge and furrow earthworks within the site also indicate potential archaeological interest, which will inform further investigation and the developing design, as necessary.

Land, water and ground conditions:
The site lies entirely within Flood Zone 1 and is therefore at low risk of river flooding. Moderate groundwater vulnerability associated with Secondary A aquifers will continue to inform drainage and design.

Site Access:
Site 5 will be accessed via the Derby Road/A50 roundabout, then via Derby Road and Sutton Lane.

Legend

- Draft Order Limits
- Search Area for Underground Cable
- Existing Trees
- Proposed Hedgerow
- Proposed Hedgerow with Trees
- Indicative Site Access
- Indicative Route of Proposed Permissive Path
- Existing Hedgerows
- Land being considered for ecological enhancement
- Land being considered for potential solar development and associated infrastructure
- Proposed PRoW Realignment
- Existing Public Right of Way Network
- Proposed Primary Construction Route

7.6 SITE 6

Site 6 (formerly Site C) has been extended to the north-east, providing additional land for solar development and associated infrastructure, opportunities for suitable mitigation, and facilitating access to the site from the local highway network.

Site 6 is split across three distinct land parcels located between Dalbury, Trusley and Etwall. Each of the three land parcels are bound on one side by both small watercourses, namely Trusley Brook and Radbourne Brook, giving the sites their unusual boundaries.

Landscape and ecology:
The site contains mature hedgerows, watercourse vegetation and other habitat features. The design has retained these, with increased offsets from woodland and hedgerows incorporated into the layout. Over 2km of new hedgerow and tree planting is proposed to strengthen landscape character, provide visual screening and enhance habitat connectivity.

Site Access:
Access points have been positioned to utilise existing field entrances on Brun Lane, the B5020, Heage Lane, and unnamed local roads via the A52/Brun Lane junction.

Nearby properties and views:
The proximity of Etwall and other surrounding residential properties has informed the developing layout. A minimum 50m setback from residential properties has been introduced, providing greater separation between homes and the development and helping to reduce potential visual effects.

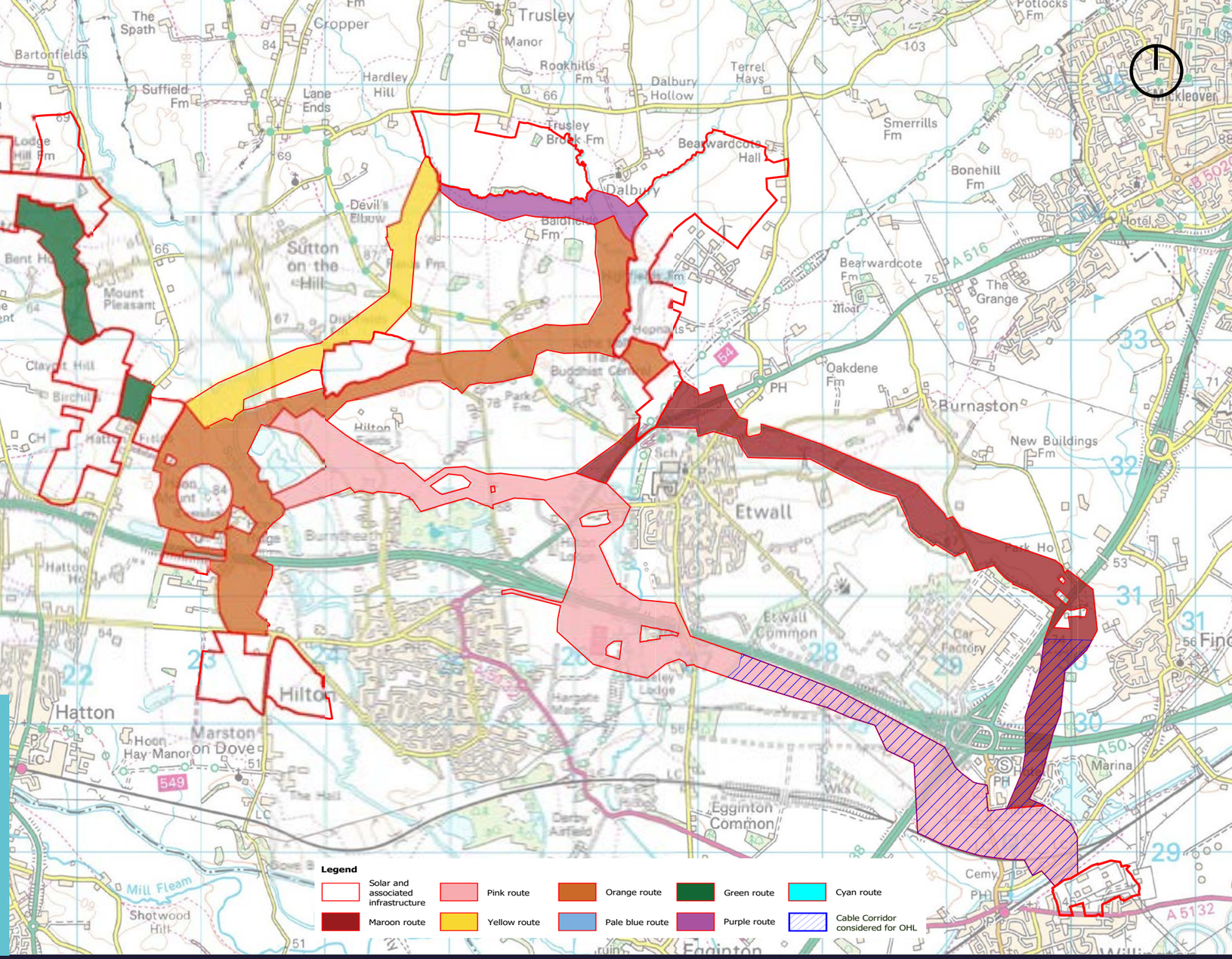
Public Access:
There is a network of footpaths that cross Site 6, including Footpaths 5, 46 and 3. A small diversion is proposed to Etwall Footpath 3, realigning it alongside the brook and existing field-boundary hedgerow, while maintaining public access and connectivity.

Land, water and ground conditions:
Flood risk varies across Site 6, with most of the western parcel within Flood Zone 1 and areas of Flood Zones 2 and 3 around the watercourses, while the eastern parcel lies within Flood Zones 2 and 3a. The current layout has been developed with these areas in mind, including the siting of key infrastructure, with further flood modelling used to refine the design and inform any necessary measures. Groundwater sensitivity and the Marsh Cottage Farm Landfill approximately 60 m from the eastern parcel will also be considered through drainage, design and ground-condition work.



7.7 CABLE ROUTE CORRIDORS

During our Phase 1 Engagement, we presented several potential cable route corridor options for consideration. Since then, we have considered the feedback received alongside the findings from our ongoing environmental surveys and technical assessments to refine the proposed cable corridor routes. As part of this process, we have considered a range of environmental and technical factors, including proximity to residential properties, landscape and visual effects, ecology, heritage, flood risk, existing infrastructure, land use and engineering requirements.



Changes since our Phase 1 engagement:

The pink, maroon, orange, yellow, green, pale blue and purple routes have been retained, providing connections between the solar development sites and the Point of Connection at Willington 400kV Substation. Many of these corridors have been narrowed since Phase 1 Engagement, and will continue to be refined where possible, as our surveys, assessments and design work progress.

At this stage, the maroon or pink route may include an overhead line of more than 2km **(132kV)** and may therefore qualify as a NSIP in its own right.

Regardless of this distinction, the cable connection would form part of the wider Castle Way Energy DCO application.

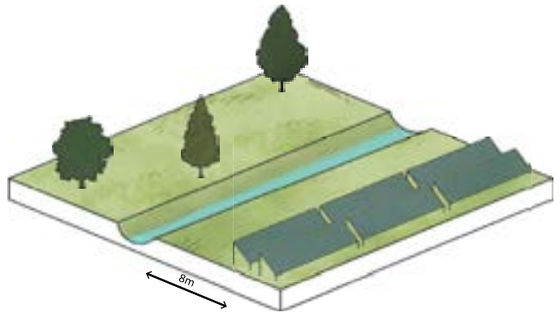
Where both underground cables and overhead lines are being considered, we will retain flexibility for both options and assess the potential environmental effects of each scenario. This approach will ensure both options are appropriately considered, with effects on local communities and the environment avoided or reduced as far as practicable.

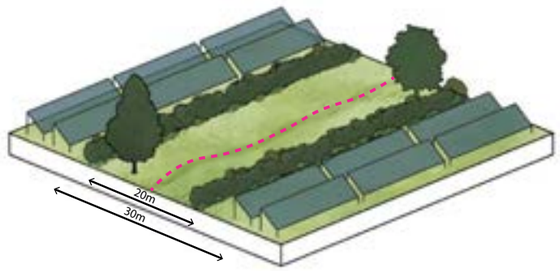
The updated cable route corridor network retains the pink, maroon, orange, yellow, green, pale blue and purple routes, which continue to provide connectivity between the solar development parcels and the proposed point of connection.

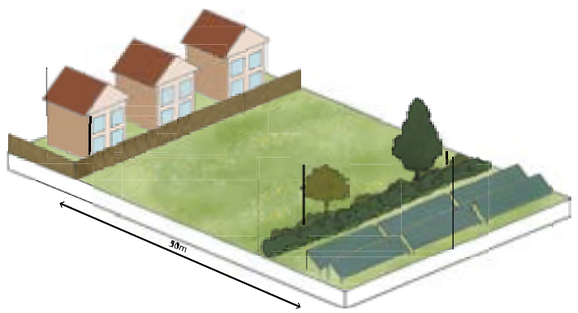
Many of the cable routes have been narrowed and will continue to be refined as our environmental assessment, technical design work and engagement with stakeholders. Following feedback at Phase 1 Engagement and engagement with key stakeholders, we have refined the cable corridor around the East Midlands Freeport to follow the edge of the proposed Freeport site.

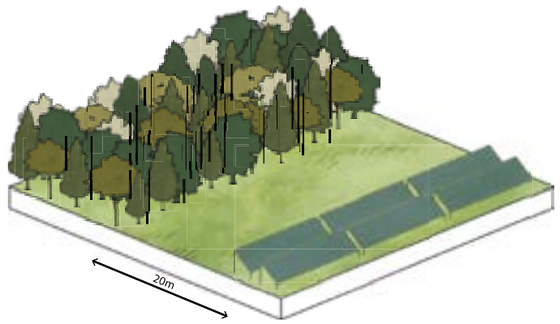
We can confirm underground electrical cabling will connect the solar panels to the inverters and transformers within each field and then onto the Castle Way Energy substation.

