

West Burton Solar Project

Joint Report on Interrelationships between Nationally Significant Infrastructure Projects Revision B

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Joint Report on Interrelationships between Nationally Significant Infrastructure Projects

Version 3

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Prepared for:

Gate Burton Energy Park Limited, West Burton Solar Project Limited, Tillbridge Solar Limited and Cottam Solar Project Limited.

Prepared by:

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Table of Contents

1.	Introduction.....	5
1.1	Purpose of this report.....	5
1.2	Schemes considered in this report.....	6
1.3	Structure of this report	11
2.	Overview of the Schemes.....	13
2.1	Introduction	13
2.2	Overview of the schemes.....	13
2.3	Main features of the schemes.....	19
2.4	Examination timetables.....	19
3.	Approach taken to coordinate between the projects	22
3.1	Introduction	22
3.2	Collaboration on this report.....	22
3.3	Meetings held and discussion points	23
3.4	Approach to consultation	24
3.5	Collaboration in design: shared grid connection corridor and mitigation measures	27
3.6	Collaboration on access points	29
4.	Shared Development Consent Order Provisions	33
4.1	Introduction	33
4.2	Transfer of benefit provisions.....	35
4.3	Cooperation agreement	35
5.	Shared Mitigation Measures in Draft DCOs.....	37
5.1	Introduction	37
5.2	Shared grid connection	37
5.3	Cultural heritage	37
5.4	Traffic and transport.....	38
5.5	Ecology.....	38
6.	Cumulative Impact Assessment.....	40
6.1	Updated information.....	40
7.	Summary of matters coordinated between NSIPs	42
	Appendix A: Summary of Discussions between Undertakers.....	43
	Appendix B: Plans Showing Access Locations for the Four Projects	50
	Appendix C: Cooperation Agreement.....	51
	Appendix D: Cumulative Impacts on Traffic Technical Note	52
	Appendix E: Review of Cumulative Effects	53

Figures

Figure 1.1	DCO Solar Schemes in/near Lincolnshire	7
Figure 2.1	Gate Burton, Cottam, West Burton and Tillbridge Energy Parks: Overview Plan	14
Figure 2.2	Gate Burton, Cottam, West Burton and Tillbridge Energy Parks: Layout Plan	15
Figure 3.1.	Gate Burton scheme stage two consultation plan showing shared grid connection corridor. Please note that the content is superseded by application plans	25
Figure 3.2.	Consultation plan showing initial layouts of the Gate Burton, Cottam and West Burton schemes. This plan has now been superseded as the schemes have evolved	26
Figure 3.3	Consultation plan used in Tillbridge Consultation showing all four schemes. This plan has now been superseded as the schemes have evolved.	27

Tables

Table 1.1 Versions of the Interrelationships Report and Submission Deadlines.....	5
Table 1.2 List of NSIP Solar Schemes in and around Lincolnshire	7
Table 1.3 Distance between the solar arrays of the Cottam, West Burton, Tillbridge and Gate Burton schemes.....	9
Table 2.1 Overview of schemes including details of consenting, construction and operation timetables.....	17
Table 2.2 Overview of Examination Timetables for the schemes.....	21

1. Introduction

1.1 Purpose of this report

- 1.1.1 This Report provides information on the interrelationships between the Gate Burton Energy Park, Cottam Solar Project, West Burton Solar Project and Tillbridge Solar Project. The report has been prepared to support the Development Consent Order (DCO) applications for the four projects.
- 1.1.2 An initial version of this Report was prepared to address a request from the Examining Authority (ExA) in the Examination of the application to develop the Gate Burton Energy Park (the “Gate Burton scheme”). Annex G of the Rule 6 letter (issued on 31 May 2023) on the Gate Burton scheme set out a list of additional information that the ExA required to assess the interrelationship between Gate Burton scheme and other Nationally Significant Infrastructure Projects (NSIPs). Annex C of the Rule 6 letter identified five proposed NSIP schemes which are located close to the Gate Burton scheme, being Cottam Solar Project, Tillbridge Solar Project, West Burton Solar Project, Heckington Fen Solar Park and Mallard Pass Solar Project. The Rule 8 letter (issued on 12 July 2023) did not list the NSIP schemes for consideration.
- 1.1.3 A request for the same report was made by the ExA in the Rule 6 letter for the Examination of the Cottam Solar Project (issued on 10 July 2023), with the first iteration of the joint report submitted into the Cottam Solar Project Examination on 17 October 2023. The document was also requested in the Rule 6 letter for the West Burton Solar Project issued on 10 August, with the first iteration originally due on 26 October 2023 and later changed to 24 November 2023.
- 1.1.4 To aid the ExAs, the developers of the Gate Burton, Cottam, West Burton and Tillbridge schemes have agreed to produce one joint version of this report, to be revised and submitted at the various deadlines for each project.
- 1.1.5 For clarity, the versions of the report and the deadlines the report has been submitted at are provided in the table below. This table will be updated as the programmes progress.

