



CLEVE HILL SOLAR PARK

AMENDMENT APPLICATION ENVIRONMENTAL STATEMENT CLARIFICATION NOTE

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SOLAR PARK

CLEVE HILL SOLAR PARK – DCO APPLICATION (EN010085)

ENVIRONMENTAL STATEMENT

CLARIFICATION NOTE - REMOVAL OF NORTHERN ACCESS ROUTE OPTION

Introduction

1. Section 5.4.4 of Chapter 5 - Development Description of the Environmental Statement (ES) [APP-035] describes in Table 5.4 and the following sections the two onsite access route options used in the ES for assessment purposes:
 - The northern route; and
 - The southern route.
2. The Applicant has taken the decision to remove the proposed “northern route” option from the Development. The existing farm track which formed part of the northern route is retained, shown yellow and marked D-D on the revised Streets and Access Plan. This existing track connects the existing access from Seasalter Road to the proposed Habitat Management Area.
3. The decision to remove the northern route has been taken in response to consultation and successful negotiations with landowners in respect of the southern route. There is universal support from consultees, including statutory nature conservation bodies (SNCBs), local authorities and landowners for the use of the southern route. The Applicant's intention to make this decision has been made clear during the examination of this application and all interested parties have had opportunity to comment on it. There have been no significant concerns raised against the use of the southern route, and common support for the removal of the northern route.

Environmental Impact Assessment

4. Each assessment in the ES has considered the environmental worst case of either option, as per the Development Description chapter. In almost all cases the worst case considered is the northern option, as it involves approximately twice the amount of material for its construction and runs alongside the proposed Arable Reversion Habitat Management Area (AR HMA) for the eastern half of its extents. The only assessment to use the southern access route option as the worst-case is the assessment of noise and vibration effects at residential properties relating to construction activities onsite.
5. The identification of the worst-case access route option in the ES is summarised in Table 1.

Table 1 - Consideration of On-Site Access Route Options in ES Chapters

ES Chapter (reference)	Type of Effect	Access Route Option Assessed as Worst-case	Comments
7 - Landscape and Visual Impact Assessment	Construction, Operation and Decommissioning – physical changes and visual effects	Northern Access Route	The northern access route would create a greater length of new access road and would be potentially more visible.
8 - Ecology	Construction, Operation and Decommissioning – disturbance to species using protected/mitigation areas	Northern Access Route	The northern access route is closest to areas of habitat management and parts of The Swale SPA/SSSI/Ramsar Site.

ES Chapter (reference)	Type of Effect	Access Route Option Assessed as Worst-case	Comments
9 - Ornithology	Construction, Operation and Decommissioning – disturbance to species using protected/mitigation areas	Northern Access Route	The northern access route is closest to areas of habitat management and parts of The Swale SPA/SSSI/Ramsar Site.
10 - Hydrology, Hydrogeology, Flood Risk and Ground Conditions	Construction, Operation and Decommissioning – increase in run-off rates	Northern Access Route	The northern access route would result in the maximum addition of impermeable surface
11 - Cultural Heritage and Archaeology	Construction – risk to unknown, buried archaeology	Unspecified	Whilst not required to be specified in the chapter, the northern route would involve a greater amount of ground disturbance during construction and therefore could reasonably be considered to present a worst case.
12 - Noise and Vibration	Construction Noise - Traffic Volumes	Northern Access Route	The northern access route involves greater import of materials and construction traffic volumes would therefore be higher.
	Construction and Decommissioning Activities Onsite (noise and vibration)	Southern Access Route	Construction activities related to access track construction and onsite construction traffic route would be closer to residential receptors (Crown Cottages) for the southern access route.
	Construction Activities - ecological receptors	Unspecified	Assessment not affected by the choice of either the northern or southern access option.
	Operational noise	Unspecified	
13 - Socio-economics, Tourism, Recreation and Land-use	None	Unspecified	The choice of scenario does not affect this assessment.
14 - Traffic and Access	Construction and Decommissioning – traffic levels	Northern Access Route	The northern access route has been assessed as it represents the highest level of construction activity and material volumes.
15 - Climate Change	None	Unspecified	Assessment not affected by the choice of either the northern or southern access option.
16 - Air Quality	Construction and Decommissioning – traffic-related pollution emissions	Northern Access Route	The northern access route has been assessed as it represents the highest level of construction activity and material volumes.
17 - Miscellaneous Issues	Construction – Potential damage to electrical export cables (utilities)	Northern Access Route	The northern access route would cross over the export cables requiring construction works to be undertaken in the area above the cables then all construction traffic to access the site across this route.

6. The ES does not require to be updated as a result of the removal of the northern access option. The effects of the Development utilising the southern access option would be the same as, or of a lower level than, that assessed in the ES.