Up to 50% of the cable route connecting the on-site substation to the Willington 400kV substation is being considered for overhead line (blue hatching) due route to the number of crossings [utility, road, rail, canal etc] and constraints.









8. MITIGATION & ENVIRONMENTAL ENHANCEMENTS

The Project provides opportunities for habitat creation and biodiversity enhancement through the removal of land from intensive agricultural production and its conversion to species-rich grassland, wildflower meadows and other semi-natural habitats.

These measures will increase habitat diversity, support a wider range of wildlife and strengthen ecological connectivity across the wider landscape.

Over 5 km of new native species hedgerow planting is currently proposed, providing both visual screening and valuable habitat connections. Existing field boundaries will be reinforced through additional tree planting, hedgerow restoration and gapping-up, strengthening the established landscape structure and creating a more connected network of habitats.

Hedgerows adjoining the existing PRoW network will incorporate fruiting and nut-bearing trees, providing seasonal interest for recreational users while offering additional food sources and habitat opportunities for birds, mammals and invertebrates.

Further opportunities for targeted habitat enhancement will also be explored, particularly along existing watercourses and brooks within the development. These measures will be informed by more detailed ecological surveys, allowing interventions to respond to local conditions and maximise opportunities for biodiversity improvements.

9. CONSTRUCTION, OPERATION AND DECOMMISSIONING

Brockwell Energy plans to construct, operate and decommission the Project over its 40-year operational lifespan after which it will be decommissioned. We will work carefully to prepare management plans for each of these stages, drawing directly on feedback from local stakeholders and key environmental bodies.

Construction

Subject to the DCO being granted, construction of Castle Way Energy is expected to commence in 2029 and take approximately 30 to 36 months to complete. Construction would be undertaken in phases across the different parts of the Project, including the six solar development sites and the grid connection.

Outline Construction Traffic Management Plan (oCTMP)

The oCTMP will establish the framework for managing construction activities associated with managing traffic and minimising the potential for significant adverse effects.

We are proposing that construction activity would take place between 7am and 7pm Monday to Friday, and between 7am and 1.30pm on Saturdays, subject to agreement with the council. No construction activity is proposed to take place on Sundays or bank holidays.

Construction Access into the Sites and for the cable route is outlined in section 6.1. All access points will be designed to comply with the relevant guidance, with sufficient turning space to accommodate the large vehicles required to access each solar development site.

The number of construction vehicles is to be determined and will be confirmed at the submission stage. However, at this stage, approximately 80 daily two-way HGV movements per day are anticipated across the Sites, comprising 40 arrivals and 40 departures. Construction-related matters, including the proposed construction principles, controls and mitigation measures, will be set out in the oCTMP.

Operation

Our DCO application will seek permission to operate Castle Way Energy for a period of 40 years.

During the operational phase, access to the Site would principally be to Castle Way Energy BESS and internal substation. Access to the wider site would then be required for routine maintenance operations, replacement of faulty equipment, habitat management, and farming activities. Access would typically be in a small van or similar via the local road network, with limited traffic movements expected.

Decommissioning

When the operational phase ends the scheme will require decommissioning, which we would anticipate taking a similar amount of time to construction (36 months). All solar photovoltaic modules, mounting poles, cabling, inverters, transformers, BESS equipment, the Castle Way Energy Substation, and fencing would be removed from the Site and recycled or disposed of in accordance with good practice and market conditions at that time. The Site will be returned to a condition suitable for its previous use after decommissioning.



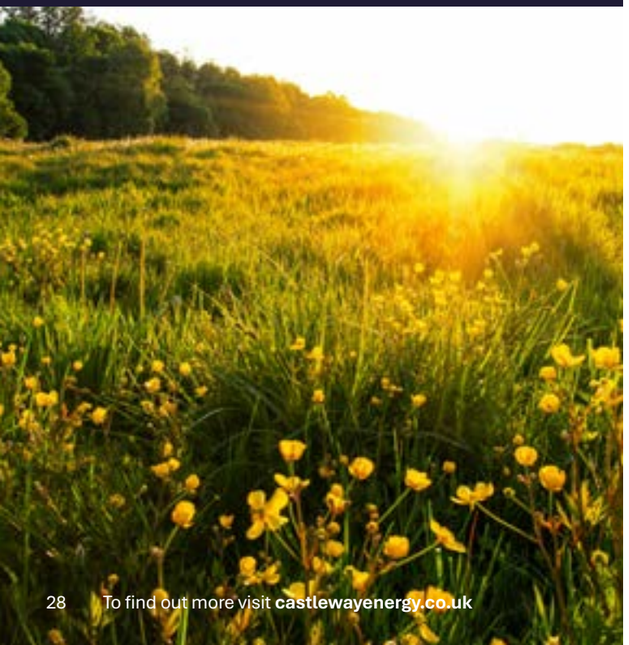
10. ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

At Brockwell Energy we take a nature-first approach, working to ensure that our designs are sensitive to the wider environment, and aiming to create a net benefit to nature and biodiversity. To ensure Castle Way Energy is designed with care and sensitivity, we have been conducting extensive surveys including, but not limited to, ecology, landscape and visual impact, drainage, heritage and soils.

You may have already noticed some survey teams in the local area. Further, more detailed, surveys and assessments will continue over the coming months to inform the understanding of the baseline conditions of the Site and inform the evolving design.

These surveys are helping to inform our design proposals to minimise the environmental impacts on the local environment and recreational uses within it.

The table opposite details the surveys we are undertaking.



Environmental topic	Survey type
Agricultural Land	ALC surveys
Air Quality	Baseline air quality monitoring
Noise and Vibration	Baseline noise surveys
Arboriculture	Tree surveys
Archaeology	Geophysical surveys
	Trial trenching
Built Heritage	Site visits
Ecology	Habitat surveys Breeding bird surveys Non-breeding bird surveys Bat activity surveys Great crested newt (GCN) surveys Modular River Physical Surveys River Condition Assessments Water vole and otter surveys Bat roost surveys
Glint and Glare	No field surveys proposed
Ground Conditions and Contaminated Land	Preliminary Risk Assessment (PRA) walkovers
Landscape and Visual	Summer photography Winter photography
Transport and Access	Site walkovers Traffic surveys
Water Environment and Flood Risk	Baseline review and strategy development Targeted field surveys, including watercourse walkovers and structure surveys Modelling and assessment support surveys

The nature, size and location of the Project mean that we are undertaking an (EIA) while developing our plans. The purpose of the assessment is to consider the likely significant effects (both adverse and beneficial) of our proposals on the environmental and socio-economic receptors and develop mitigation to reduce the effects to an acceptable level.

Since Phase 1 Engagement earlier this year, the Planning Inspectorate (PINS), who will be examining the Project, issued an EIA Scoping Opinion on which the EIA will be based. The EIA Scoping determines what topics must be assessed as part of the EIA. This will then be reported in full in an Environmental Statement (ES), which will be submitted alongside the final application for Development Consent.

The following sections provide an update on the environmental assessment work that has been undertaken to date, what measures are being put in place to mitigate effects and what work is still to be undertaken. **Appendices A.1 to A.4 provides further information relating to the environmental assessment being undertaken and where there is the potential for significant environmental effects to be identified following completion of the EIA (and reported in the ES).**

We have grouped topics that assess similar environmental effects for ease in understanding how the Project may interact with the surrounding environment and communities.

TRANSPORT AND TRAFFIC

The transport assessments will consider how the proposals could affect local people relating to the local road network, PRoW, air quality, noise levels and the climate during the construction, operation and decommissioning phases of the Project.

EMISSIONS

Air Quality, Noise and Vibration, Climate Change and Greenhouse Gases. These topics consider the potential effects during construction, operation and decommissioning of the potential disturbance and emissions generated by traffic movements, noise, air quality and greenhouse gas emissions on local communities and the surrounding environment.

HERITAGE, LANDSCAPE AND VISUAL IMPACT

Landscape and Visual Impact, Archaeology, Built Heritage and Glint & Glare. These topics assess how the Project may affect the character, appearance and historic environment of the area. They consider potential effects on views, landscape character, archaeological remains, heritage assets and the impacts of reflected light from solar panels.

PEOPLE AND PLACE

Socio-Economics and Human Health. These topics consider how the Project may affect people, communities and land use. They consider matters such as local economic benefits and community wellbeing.

NATURAL ENVIRONMENT

Ecology, Arboriculture, Agricultural Land, Water Environment and Flood Risk, Ground Conditions and Contaminated Land. These topics focus on the protection and management of natural environmental resources. They consider potential effects on habitats, species, trees, agricultural land, watercourses, groundwater, flood risk, land quality and potential contamination.

10.1 TRANSPORT AND TRAFFIC

The transport assessments will consider how the proposals could affect local people relating to the local road network and PRoW during the construction, operation and decommissioning phases of the Project.

During the construction and decommissioning phases, there will be a requirement for workers, equipment and materials to travel to and from the sites and cable route corridors. These movements, together with construction activities and operation of machinery or equipment, plant, could temporarily increase traffic. It is therefore important to understand how nearby residents, road users, recreational users and environmentally sensitive areas could be affected.

What have we done so far to understand the potential for environmental effects?