Table 1.1 Versions of the Interrelationships Report and Submission Deadlines

Version	Notes	Gate Burton	Cottam	West Burton	Tillbridge
0	Not joint report ¹	D1 (18 July 23)	N/A	N/A	N/A
1	1 st joint report	D4 (3 Oct 23)	D1 (17 Oct 23)	N/A	N/A
2	2 nd joint report	D5 (20 Nov 23)	D2 (21 Nov 23)	D1 (24 Nov 23)	N/A

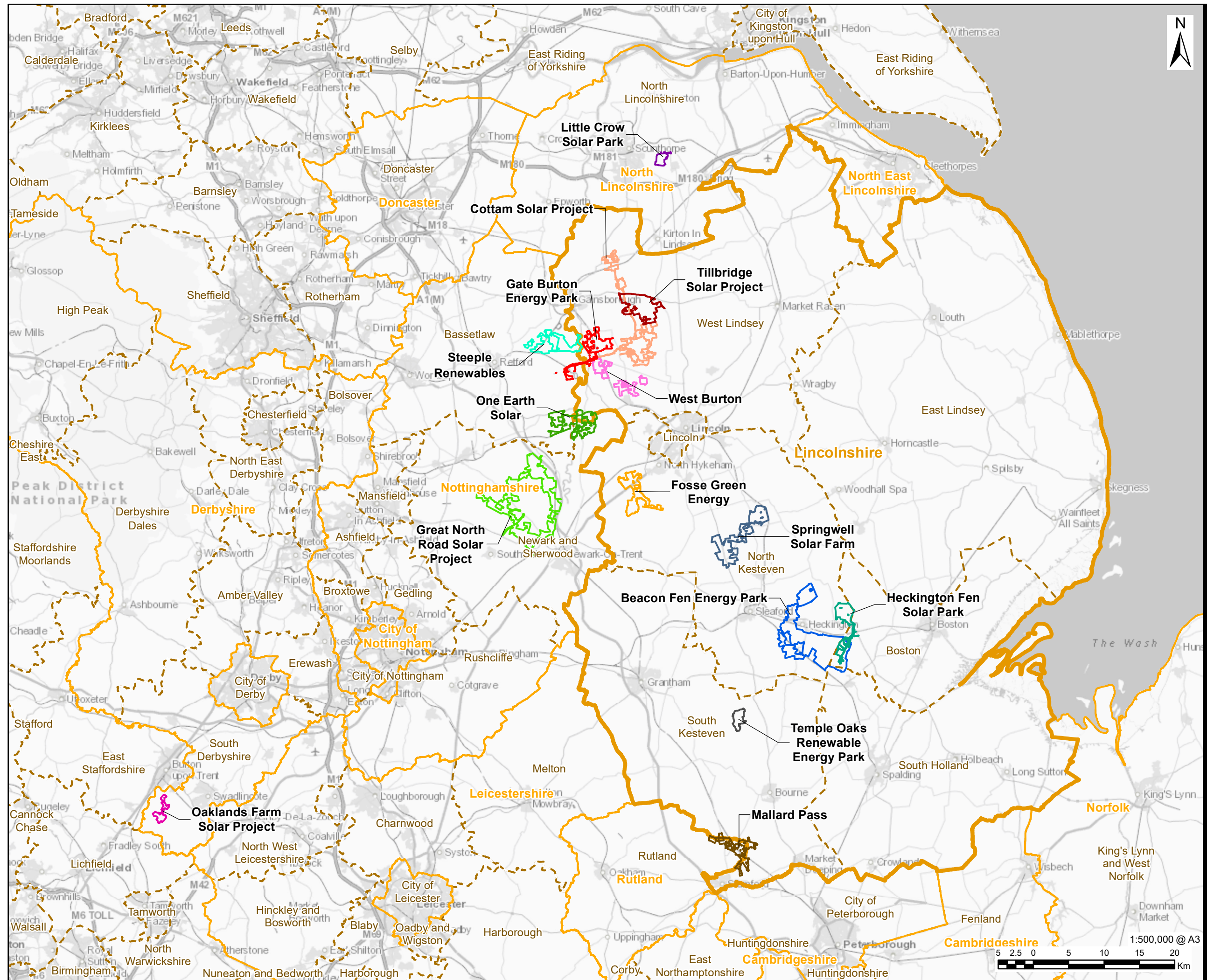
¹ It should be noted that whilst the first report was prepared for the Gate Burton project and was not a ‘joint report’, it was developed in collaboration with all other parties, with their assistance and input.