Work undertaken to date has comprised:

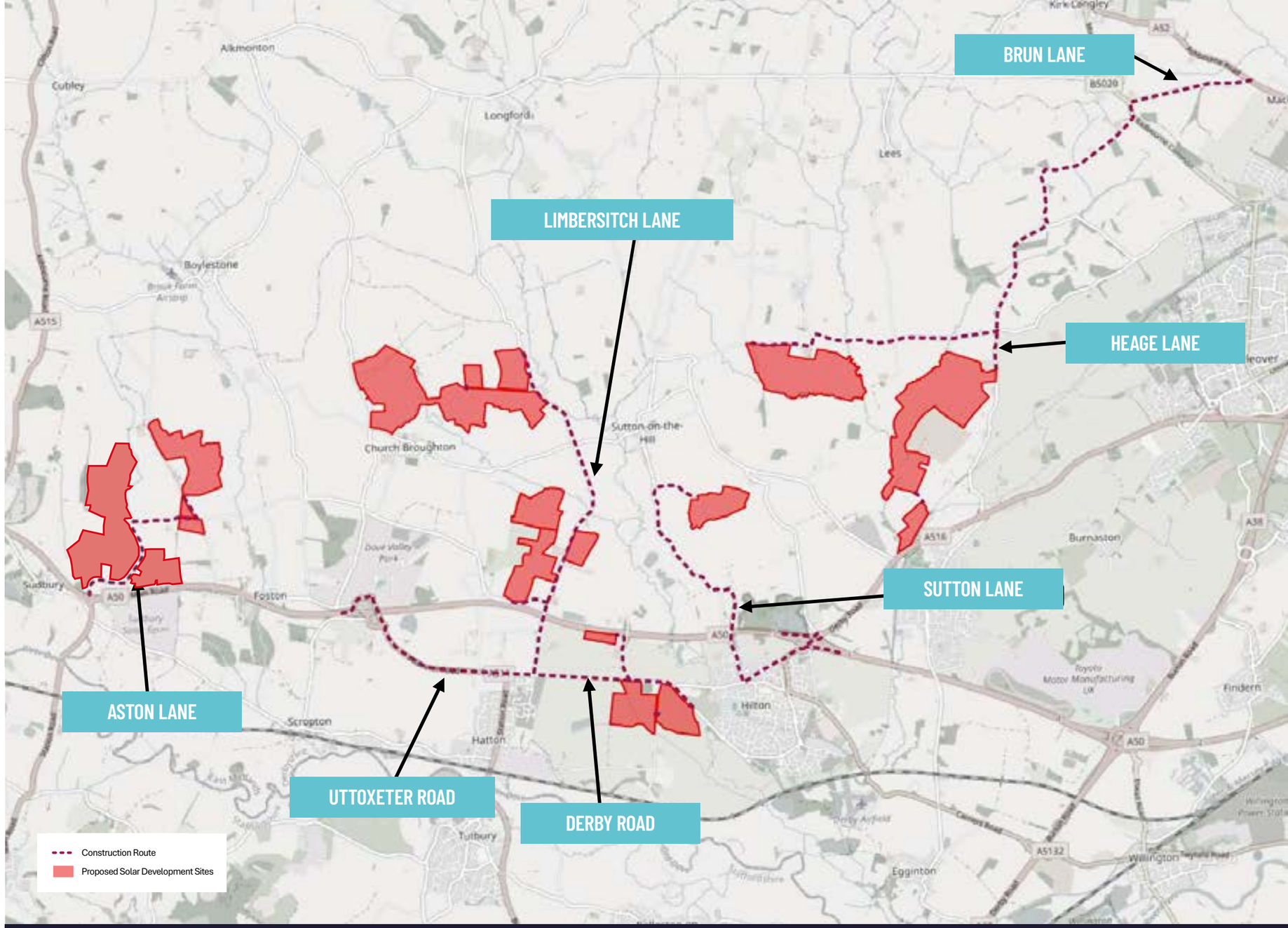
- Undertaking transport site visits, including walking along PRoW's, driving along potential construction routes and reviewing possible access locations for suitability;
- Identifying potential construction routes and reviewing whether local roads are suitable for construction traffic; and
- Engagement with National Highways and Derbyshire County Council on access and construction routes.

The findings of where environmental effects may be identified are provided in Appendix A.1, with the assessment continuing to be reviewed as consultation, surveys and engineering work progress and the design develops.

Construction Vehicle Routes

The Project is located mainly within a rural area where many local roads currently experience relatively low traffic levels. We thank everyone who provided feedback on the suitability of local road infrastructure. The construction route is being designed to route vehicles away from villages where possible, and on roads that currently experience low traffic volumes.





Access to Site 1a to 6 would be via local B and C-roads connecting to the A50, while access to Site 6 would be via local B and C-roads connecting to the A52.

The proposed access routes for each site are outlined opposite:

Sites 1a and 1b would be accessed via the A50 / Aston Lane / Station Road roundabout, then via Aston Lane and Muse Lane.

Site 2 would be accessed via the Foston Interchange, then via Uttoxeter Road from the A50, followed by Sutton Lane and Limbersitch Lane, School Piece Lane and Longford Lane.

Site 3 would be accessed via the Foston Interchange, and then via Uttoxeter Road from the A50, followed by Sutton Lane and Limbersitch Lane.

Site 4 would be accessed via the Foston Interchange, and then via Uttoxeter Road and Derby Road from the A50.

Site 5 would be accessed via the Derby Road/A50 roundabout, then via Derby Road and Sutton Lane.

Site 6 will be accessed via the A52/Brun Lane junction, and then from the A52 via Brun Lane, the B5020, Heage Lane, and unnamed local roads

PUBLIC RIGHTS OF WAY

The draft proposals sit amongst a network of PRoWs, with some crossing the individual development sites.

Site visits have identified which routes appear to be more frequently used and where improvements to access gates and signage could provide longer-term benefits for users. This information is being taken into consideration in the evolving design proposals.

How are we reducing or avoiding impacts and what benefits could be delivered?

The ongoing assessment work is informing the design and the management measures for each stage of the Project. Current and emerging measures include:

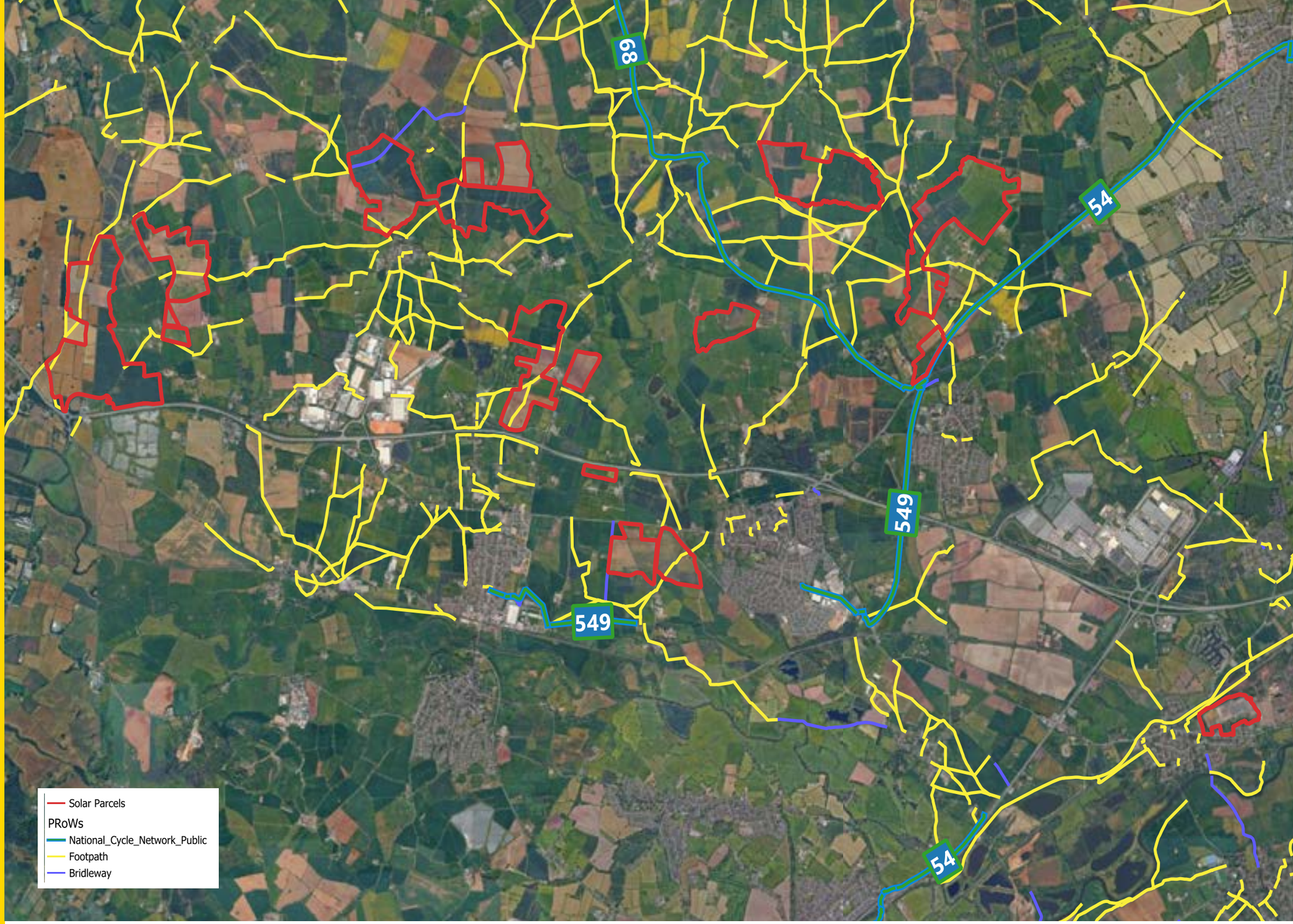
- Refining access points and construction routes to avoid unsuitable roads and reduce traffic through villages where practicable;
- Implementation of a Construction Traffic Management Plan (CTMP) to manage routes, vehicle movements and road safety;
- Preparing an Outline Public Rights of Way Management Plan (OPRoWMP) to maintain access where possible and communicate temporary changes;
- Improvements will be made to PRoWs, particularly in regard to signage and the quality of access gates where PRoWs route through/across fields; and
- Controlling construction dust, vehicle emissions, noise and vibration through good-practice measures secured through the CEMP.

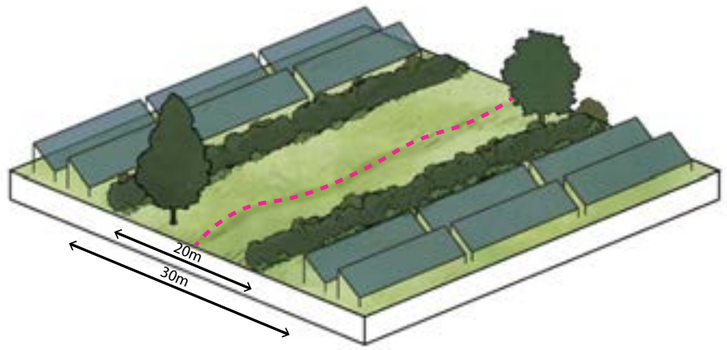
These measures would help reduce temporary disruption to communities. Potential longer-term benefits include improvements to some PRoW.

What work is still ongoing?

Ongoing work includes:

- Refining the proposed access points and construction routes to minimise disruption;
- Undertaking full traffic surveys before submission of the application to improve understanding of existing travel patterns;
- Continuing engagement with National Highways and Derbyshire County Council regarding access and traffic management; and
- Screening operational traffic emissions to determine whether detailed assessment is required.





We have ensured that a 15m offset either side of the footpath/bridleway/byway has been retained across the Project. We are not proposing to close any of the PRoWs across the Project but will be making some localised diversions where needed. Where possible we will look at introducing new permissive paths where these might benefit the local community . If you have any suggestions of where these might work best, we would love to hear from you.

Hedgerows adjoining the existing PRoW network will incorporate fruiting and nut-bearing trees, providing seasonal interest for recreational users while offering additional food sources and habitat opportunities for birds, mammals and invertebrates.

10.2 EMISSIONS: AIR QUALITY, NOISE & VIBRATION & CLIMATE CHANGE AND GREENHOUSE GASES

The following topics will assess the potential emissions of the Project:

- Air Quality
- Noise and Vibration
- Climate Change and Greenhouse Gases

These assessments will consider how the proposals could affect local people relating to air quality, noise levels, and the climate during the construction, operation and decommissioning phases of the Project.

Whilst solar panels are effectively silent, supporting electrical equipment, including inverters, transformers, substations and battery cooling equipment (where included) can generate operational noise. Operational traffic is expected to be limited and mainly associated with maintenance and inspections, therefore is not expected to generate significant emissions.

Existing noise levels reflect the rural setting, with some influence from roads, farming and other local activities. Nearby homes and other noise-sensitive locations will be considered in the assessment. Temporary noise and vibration during construction and decommissioning may arise from the operation of machinery, earthworks and vehicle movements, while operational noise may come from the operation of inverters, transformers, substations, battery cooling equipment and electrical infrastructure.

The climate change assessment considers the generation of renewable electricity, alongside the construction, operation and eventual decommissioning phases having the potential to produce greenhouse gas emissions prior to the implementation of appropriate mitigation measures. Further information about Climate Change and Greenhouse Gases can be found in **Appendix A.1**.

Sensitive air quality locations include places where people or ecological features could be exposed to dust changes in pollutant levels. These include residential areas, community facilities and ecological sites. Further details of the receptors identified to date are provided in Appendix A.1 (Air Quality Receptors). These will be reviewed as the Project develops, with relevant receptors assessed in the ES accompanying the final planning application.

What have we done so far to understand the potential for environmental effects?

Work undertaken to date has comprised:

- Using mapping to identify nearby environmentally sensitive areas and receptors for air quality and noise;
- Completing baseline noise surveys;
- Reviewing existing and climate conditions and greenhouse gas emissions; and
- Identifying the types of greenhouse gas emissions and climate-related risks that need to be assessed during construction, operation and decommissioning.

What have we identified?

The findings of where environmental effects may be identified are provided in Appendix A.1, with the assessment continuing to be reviewed as consultation, surveys and engineering work progress and the design develops.

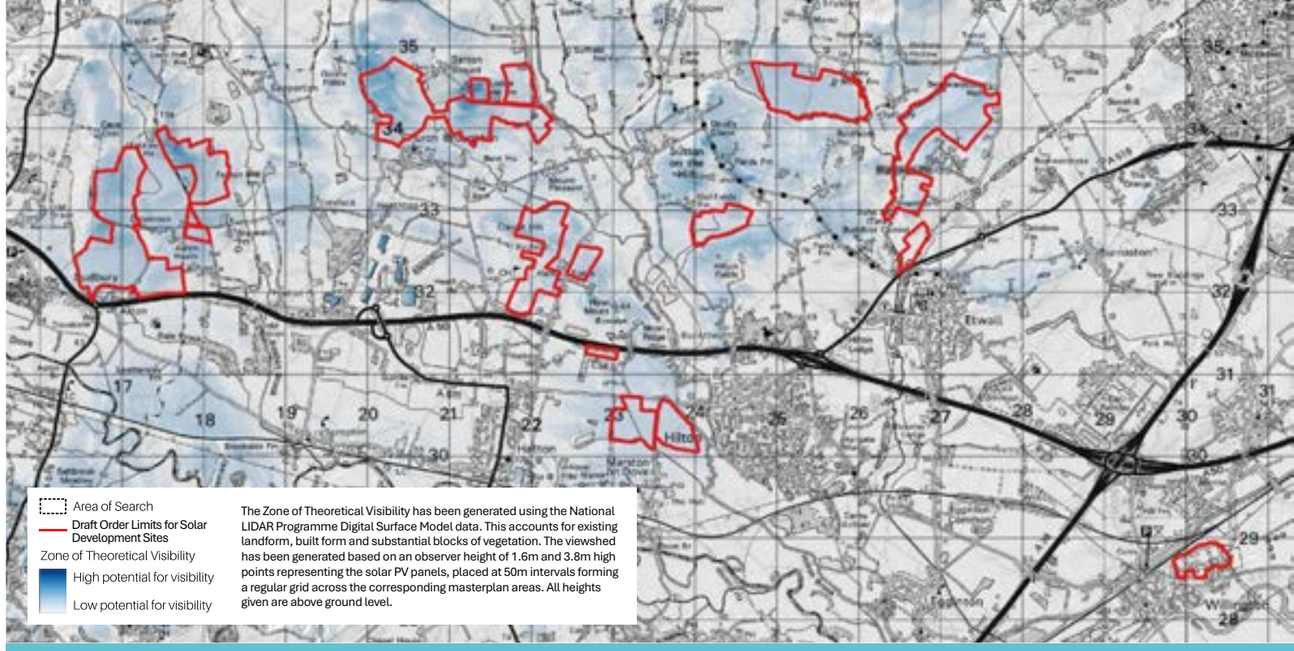
How are we reducing or avoiding impacts and what benefits could be delivered?

The ongoing assessment work is informing the design and the mitigation measures that are anticipated to be implemented for each phase of the Project. Current and emerging measures include:

- Locating electrical equipment away from nearby homes and other sensitive locations where reasonably practicable;
- The CEMP would encourage the selection of quieter machinery and using acoustic barriers, enclosures or other noise reduction measures where the assessment shows these are required;
- Reducing energy and material use, promoting sustainable travel and maximising the reuse and recycling of materials where practicable;
- Avoiding disturbance to features that store carbon where possible;
- Incorporating surface water management, heat-tolerant systems, resilient components and robust foundations into the design to account for risks presented by the future climate; and
- Providing appropriate fire prevention and emergency measures for battery energy storage infrastructure, where included.

These measures would help protect air quality and manage noise. Potential longer-term benefits include the generation of renewable electricity to support the transition towards net zero greenhouse gas emissions.

Ongoing emissions survey work is being undertaken to inform the evolving design and assessment of the Project. Further details of the work completed to date and ongoing surveys are provided in Appendix A.1.



10.3 HERITAGE LANDSCAPE AND VISUALS

The local area includes historic buildings, monuments, conservation areas, buried archaeological remains, field patterns, trees, hedgerows and valued scenic views.

We recognise the contribution these features make to the local character and the importance of understanding the heritage significance of the area.

As the Project develops, heritage, archaeology, landscape character and views will be carefully considered together in the design process, helping to identify sensitive locations, inform the evolving proposals and, where appropriate, avoid, mitigate or reduce potential significant effects.

It also considers whether sunlight reflected from the solar panels, known as glint and glare, could affect the amenity and safety of residents, road users, recreational users or aviation safety.

What have we done so far to understand the potential for environmental effects?

Work undertaken to date includes:

- Reviewing historic records, maps, aerial photography, landscape studies, planning designations and information about listed buildings and conservation areas including the Derbyshire Historic Environment Record, Historic England's listed building records, conservation area appraisals and other archival sources;
- Mapping known designated and non-designated heritage assets and reviewing how these relate to the draft proposals;
- Undertaking archaeology geophysical surveys, heritage site visits and photographic surveys, including built heritage surveys, to understand heritage assets, their surroundings and potential visibility within the draft proposals;
- Reviewing the local landscape, including farmland, settlements, watercourses, vegetation, roads, energy infrastructure, footpaths and bridleways;
- Preparing an initial computer model showing where the Project may potentially be visible, referred to as 'the Zone of Theoretical Visibility';
- Starting summer landscape fieldwork to check the desk-based findings from publicly accessible locations;
- Identifying the areas where the Project could affect glint and glare receptors;
- Mapping the proposed solar areas and identifying nearby roads, homes, PRoW, airports and airfields that may require assessment, and consulting Derby Airport about the assessment approach and potential effects on aviation operations; and
- Engagement with Historic England, the County Archaeologist at Derbyshire County Council, the Conservation Officer at South Derbyshire District Council and Derby Airport.

What have we identified?