3	3rd joint report	D6 (21 Dec 23)	D3 (delayed submission to 21 Dec 23)	N/A	N/A
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1.1.6 For the reasons identified below, this Report focuses on the interrelationships between the Gate Burton, Cottam, West Burton and Tillbridge schemes. This Report references documents from the applications for all four schemes. For ease, references are provided with the scheme number first (see **Table 2.1**), followed by the application reference in the relevant Examination library if applicable. Where applicable, the document number is also provided for ease of reference.

1.2 Schemes considered in this report

1.2.1 **Figure 1.1** shows the location and Order limits of various proposed NSIP schemes in or near Lincolnshire. **Table 1.2** sets out further details of each of these schemes as of November 2023. The distance provided measures the approximate distance from the project listed under “Scheme Name” to the closest edge of the order limits of either the Cottam, West Burton, Tillbridge or Gate Burton scheme, whichever is the nearest. It should be noted that the Order limits for all projects not yet submitted are evolving and may change over time. The column ‘potential for cumulative effects’ has been populated by the environmental specialists assessing the cumulative impacts of the projects on behalf of Gate Burton scheme and has been agreed by the undertakers of the Cottam, West Burton and Tillbridge schemes.





















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- LEGEND**
-  Gate Burton Energy Park
 -  Lincolnshire County Boundary
 -  Other County Boundaries
 -  District Boundary
- Solar Scheme**
-  Beacon Fen Energy Park
 -  Cottam Solar Project
 -  Fosse Green Energy
 -  Great North Road Solar Project
 -  Heckington Fen Solar Park
 -  Little Crow Solar Park
 -  Mallard Pass
 -  Oakland's Farm Solar Project
 -  One Earth Solar Farm
 -  Springwell Solar Farm
 -  Steeple Renewables
 -  Temple Oaks Renewable Energy Park
 -  Tillbridge Solar Project
 -  West Burton Solar Project

NOTES

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and database right [2023].
All boundaries excluding Gate Burton Energy
Park are indicative.

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FIGURE TITLE
DCO Solar Schemes in/near
Lincolnshire

FIGURE NUMBER
Figure 1-1



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Table 1.2 List of NSIP Solar Schemes in and around Lincolnshire

Scheme Name	LPA	Stage of Application	PEIR² available	ES available	Date Application Submitted/ Due³	Distance to the nearest edge of Cottam, West Burton, Tillbridge or Gate Burton scheme (whichever is closer) (km)	Potential for cumulative effects
Little Crow Solar Park	North Lincolnshire	Development Consent Granted	Yes	Yes	Dec 2020	8km (to Cottam Scheme)	No
Mallard Pass Solar Farm	Rutland/South Kesteven	Examination	Yes	Yes	Nov 2022	51km (to West Burton Scheme)	No
Heckington Fen Solar Park	North Kesteven/Boston	Pre-Examination	Yes	Yes	Feb 2023	31km (to West Burton Scheme)	No
Springwell Solar Farm	North Kesteven	Pre-application	No	No	Q2 2024	20km (to West Burton Scheme)	No
Beacon Fen Energy Park	North Kesteven/Boston	Pre-application	No	No	Q2/Q3 2024	31km (to West Burton Scheme)	No
Temple Oaks Renewable Energy Park	South Kesteven	Pre-application	No	No	No timescale available	38km (to West Burton Scheme)	No
Oaklands Farm Solar Project	South Derbyshire (Derbyshire)	Pre-application	Yes	No	Autumn 2023	67km (to Gate Burton Scheme)	No
Fosse Green	North Kesteven	Pre-application	No	No	Q4 2024	7km (to West Burton Scheme)	No

² Preliminary Environmental Information Report, an environmental report on potential effects produced for statutory consultation on a NSIP.

³ Due dates are as stated on the National Infrastructure Planning website.



One Earth Solar Farm	West Lindsey/ Bassetlaw	Pre-application	No	No	Q1 2025	3.5km (to West Burton Scheme)	Yes (except Tillbridge)
Steeple Renewables Project	Bassetlaw	Pre-application	No	No	Not yet on webpage	0km (to West Burton, assuming the Order limits for West Burton and Steeple will overlap at the Substation). 1.2 km to the nearest solar panel area, being the panels in the north east of the Solar and Energy Storage area of the Gate Burton scheme.	Cannot be confirmed
Great North Road Solar Park	Newark and Sherwood District Council	Pre-application	No	No	Q2 2025	10km (to West Burton scheme)	Yes (except Tillbridge)

1.2.2 **Table 1.3** below provides details of the distances (and direction) between the solar arrays for the Cottam, West Burton, Tillbridge and Gate Burton schemes. The distance between solar arrays is measured at the nearest point to the other relevant scheme and the direction means the direction from the scheme named horizontally at the top of the table (e.g. the solar arrays for Cottam scheme are 1.7km north from the solar arrays for the West Burton scheme at their nearest point). As the Tillbridge scheme application has not yet been submitted, its order limits are subject to change. Each of the four schemes is considered to have the potential for cumulative impacts on the others, based on an assessment by the Gate Burton scheme’s environmental specialists which has been agreed by the undertakers of the Cottam, West Burton and Tillbridge schemes.

Table 1.3 Distance between the solar arrays of the Cottam, West Burton, Tillbridge and Gate Burton schemes

Scheme Name	Cottam	West Burton	Gate Burton	Tillbridge
Cottam	0km	1.70km (north)	1.42km (east)	0.70km (south)
West Burton	1.70km (south)	0km	0.87km (south)	6.5km (south-west)
Gate Burton	1.42km (west)	0.87km (north)	0km	4.28km (south-west)
Tillbridge	0.70km (north)	6.5km (north-east)	4.28km (north-east)	0km

1.2.3 This Report discusses the interrelationships between the Gate Burton, Cottam, West Burton and Tillbridge schemes, because these are the projects with the potential for cumulative effects, as well as being those geographically closest to each other (although please note comments below on Steeple Renewables Project). These schemes also share common features, including a shared grid connection corridor. The projects are being developed by different developers who have been working together to improve the schemes and reduce environmental effects.

1.2.4 The Report does not focus on the other schemes listed above because they are located some distance from the Gate Burton, Cottam, West Burton and Tillbridge schemes and/or do not share the same common features. In particular, Heckington Fen and Mallard Pass solar projects listed in the Gate Burton Rule 6 letter are over 30km from the Gate Burton, Cottam, Tillbridge and West Burton schemes so there is no potential for cumulative effects.

1.2.5 **Table 1.2** is being continually updated and so includes projects that have only been announced very recently. As shown above, many projects are at such an early stage that no statutory consultation has yet been undertaken and no Preliminary Environmental Information Report produced.

1.2.6 For all projects listed in Table 1.2, except Steeple Renewables, cumulative effects can nevertheless be ruled out due to large separation distances. However, Steeple Renewables Project is located in close proximity to the four projects in this report and therefore cumulative effects cannot be ruled out at

this stage. The Steeple Renewables Project proposes up to 400MW of solar energy generation and 200MW of battery storage. It is proposed to connect at the former West Burton Power Station site, as does the West Burton Solar project.