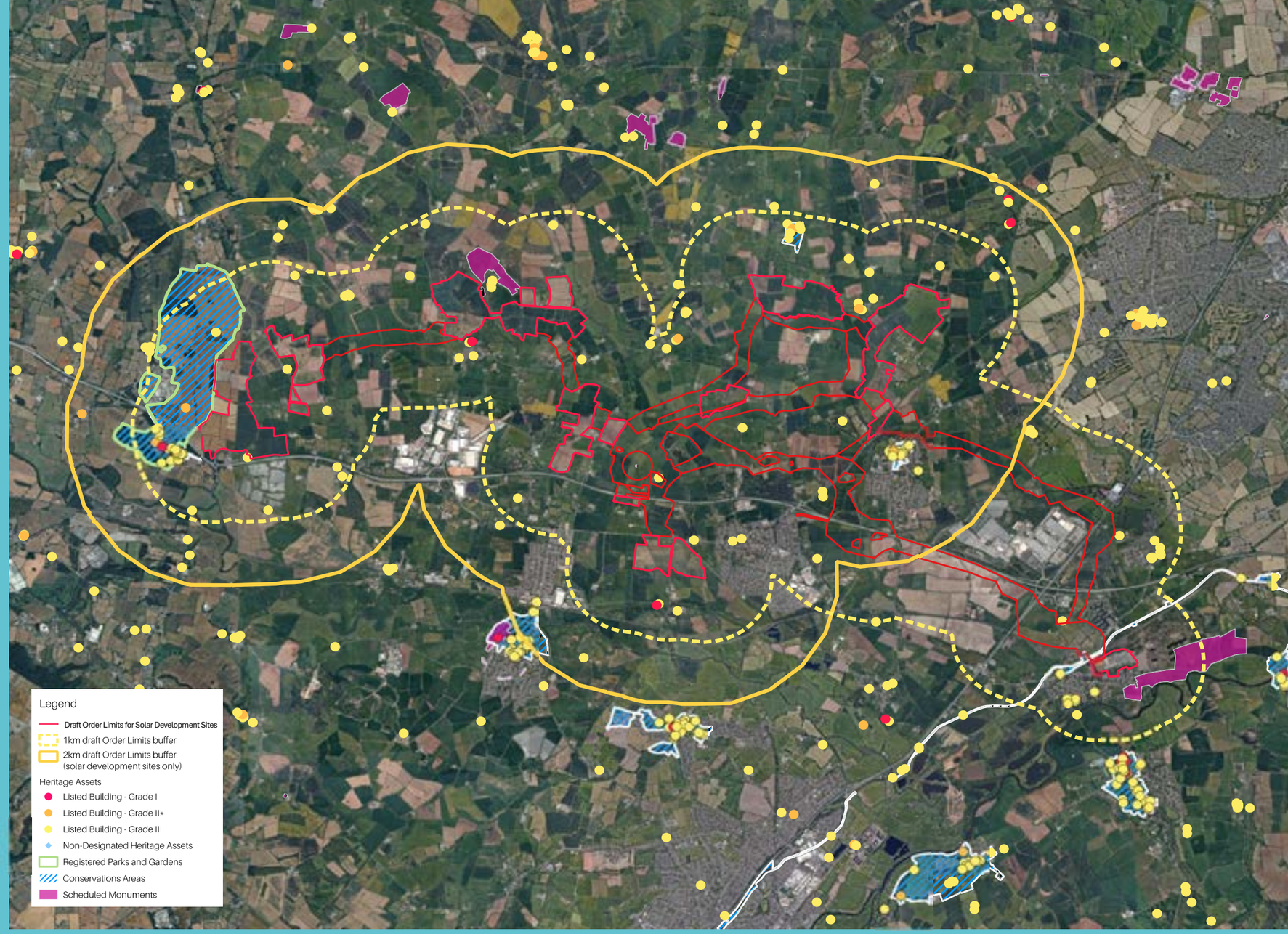
The findings of where environmental effects may be identified relating to heritage, landscape and visuals are provided in Appendix A.2, with the assessment continuing to be reviewed as consultation, surveys and engineering work progress and the design develops.

How are we reducing or avoiding impacts and what benefits could be delivered?

Ongoing assessments are being used to influence the design as it develops. Current measures include:

Ongoing heritage and archaeology survey work is being undertaken to inform the evolving design and assessment of the Project. Further details of the work completed to date and ongoing surveys are provided in Appendix A.2.

- Locating solar panels and associated infrastructure to respond to existing landform, field patterns, vegetation, views and heritage assets;
- Removing proposed panels from fields close to Church Broughton and Barton Hall to reduce effects to residents and the setting of heritage assets;
- Providing a bespoke offset of at least 50 metres around individual properties;
- Providing offsets from hedgerows, trees and woodland to protect existing vegetation and strengthen the green infrastructure network;
- Locating infrastructure away from PRoW where practicable, or providing open land and suitable offsets alongside routes;
- Retaining existing hedgerows, trees and other vegetation to help filter views;
- Introducing new planting to strengthen landscape character, improve habitat connections and reduce views of above-ground infrastructure over time;
- Using construction, operational and decommissioning management plans to control temporary effects such as noise, dust and traffic;
- Using the findings of the heritage assessment to identify the important visual, historic and contextual relationships associated with individual heritage assets and to inform the evolving design;
- Working closely with Historic England, Derbyshire County Council's archaeologist and South Derbyshire District Council's conservation officer so that heritage considerations continue to influence the design;
- Seek to change the solar layout where necessary to reduce reflections towards aviation locations; and
- Considering opportunities to improve public understanding of the historic environment through interpretation, the sharing of information gathered during the assessment and, where appropriate.



Heritage & Archaeology

The built heritage assessment considers designated heritage assets within 2km of the individual sites and non-designated heritage assets within 1km. Most assets beyond 2km have not been included because distance, intervening vegetation and buildings are likely to limit visibility and the potential for effects.

However, additional assets outside the initial study area have been included where further assessment is considered necessary. Grade I listed Barton Hall and St Mary's Church, Marston on Dove, are receiving particular consideration due to their heritage significance. The potential effects of the proposals on these heritage assets are being carefully assessed, with appropriate mitigation measures considered as the design develops.

Geophysical survey results are being analysed across surveyed areas of the draft site location to inform the archaeological baseline and any further investigation requirements.

Further information about the heritage and archaeology considerations of the evolving proposals can be found in Appendix A.2, including a discussion of potential effects.

Glint and Glare

For road users and residents, the current glint and glare assessment area extends up to 1km from the proposed solar areas. Roads identified for assessment are included in Appendix A.2.

Nearby settlements and residential areas include Hatton, Hilton, Church Broughton and Etwall, as well as individual rural properties. PRoW will also be considered where users may have views towards the proposed solar panels.

The findings of where environmental effects may be identified are provided in Appendix A.2.

10.4 PEOPLE AND PLACE: SOCIO-ECONOMICS AND HUMAN HEALTH

The assessment considers how the Project could affect local people, communities, businesses and wellbeing throughout construction, operation and decommissioning. This includes potential effects on employment and the local economy, agricultural and recreational activities, PRoW, local services, health and quality of life.

The assessment will consider both potential adverse effects as well as the opportunities, including employment and supply-chain opportunities, support for the transition to a low-carbon economy, and the wider health benefits associated with renewable energy generation and addressing climate change.

What have we done so far to understand the potential for environmental effects?

Work undertaken or started to date includes:

- Identifying the areas where the Project could affect communities, health and the local economy;
- Understanding the people, businesses and community resources that will need to be considered as the Project develops;
- Beginning a review of publicly available information on the local population, economy, employment, health, land uses and community facilities; and
- Using information from other environmental assessments, including noise, air quality, traffic, landscape and PRoW, to understand possible effects on health and wellbeing.

What have we identified?

The findings of where environmental effects relating to socio-economics, health and wellbeing may be identified are provided in Appendix A.3, with the assessment continuing to be reviewed as consultation, surveys and engineering work progress and the design develops.

How are we reducing or avoiding impacts and what benefits could be delivered?

The assessments are informing the design and the management measures for each stage of the Project. Current and emerging measures include:

- Communicating with local communities about construction activity;
- Maintaining access to facilities and PRoW, where practicable;
- Exploring opportunities to use local contractors and suppliers;
- Promoting local employment and skills opportunities;
- Retaining or enhancing PRoW and recreational access where appropriate;
- Providing landscaping and biodiversity improvements which may support recreation and wellbeing; and
- Continuing engagement with communities, local authorities and other stakeholders to identify concerns and refine the proposed measures.

Potential benefits include temporary employment and local spending during construction and decommissioning, opportunities for local suppliers, support for employment and skills in the community, and the wider benefits associated with renewable energy generation and addressing climate change. Landscaping, biodiversity improvements and the potential retention or enhancement of public access routes may also provide recreational and community benefits.

The mitigation and enhancement measures are not yet finalised; they will be refined in response to the evolving design, consultation and assessment findings.

Further details of the ongoing socio-economic and health work, including survey analysis, consultation and the consideration of potential effects and mitigation are provided in Appendix A.3.

10.5 NATURAL ENVIRONMENT: ECOLOGY, ARBORICULTURE, AGRICULTURAL LAND, WATER ENVIRONMENT AND FLOOD RISK, GROUND CONDITIONS AND CONTAMINATED LAND

To understand the existing environmental conditions across the Project, we are undertaking surveys and assessments to identify any sensitive features that need to be protected and accounted for within the developing proposals.

This includes wildlife habitats, protected species, important trees and hedgerows, agricultural land, soils, groundwater, rivers, streams, drainage systems and areas at risk of flooding.

What have we done so far to understand the potential for environmental effects?

To date we have:

- Undertaken desk studies including requesting ecological records for the draft Order Limits and surrounding area;
- Undertaken habitat surveys across the year as relevant to survey windows;
- Undertaken badger walkover surveys, breeding bird surveys and great crested newt surveys;
- Assessed and mapped more than 1,000 trees, with surveys continuing in the remaining solar areas and cable corridors;
- Completed initial ground conditions assessments, referred to as 'Preliminary Risk Assessments';
- Reviewed historic maps, geology, groundwater, previous land uses, industrial activities, environmental permits and landfill information;
- Undertaken ground conditions site visits and requested information from local authorities, the Environment Agency and mining specialists;
- Commenced the ALC survey;
- Undertaken early flood risk reviews;
- Reviewed flood maps, historic flood records, local authority information, rivers, streams, drainage systems, groundwater, floodplains and potential sustainable drainage opportunities; and
- Undertaken water environment site visits and walkover surveys.

Held initial engagement meetings with the Environment Agency, Canal & River Trust, Natural England, Derbyshire Wildlife, South Derbyshire District Council and Derbyshire County Council about the assessment approach and further information requirements.

Ecology, Trees and Hedgerows

The Project area is predominantly agricultural, with hedgerows, trees, woodland, ponds and watercourses providing habitats for a range of wildlife. Further details of the ecological baseline and features identified to date are provided in Appendix A.4.

Ground Conditions

The solar development areas assessed to date have primarily been used for agriculture. Historical records identify several small-scale clay or unidentified extraction pits dating from approximately the 1880s to the 1960s.

A range of underlying geological deposits and groundwater-bearing layers has been identified. Our environmental assessment work will identify mitigation that will ensure that these underlying soils, rocks and groundwater resources are protected from contamination or disturbance.

Agricultural land and farming

The current baseline is being derived from Defra's predictive ALC mapping as well as the ongoing field work. ALC fieldwork is ongoing.

Information about individual farming circumstances and potential effects on agricultural businesses will be gathered after the land quality survey results are available and presented in a Farm Impact Assessment.

Flood Risk and the Water Environment

The draft proposals contain or are connected to a network of rivers, streams and drainage systems. These include the River Dove, Hilton Brook, Egginton Brook, Longford Brook, Sutton Brook, Etwall Brook, Radbourne Brook and Trusley Brook, together with numerous smaller watercourses and field drainage systems.

During the Phase 1 Engagement exercise, we received significant feedback from the local community about flood risk and drainage. We recognise the importance of these concerns and are taking them into account as the Project develops.







Flood Risk and the Water Environment (cont)

Feedback, alongside our ongoing survey work, has highlighted existing issues including flooded roads, blocked culverts, drainage problems, high groundwater levels and river flooding. We are using this knowledge to help build our understanding of local conditions and identify areas that require particular consideration.

Flood and drainage conditions vary across the Project area, with some locations affected by surface water flow routes and local drainage systems, and others by river floodplains and flood storage associated with the River Dove catchment. These issues have the potential to affect homes, businesses, roads, farmland, ProW, infrastructure and wildlife habitats.

These issues will be carefully considered alongside our ongoing technical assessment work to help inform the design and identify appropriate measures to address potential effects.

Further details of the potential effects on the natural environment identified to date are provided in Appendix A.4.

How are we reducing or avoiding impacts and what benefits could be delivered?

The assessments are informing the design and the management measures for each stage of the Project. Current and emerging measures include:

- Designated nature conservation sites will be avoided, ancient woodland and other important habitats wherever practicable;
- Maintaining suitable buffers from woodland, trees, hedgerows, watercourses and other sensitive features;
- Retaining trees with bat-roosting potential and protecting important bat foraging and movement routes;
- Compensating for unavoidable, small-scale hedgerow loss through new planting;
- Timing and supervising works that could affect trees, hedgerows, habitats or protected species;
- Using construction, operational and decommissioning environmental management plans to control pollution, runoff, lighting and disturbance;
- Undertaking groundwater risk assessment where potential contamination or ground gas risks are identified;
- Locating key infrastructure away from areas of greatest flood risk where practicable;
- Maintaining natural flood flow routes, floodplain storage and existing drainage pathways;
- Designing watercourse crossings carefully and using Sustainable Drainage Systems where appropriate;
- Designing drainage measures to take account of future climate change; and
- Using the ALC and Farm Impact Assessment to inform the layout and measures for mitigation of potential effects to soils and farming activities.

The Project proposals are expected to deliver biodiversity net gain above the mandatory 10% requirement. Proposed benefits could include habitat creation, enhanced ecological connections and additional features such as bird and bat boxes. Further information will be provided in the Outline Biodiversity Net Gain Plan (OBGP), submitted as part of the DCO application.

Further details of the ongoing assessment and survey work for the natural environment are provided in Appendix A.4.







11. LEGACY FUND

Brockwell Energy is committed to being a force for good for all our neighbours and host communities.

Brockwell Energy aims to bring localised benefits to the area by working with those local communities hosting this Project through offering a Legacy Fund to support locally important Projects and initiatives over the lifetime of the scheme, likely in the form of grants that will be made available to community groups and facilities, schools and other public services, and local homeowners. We are proposing to do this through the creation of the Castle Way Energy Legacy Fund, which could provide funding to local Projects.

Our current proposal is to provide £400 per MW per annum. Over the lifetime of the Project this would result in up to £1.2 million.

At Phase 1 Engagement, we sought feedback on suggestions for organisations who may benefit from the proposed Legacy Fund, or local initiatives that you would like to see supported.

We have partnered with Community Energy Pathways who are developing how the Castle Way Energy Legacy Fund could be set up and administered, to deliver the £1.2 million. You can still provide further feedback on how you would best like to see the fund work for local communities as part of this Phase 2 Engagement.

ROTHAMSTED RESEARCH PARTNERSHIP

Rothamsted Research is the oldest continually operating agricultural research station in the world.

Rothamsted Research is the oldest continually operating agricultural research station in the world.

Brockwell Energy's partnership with Rothamsted Research will seek to understand how solar farms can be designed for significant land use gain across various metrics including CO2 sequestration, soil health, biodiversity, crop/livestock yield, and solar yield.

This includes using sheep to graze parts of the site and encouraging pollinators and pest control species by growing the right mix of wildflowers in the right place.

Brockwell Energy will look to include new initiatives supported by this research into the proposals for Castle Way Energy.

You can find out more about Rothamsted Research here:
www.rothamsted.ac.uk/about-rothamsted-research



12. PROJECT TIMELINE

Early engagement and consultation

from March 2026

Brockwell Energy undertook early engagement with landowners, neighbours, residents and other community and business stakeholders to share our initial plans and gather early feedback.

Phase 1 engagement and Scoping

June – July 2026

Brockwell Energy are engaged with residents, landowners and other community and technical specialist stakeholders to share initial plans and to gather feedback. We also submitted an EIA Scoping Report to PINS to seek a Scoping Opinion on the proposed scope and content of the EIA, which will be outlined in the Environmental Statement submitted as part of our DCO application.

Phase 2 engagement

November – December 2026

After considering the early feedback received and the findings of further technical assessments, we are coming back to the community to present our refined proposals to the local community and other stakeholders as part of a formal public consultation.

Design Refinement and Application Preparation

December 2026 – Spring 2027

During this time period, we will be finalising the Project design, assessments and preparing our DCO Application documents whilst incorporating feedback from Phase 2 Engagement.

Application submission

Spring 2027

We will submit our DCO application to PINs who will have 28 days to decide whether or not to accept our application for Examination.

Pre-examination

Spring – Summer 2027

Once our application is accepted, members of the public can register as an 'Interested Party' and take part in the Examination process, including by submitting written and/or oral comments. An independent panel (Examining Authority) will be appointed to carry out an Examination of our application.

Examination

Autumn 2027 – Spring 2028

The panel will examine our application. This includes holding public examination hearings in which Interested Parties i.e. members of the community can attend.

Recommendation

Spring 2028

The Examining Authority will prepare a report for the Secretary of State, which will provide a recommendation about whether to approve our DCO application or not.

Decision

Autumn 2028

The Secretary of State will issue a decision on whether to approve our application.

Construction

2029 onwards

If consent is granted by the Secretary of State, construction will commence in 2029.

APPENDIX LIST

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Appendix A.1: Transport and Emissions: Transport, Air Quality, Noise and Vibration and Climate Change and Greenhouse Gases

Transport and Emissions: Sensitive Receptors

Transport and Traffic

Section 5.1 of the main brochure provides detailed information of the receptors identified, which will be assessed in the ESt.

Climate Change and Greenhouse Gases

For greenhouse gas emissions, as is typical for an assessment of the potential impacts of a new development, the key receptor is the global climate, which is sensitive to additional greenhouse gas emissions. The assessment therefore considers emissions generated during construction, operation (including maintenance) and decommissioning in the context of the renewable electricity produced by the Project.

Potential receptors to the effects of climate change, within the Project, include the Project's infrastructure, and the people working on its construction, maintenance and decommissioning; these receptors may be more susceptible to higher summer temperatures, reduced summer rainfall, increased winter rainfall, flooding, and changes in the frequency or severity of storms and high winds, and so this is being considered in the design of the Project and working practices.

Air Quality

Sensitive air quality locations include places where people or ecological features could be exposed to dust or changes in pollutant levels. The degree of sensitivity depends on factors such as the duration of exposure, the type of land use and whether the location is used by people who may be particularly sensitive to changes in air quality.

Sensitive human and environmental receptors identified to date in the area surrounding the proposed development are summarised in the below Table 1. These locations will be reviewed as the Project develops:

Table 1: Sensitive receptors identified to date

Receptor type	Category	Locations identified to date
Human receptors	Residential areas	Etwall, Hilton and Church Broughton
Human receptors	Community facilities	Schools and healthcare facilities
Environmental receptors	SSSIs	Hilton Gravel Pits SSSI
Environmental receptors	Ancient and semi-natural woodland	Conygree Ancient and Semi-natural Woodland

The exact locations will be appropriately identified and assessed in the corresponding ES chapter which will be available with the final planning application.

Sensitive human locations identified to date include residential areas such as Etwall, Hilton and Church Broughton. Other potentially sensitive locations include schools and healthcare facilities. Environmentally sensitive locations identified to date include Hilton Gravel Pits Site of SSSI and Conygree Ancient and Semi-natural Woodland.

Noise and Vibration

Existing sound levels vary between quieter countryside locations and areas influenced by roads, farming and other local activity. Nearby homes and other locations where people may be sensitive to noise are key receptors for the assessment.

During construction and decommissioning, the main, temporary sources of noise and vibration are the operation of machinery, earthworks, deliveries and heavy goods vehicle movements. During operation, the main potential noise sources will be from the operation of inverters, transformers, substations, possible battery cooling equipment and, in some weather conditions (such as strong winds), above-ground electrical connections.

Transport and Emissions: Potential Environmental Effects

The following potential environmental effects are based on the emerging design and will continue to be reviewed as consultation, surveys and engineering work progresses.

Table 2: Emissions: Environmental Effects

Stage	Potential effects and benefits	Mitigation
Construction	Temporary increases in traffic, noise, vibration, dust, emissions and greenhouse gases could affect nearby communities, road users and sensitive locations.	An Outline Construction Traffic Management Plan (OCTMP) and Outline Construction Environmental Management Plan (OCEMP) set the principles for managing routes, vehicle movements, working hours, plant, deliveries, emissions such as dust and noise, waste and water use.
Operation	Maintenance traffic and air emissions would be limited, but supporting electrical equipment could generate noise and climate change could affect infrastructure, landscaping and habitats.	Sensitive siting and quieter or enclosed equipment would be incorporated, equipment would be maintained and resilient design would be prioritised. An Outline Operational Management Plan (OOMP) would inform these measures, to be formalised through a Detailed OMP.
Decomm-issioning	Temporary traffic, noise, vibration, dust, emissions and waste would be similar to, but limited compared with, construction.	The Outline Decommissioning Environmental Management Plan (ODEMP) would set the principle for managing temporary effects and maximising material reuse and recycling.
Cumulative impact with other new developments and at different stages of development	Effects could combine across the Project and with other works, while disturbance of carbon stores and increased rainfall could add emissions and flood risk.	The ES would assess combined effects, coordinate mitigation, protect carbon-storing features and manage surface water throughout the Project's lifecycle.