- 1.2.7 Steeple Renewables Project was announced on 23 October 2023 and only very high level information is available. No Scoping Report has yet been produced, and there is no Preliminary Environmental Information Report and no Environmental Statement available. It is therefore not possible to carry out a meaningful environmental assessment of the cumulative effects between the projects due to a lack of design and environmental information to feed into the assessment.
- 1.2.8 Given the early stage of design, there is also uncertainty on the design and significant potential for the project to evolve over time. For example, the distances provided in **Table 1.2** are based on the distance between the Gate Burton project (as the closest solar array of the four projects) and the 'land under consideration' for the Steeple Renewable Project. However, at present it is not known whether the 'land under consideration' would be used for solar panels, battery storage, access tracks or environmental mitigation planting, which would make any assessment of cumulative effects very uncertain. Given that full details are available for Gate Burton, Cottam and West Burton and will shortly be available for Tillbridge, it is also considered highly likely that the developer of the Steeple Renewables project will evolve the scheme design to minimise cumulative impacts.

1.3 Structure of this report

- 1.3.1 In line with the requirements in Annex G of the Gate Burton scheme Rule 6 letter, Annex G of the Cottam Rule 6 letter and Annex G of the West Burton Rule 6 letter, this Report comprises the following sections:
- **Section 2** provides an overview of the Gate Burton, Cottam, Tillbridge and West Burton schemes, including details on timings, construction phasing, grid connection and start of operation. This is accompanied by figures showing the Order limits for the projects. The plans show the locations of the main features of each project, including solar arrays, energy storage facilities, substations, electrical cable routes, grid connections, environmental mitigation areas, temporary construction and decommissioning areas, and construction haulage routes.
 - **Section 3** outlines the approach taken by the project promoters to work collaboratively with one another.
 - **Section 4** outlines the DCO provisions required to be implemented satisfactorily in relation to other projects.
 - **Section 5** outlines the mitigation measures that are shared between the projects.
 - **Section 6** sets out information on the other projects relied upon for the cumulative impact assessments, the level of detail, and any other changes since the submission of applications. The Tillbridge application has not yet been submitted so cannot yet cover the cumulative assessment or changes yet in any detail for this project.

- **Section 7** provides a summary of the matters coordinated with other projects, setting out the matters that have been agreed and further work being undertaken jointly between the projects.

2. Overview of the Schemes

2.1 Introduction

2.1.1 This section provides an overview of the Gate Burton, Cottam, West Burton and Tillbridge schemes including details on timings, construction phasing, grid connection and start of operation. It is accompanied by **Figures 2.1 and 2.2** which show the locations of the main features of each project, including solar arrays, energy storage facilities, substations, electrical cable routes, grid connections, environmental mitigation areas, temporary construction areas, and construction haulage routes.