Emissions: Ongoing Work

Ongoing work for emissions (noting that transport and traffic work is detailed within Section 5.1 of the main brochure) includes:

- Confirming the human and ecological locations included in the air quality assessment;
- Assessing construction dust, including potential effects on people, property and ecological features;
- Consulting environmental health officers on the air quality and noise assessment approaches;
- Completing further baseline noise monitoring;
- Obtaining noise information for the proposed electrical equipment and using computer modelling to predict noise at nearby sensitive locations;
- Assessing construction and decommissioning noise and vibration, construction traffic, major component replacement and possible combined effects;
- Calculating GHG emissions that may arise during the construction, operation, maintenance and decommissioning of the Project will be undertaken, which will inform whether the Project will result in a significant effect on the global climate with respect to GHG emissions; and
- Assessing climate-related risks and identifying the design and management measures necessary to keep the Project resilient to future climate conditions.

Appendix A.2: Heritage, Landscape and Visuals: Landscape and Visual Impact, Heritage, Archaeology and Glint and Glare

Heritage, Landscape and Visuals: Sensitive Receptors

Landscape and Visual Impact

The area surrounding the Project is primarily a rolling, mixed farming landscape containing arable fields and pasture. Fields are generally divided by hedgerows, with scattered trees and more continuous vegetation along watercourses. Settlement is dispersed and includes individual farmsteads, hamlets and villages. Footpaths and bridleways provide access through the countryside and connect local communities.

Existing roads, overhead power lines, pylons, substations and other industrial and energy infrastructure also influence the character of the area. The draft Order Limits and its immediate surroundings are not within a National Park or National Landscape, although heritage and ecological designations contribute to the value and sensitivity of particular locations.

Built Heritage

A range of heritage assets has been identified, as illustrated below, including Scheduled Monuments, Listed Buildings and Conservation Areas.

The heritage assets identified predominantly include former farmhouses, churches, halls, country cottages, bridges and church structures, such as lychgates and memorials. Ongoing research is building our understanding of the particular qualities that make each heritage asset important. These qualities vary depending on the location, character and type of asset. For example, the historic interest and surroundings of a farmhouse may be experienced differently from those of a church. Additional assets outside the initial study area, including Tutbury Castle and St Mary's Church, have also been included for further assessment.

Archaeology

Geophysical survey results are being analysed across surveyed areas of the draft Order Limits to inform the archaeological baseline and any further investigation requirements.

The solar site areas currently avoid direct physical impacts on protected historic buildings and structures; however, the proposed cable route passes through the Trent and Mersey Canal Conservation Area, which means that direct effects on the Conservation Area may arise from cable installation. The nature and extent of any effects remain under assessment.

Glint and Glare

The glint and glare assessment considers potential effects on road users and residents within 1 km of the proposed solar areas. The receptors identified for assessment are summarised in the below table.

For road users and residents, the current glint and glare assessment area extends up to 1km from the proposed solar areas.

Roads identified for assessment include:

Table 2: Sensitive receptors identified to date

Receptor type	Assessment area	Receptors identified
Road users	Within 1 km of the proposed solar areas	A50; Longford Lane; A516; Main Street; Derby Road; Uttoxeter Road
Residents	Within 1 km of the proposed solar areas	Residential properties
Airports and airfields	Within 10 km of the proposed solar areas	Derby Airport; Brook Farm Airfield; Palmer Moor Farm Airfield; Tatenhill Airfield; Darley Moor Airfield
Aviation-related receptors	Relevant airports and airfields within the assessment area	Pilots approaching or flying around airfields, and air traffic control tower personnel where present

Airports and airfields are considered within 10km of the proposed solar areas. Those currently identified are Derby Airport, Brook Farm Airfield, Palmer Moor Farm Airfield, Tatenhill Airfield and Darley Moor Airfield. The assessment will consider possible reflections experienced by pilots approaching an airfield or flying around it, as well as personnel in air traffic control towers where present.

The list of receptors assessed may change as the design develops. New receptors will be added where design changes introduce a potential effect, while receptors may be removed where the updated design means that an effect would no longer occur.

Heritage, Landscape and Visuals: Environmental Effects

The following potential environmental effects are based on the emerging design and will continue to be reviewed as consultation, surveys and engineering work progresses.

Table 3: Heritage, Landscape and Visuals: Environmental Effects

Stage	Potential effects and benefits	Mitigation
Construction	Temporary changes to landscape character, views and the setting or tranquillity of heritage assets, with possible effects on buried archaeology and the Trent and Mersey Canal Conservation Area. Glint and glare effects are not expected.	Phase works where practicable, manage construction effects through the CEMP, and avoid, protect or record archaeological assets in line with survey findings.
Operation	Solar and associated infrastructure could alter nearby views, landscape character and heritage settings, particularly close to the development, although these changes would be reversible following decommissioning. Reflections could affect residents, recreational users, road safety or aviation.	Sensitively locate infrastructure, retain trees and hedgerows, provide new planting, and maintain suitable separation from properties, heritage assets and PRoW where practicable. The panel layouts for glint and glare would respond to assessment findings, with planting, landform or fencing used for ground-level receptors and layout changes considered for aviation.
Decomm-issioning	Temporary activity, traffic, noise, dust and visual changes would be similar to, but generally less than, construction, with possible archaeological disturbance. Glint and glare effects are not expected once panels are removed.	An ODEMP would set the principles for controlling effects, while established planting would provide screening, and materials would be recycled where practicable.
Cumulative impact with other new developments and at different stages of development	The Project could combine with other developments to increase effects on landscapes, views, archaeology, heritage assets and glint and glare receptors.	The ES will assess cumulative effects, with the design, landscape strategy and any additional measures refined accordingly.

Heritage, Landscape and Visuals: Ongoing Work

Ongoing work includes:

- Completing further landscape and heritage site visits;
- Completing further archaeological surveys;
- Carrying out further site visits and photographic surveys during winter conditions to understand how seasonal changes in vegetation affect views;
- Confirming representative viewpoints and preparing photomontages and other visualisations from sensitive heritage locations, where required;
- Continuing to assess how the Project may affect landscape character, views and the surroundings of heritage assets;
- Developing the understanding of potential visibility between the Project and heritage assets;
- Continuing research into the particular qualities that make each heritage asset important;
- Refining the landscape strategy and mitigation planting;
- Identifying measures to avoid, protect, investigate or record archaeological remains;
- Confirming the effects of the cable route through the Trent and Mersey Canal Conservation Area;
- Continuing engagement with relevant authorities and interested organisations;
- Cross-checking the proposed Site 2 design response against the signed-off masterplan and confirming how the revised layout reduces potential heritage effects; and
- Assessing interactions with other existing and planned developments.
- Preparing the Landscape and Visual Impact Assessment, Built Heritage Assessment and Archaeological Assessment, including the relevant ES chapters and supporting appendices, to support the DCO application and continue informing design mitigation.

Appendix A.3 – People and Place: Socio-Economics and Health

People and Place: Sensitive Receptors

Socio-Economics

The area within and around the Project contains a range of communities, businesses, agricultural enterprises and recreational interests that may be influenced by the Project. Key receptors include local residents, workers, businesses, farmers, accommodation providers, recreational users and the wider local economy.

The area is currently characterised by agricultural land, nearby villages and settlements, PRoW, recreational routes, transport connections and local services and facilities. These features play an important role in supporting local communities, access to the countryside and opportunities for recreation and physical activity.

Health and Wellbeing

The baseline review has also identified existing health and wellbeing considerations within local communities, including access to services, opportunities for outdoor recreation and factors that may influence quality of life. Some groups within the community may be more sensitive to environmental change or experience existing health inequalities, and these will be considered as the assessment progresses.

This information provides an initial understanding of the people, places and activities that could be affected by the Project and helps to focus the assessment on the issues most relevant to local communities.

People and Place: Environmental Effects

The following potential environmental effects are based on the emerging design and will continue to be reviewed as consultation, surveys and engineering work progresses.

Table 4: People and Place: Environmental Effects

Receptor type	Assessment area	Receptors identified
Construction	Local employment, spending and supply-chain opportunities, alongside possible disruption from traffic, noise, dust, visual effects and temporary changes to PRoW, recreation or agricultural access.	The OCEMP, OCTMP and OPRoWMP will advise the principles to manage disturbance, community communication, workforce activity and access, while local employment and supplier opportunities would be explored.
Operation	Limited maintenance employment, with possible effects on farming, recreation, tourism, PRoW, community wellbeing and landscape perception.	Access, landscaping, biodiversity and PRoW measures would be refined through the PRoWMP.
Decomm-issioning	Temporary employment and local economic activity, alongside construction-like traffic, noise, dust and disturbance.	Management measures would limit disturbance and maintain PRoW access, with detailed measures developed at a later stage.
Cross-stage / cumulative	Specific cumulative socio-economic and health effects are not yet identified and will be assessed against nearby developments and at different stages of development as relevant.	Combined effects would be assessed and further mitigation introduced where required.

People and Place: Ongoing Work

Ongoing work includes:

- Refining the demographic profile of the local population, economy, employment market and community conditions, in order to inform the assessment of potential effects to health and socio-economic conditions;
- Reviewing the latest socio-economic, demographic and health information;
- Considering whether vulnerable or more sensitive groups could experience effects differently;
- Assessing effects on local residents, businesses, workers, agriculture, recreation, tourism and accommodation providers;
- Reviewing information from related assessments, including traffic, noise, air quality, landscape and PRoW;
- Completing the assessment of effects during construction, operation and decommissioning;
- Continuing consultation with relevant authorities, consultees, communities and other organisations;
- Continuing discussions with Derby Airport to understand its operations and confirm the glint and glare assessment approach;
- Modelling potential reflections towards roads, homes, PRoW, airports and airfields;
- Considering combined glint and glare effects with other solar developments; and
- Identifying suitable mitigation where significant effects are predicted.

Appendix A.4: Natural Environment: Ecology, Arboriculture, Agricultural Land, Water Environment and Flood Risk, Ground Conditions and Contaminated Land

Natural Environment: Sensitive Receptors

Ecology, Trees and Hedgerows

The Project is predominantly located on agricultural cropland and grazing land. Fields are generally bordered by hedgerows, trees, ditches and watercourses, with smaller areas of grassland, scrub, woodland and ponds. Surveys identify established hedgerows, woodland edges and individual trees, with most of the trees surveyed to date comprising native species typical of the local agricultural landscape.

Important ecological features identified to date include:

- Hilton Gravel Pits SSSI, which is adjacent to the Pink cable route;
- Local Wildlife Sites within or close to the solar areas and cable corridors, including Cubley Brook, Bartonfields Marsh, Field Gate Woods, Etwall Railway Pond and Willington Grassland;
- Areas of priority habitat, including deciduous woodland, ponds, hedgerows, traditional orchard and wood pasture and parkland;
- Ancient woodland adjacent to the Yellow cable route; and
- Veteran trees within the solar areas and cable corridors.

The habitats within and around the Project have the potential to support breeding and non-breeding birds, bats, amphibians, reptiles, badgers, otters, water voles, brown hares, hedgehogs, invertebrates, fish and other aquatic species. Further surveys will be undertaken to confirm how particular species use different parts of the draft Order Limits to inform design and mitigation.

Flood Risk and Water Environment

Existing flood and drainage conditions vary across the Project area. Some locations are influenced mainly by surface water flow routes and local drainage systems, while others are influenced by river floodplains and flood storage associated with the River Dove catchment.

Local residents, parish councils and local authorities have identified existing issues including flooded roads, blocked culverts, drainage problems, high groundwater levels and river flooding. These issues affect, or have the potential to affect roads, farmland, homes, businesses, PRoW, infrastructure and wildlife habitats and will be considered as the baseline understanding of the draft Order Limits evolves.

Groundwater resources, abstractions and water-dependent habitats are being investigated to determine whether and how they could be affected.

Ground Conditions and Agricultural Land

The solar development areas assessed to date have primarily been used for agriculture. Historical records identify several small-scale clay or unidentified extraction pits dating from approximately the 1880s to the 1960s.

A range of underlying geological deposits and groundwater-bearing layers has been identified. Our environmental assessment work will identify mitigation that will ensure that these underlying soils, rocks and groundwater resources are protected from contamination or disturbance.

The current baseline is being derived from Defra's predictive ALC mapping as well as the ongoing field work. ALC fieldwork is ongoing.

Natural Environment: Environmental Effects

The following potential environmental effects are based on the emerging design and will continue to be reviewed as consultation, surveys and engineering work progresses.

Table 5: Natural Environment – Environmental Effects

Stage	Potential effects and benefits	Mitigation
Construction	Temporary habitat loss or fragmentation, wildlife disturbance and limited tree or hedgerow removal, alongside risks to soils, agriculture, drainage, watercourses, groundwater and land contamination from construction activity.	Avoid sensitive sites and features where practicable, provide buffers, control pollution, runoff, lighting and species impacts, protect retained vegetation, and replace habitat losses. Measures would be described through the OCEMP, OLEMP, OEMP, ODEMP and Drainage Strategy, with soil measures informed by ongoing surveys.
Operation	Infrastructure, noise, lighting and maintenance could affect wildlife, contaminated ground, groundwater, drainage, flood risk and farming. Habitat creation and reduced intensive agricultural practices could improve biodiversity and soil condition.	The OEMP would identify the principles to secure habitat buffers, sensitive lighting and long-term ecological management. Ground investigations, flood modelling and sustainable drainage would inform infrastructure design and siting.
Decomm-issioning	Temporary construction-like disturbance to wildlife, soils, vegetation, drainage and watercourses, including pollution and sediment risks.	An ODEMP would identify the principles to control ecological, pollution, drainage and vegetation effects, with timed and supervised works and land restoration.
Cumulative impact with other new developments and at different stages of development	Effects could combine across Project stages and with other developments or existing flood and drainage issues, affecting habitats, wildlife movement, trees, water resources, flood risk and potentially agricultural land.	The assessment would refine the design to avoid sensitive areas, maintain ecological and flood connections, protect floodplain storage and coordinate habitat, drainage and landscape measures.

Natural Environment: Ongoing Work

Ongoing work includes:

- Completing habitat and badger surveys across the additional land and cable corridors;
- Continuing bat activity surveys;
- Undertaking surveys of trees that could be affected to determine whether they have potential to support roosting bats;
- Commencing further habitat, badger, bat, river, amphibian, otter, water vole and river habitat survey work;
- Completing breeding bird surveys;
- Obtaining further species records and continuing engagement with Natural England and Derbyshire Wildlife Trust;
- Preparing the Biodiversity Net Gain Strategy and calculations;
- Completing tree surveys across the solar areas and cable corridors and feeding the findings into the design;
- Undertaking preliminary ground conditions assessments for the cable corridors, two additional land parcels and amendments to two existing parcels;
- Providing further ground conditions information requested by the Environment Agency;
- Undertaking any targeted ground investigation and risk assessment identified as necessary;
- Completing the ALC survey;
- Publishing the findings following completion of the agricultural fieldwork;
- Interviewing farmers and landowners to establish individual farming circumstances and assess effects on farm businesses;
- Completing detailed flood risk assessments, hydraulic modelling and surface water assessments;
- Developing the drainage strategy;
- Assessing watercourses, groundwater, water quality and underground cable interactions with groundwater;
- Assessing future climate change effects on rainfall, runoff and river flooding;
- Continuing discussions with regulators and local authorities;
- Reviewing local flood evidence provided by residents, parish councils and other stakeholders; and
- Preparing the relevant ES chapters and supporting assessments.

Appendix B.1: Viewpoint 1 (Part A), view from PROW Church Broughton Footpath 29 looking south west

Existing view



Photowire



Year 1



Year 15

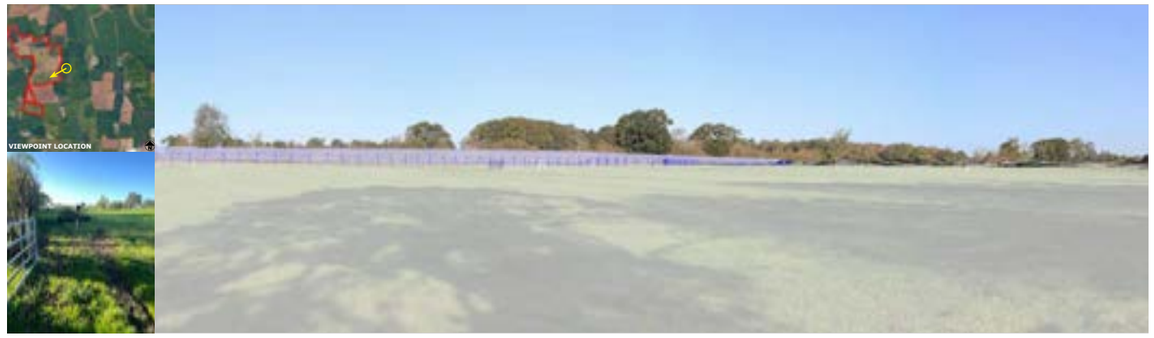


Appendix B.2: Viewpoint 1 (Part B), view from PROW Church Broughton Footpath 29 looking north west

Existing view



Photowire



Year 1



Year 15



Appendix B.3: Viewpoint 2 (Part A), view from PROW Church Broughton Footpath 12 looking north west

Existing view



Photowire



Year 1



Year 15



Appendix B.4: Viewpoint 2 (Part B), view from PROW Church Broughton Footpath 12 looking north east

Existing view



Photowire



Year 1



Year 15



Appendix B.5: Viewpoint 3 (Part A), view from PROW Church Broughton Footpath 3 looking north

Existing view



Photowire



Year 1



Year 15



Appendix B.6: Viewpoint 3 (Part B), view from PROW Church Broughton Footpath 3 looking north east

Existing view



Photowire



Year 1



Year 15



Appendix B.7: Viewpoint 4, view from Marston on Dove Footpath 7 looking south west

Existing view



Photowire



Year 1



Year 15



Appendix B.8: Viewpoint 5, view from PROW Ash Footpath 8 looking north

Existing view



Photowire



Year 1



Year 15





CASTLE WAY ENERGY

brockwell energy

13. HAVE YOUR SAY

Your views are important to us, and we will analyse all the feedback received during this round of engagement to help further refine our proposals.

Our Phase 2 engagement runs from 12th November until 11:59pm on 13th December 2026.

You can share your thoughts by submitting feedback online or by post. We have feedback forms which can be completed at the exhibition events, online at www.castlewayenergy.co.uk, or you may request a printed copy by any of the communication methods outlined below.

How to give your feedback

Visit our website: **www.castlewayenergy.co.uk**

Email us at: **info@castlewayenergy.co.uk**

Write to us at: **FREEPOST CASTLE WAY ENERGY** (no further address or stamp required)

Complete a feedback form on our website

All feedback received will be reviewed by the Project team and considered alongside the findings of ongoing technical assessments as we refine our proposals ahead of submitting our DCO application in Spring 2027.

We look forward to hearing from you

All graphics, maps and photography in this document are illustrative for consultation purposes. Viewpoint photography has been produced in line with Landscape Institute guidance however the presentation of the photography will differ in terms of scale.

Not found what you are looking for?

Attend a technical webinar

The webinars will be topic focused and led by the relevant technical lead and will explain our approach to different topics, outline how potential impacts will be assessed and mitigated.

Visit our website to register your attendance.

Monday 30th November 6 – 7pm:
General project update

Tuesday 1st December 6 – 7pm:
Emissions (Noise, Air Quality and Climate), Socio-Economic Impacts and Health

Monday 7th December 6 – 7pm:
Transport, Access and Public Rights of Way

Monday 7th December 7 – 8pm:
Landscape, Heritage, Archaeology and Visual Impacts

Tuesday 8th December 6 – 7pm:
Natural Environment (Ecology, Ground Conditions, Agricultural Land, Water and Flood Risk)

Request a meeting with the project manager.

Meetings will be arranged on a case-by-case basis.

Please email **info@castlewayenergy.co.uk** to request a meeting.