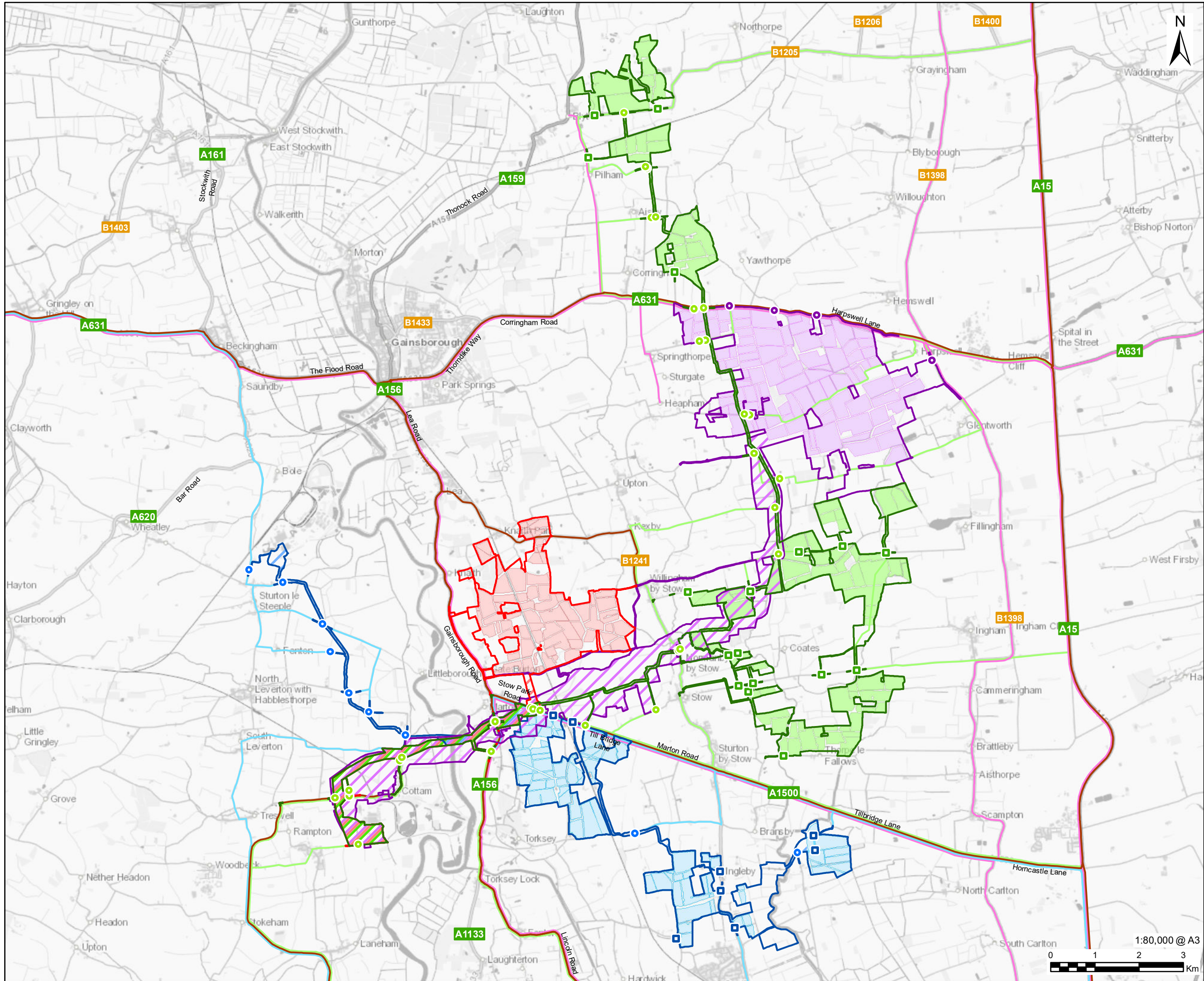
2.2 Overview of the schemes

2.2.1 All four schemes are proposals for solar energy parks that would deliver electricity to the national electricity transmission network. They involve the construction, operation, maintenance and decommissioning of solar photovoltaic (PV) electricity generating facilities and energy storage facilities with total capacities exceeding 50 megawatts and electrical connections to the National Grid via existing substations. Each scheme is distinct and is being promoted by a different undertaker.

2.2.2 The Gate Burton scheme is a proposal for a solar PV park with a capacity of approximately 531MW together with a battery energy storage system, promoted by Gate Burton Energy Park Limited (the “Gate Burton undertaker”), which is part of Low Carbon Limited. It is located to the east of the River Trent between the villages of Knaith, Gate Burton and Willingham by Stow. The electricity generated will be transferred by an underground 400kW cable to the grid connection substation at Cottam Power Station to the south-west. The DCO application was submitted by the Gate Burton undertaker to the Planning Inspectorate (PINS) on 27 January 2023 and accepted for Examination on 22 February 2023. Examination commenced on 4 July 2023.

2.2.3 Cottam Solar Project (the “Cottam scheme”) is being promoted by Cottam Solar Project Limited (the “Cottam undertaker”), which is part of Island Green Power UK Limited. The Cottam scheme is a proposed solar farm across four areas of land connected by underground cable with a capacity of approximately 600MW together with a battery energy storage system. Two of the areas of the Cottam scheme containing solar panels are located between the villages of Willingham by Stow, Thorpe le Fallows and Fillingham. The other two areas are located further north around Blyton, Pilham and Corringham. The electricity generated will be transferred to the grid via a substation at Cottam Power Station. The DCO application was submitted to PINS on 12 January 2023 and accepted for Examination on 10 February 2023. Examination commenced on 5 September 2023.

2.2.4 West Burton Solar Project (the “West Burton scheme”) is being promoted by West Burton Solar Project Limited (the “West Burton undertaker”), which is also part of Island Green Power. It is a proposal for a solar PV park across three areas of land connected by underground cable, with a capacity of



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- LEGEND**
- Cottam**
- Order Limits
 - Grid Connection Corridor
 - Solar Arrays
 - Construction Route
 - Construction Access
 - Cable Route Access
- Gate Burton**
- Order Limits
 - Grid Connection Corridor
 - Solar Arrays
 - Construction Route
- Tillbridge**
- Draft Order Limits (June 2023) PIER
 - Grid Connection Corridor
 - Solar Arrays
 - Construction Route
 - Access Point
- West Burton**
- Order Limits
 - Grid Connection Corridor
 - Solar Arrays
 - Construction Route
 - Construction Access
 - Cable Route Access

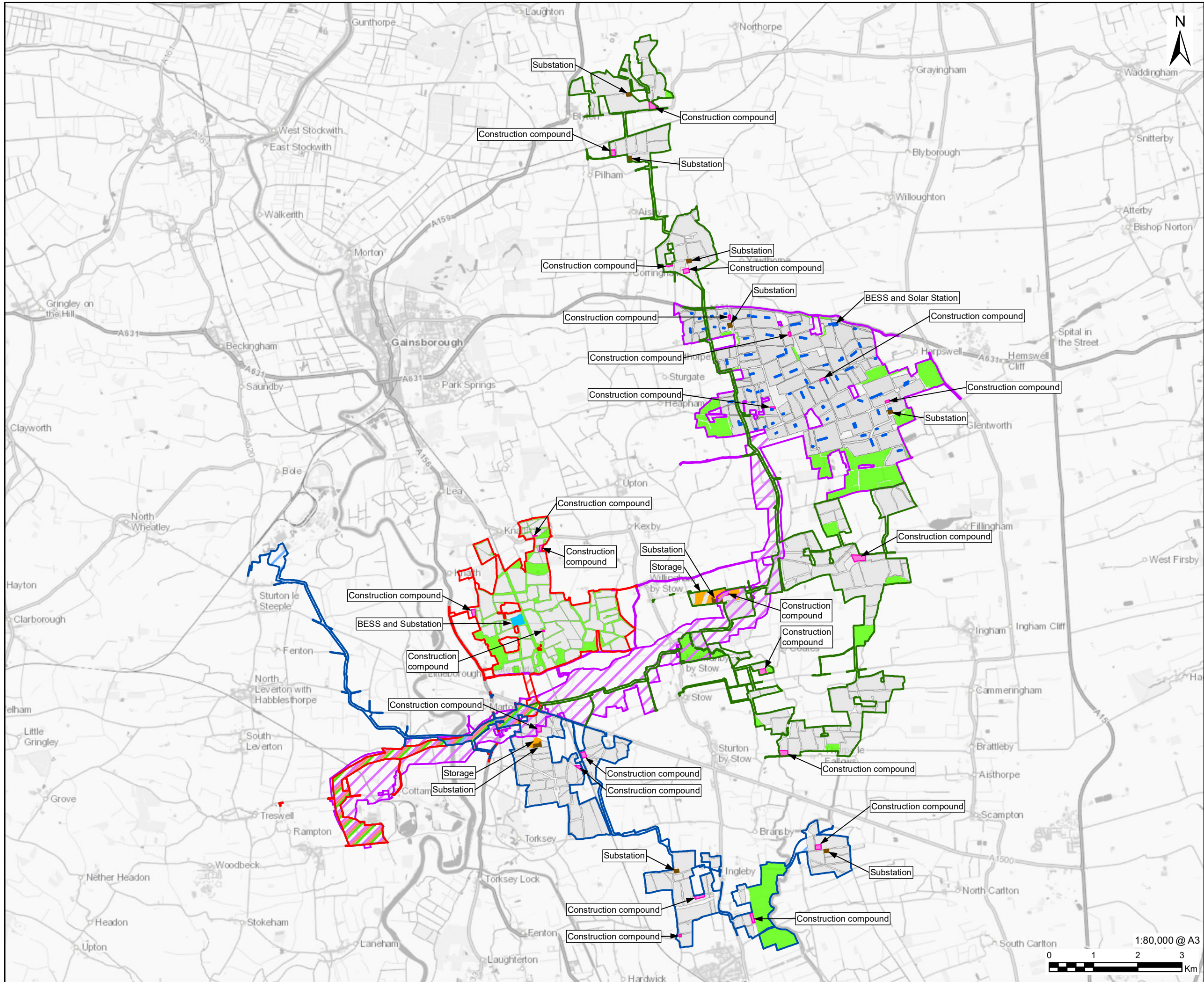
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FIGURE TITLE
Gate Burton, Cottam, West Burton and
Tillbridge Energy Parks: Overview Plan

FIGURE NUMBER
Figure 2.1

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LEGEND

- Order Limits**
- Cottam Order Limits
 - Gate Burton Order Limits
 - Tillbridge Draft Order Limits (June 2023)
 - West Burton Order Limits
- Grid Connection Corridor**
- Cottam Grid Connection Corridor
 - Gate Burton Grid Connection
 - Tillbridge Grid Connection Corridor
 - West Burton Grid Connection Corridor

- Infrastructure**
- Solar Arrays
 - Substation
 - Battery Energy Storage Systems (BESS)
 - Battery Energy Storage Systems (BESS) and Solar Station
 - Battery Storage
 - Environmental Mitigation Area
 - Construction compound

ISSUE PURPOSE

For Information

PROJECT NUMBER

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FIGURE TITLE

Gate Burton, Cottam, West Burton and Tillbridge Energy Parks: Layout Plan

FIGURE NUMBER

Figure 2.2

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approximately 480MW together with a battery energy storage system. The areas of the West Burton scheme siting solar panels are located south of the A1500 around the villages of Marton, Ingleby and Bransby. The electricity generated will be transferred to the grid via a substation at West Burton Power Station. The DCO application was submitted to PINS on 21 March 2023 and accepted for Examination on 18 April 2023. The Examination commenced on 8 November 2023.

- 2.2.5 Tillbridge Solar (the “Tillbridge scheme”) is being promoted by Tillbridge Solar Limited (the “Tillbridge undertaker”) and is a joint venture between Tribus Clean Energy and Recurrent Energy. Tillbridge Solar Limited has secured a Bilateral Connection Agreement (BCA) with National Grid to allow 500MW of renewable energy to be transferred into and out of its substation. The proposed solar farm is located between Springthorpe and Glentworth. The electricity generated will be transferred to the grid via a substation at Cottam Power Station. At the time of writing this Report, the application is at the pre-application stage, with submission of the application planned for Quarter 1 of 2024.
- 2.2.6 The main scheme components for all four schemes comprise: PV tables (mounting structures) and panels; inverters; transformers; an on-site Substation (two in the case of the Tillbridge scheme); onsite cabling; a Battery Storage and Energy Storage System (BESS) (or multiple in the case of the Tillbridge scheme); a 400kV electrical connection to the National Grid Substation at Cottam Power Station (for the Gate Burton, Cottam and Tillbridge schemes) and the National Grid Substation at West Burton Power Station (for the West Burton scheme); fencing and security measures; access tracks; and landscaping and biodiversity enhancement.
- 2.2.7 Designing the schemes has been an iterative process, guided by environmental assessments and consultation with statutory and non-statutory consultees. A number of the design aspects of the schemes cannot be confirmed until the tendering process for design and construction has been completed. Therefore, whilst this Report (and the applications for development consent) gives as much detail as possible on proposed design and construction for the schemes, the final design and construction processes are to be determined. For the purposes of applying for development consent, the designs are considered in line with the principles of the “Rochdale Envelope” to present a likely worst-case assessment of potential environmental effects of the schemes where the design details cannot yet be fixed.
- 2.2.8 **Table 2.1** sets out the key details for each of the schemes including details on the estimated timetable of works such as obtaining consent, construction phasing, grid connection and operational commencement. Given that no project yet has consent, all timescales are indicative and subject to change over time.

Table 2.1 Overview of schemes including details of consenting, construction and operation timetables

Project detail/date	Gate Burton Energy Park	Cottam Solar Project	West Burton Solar Project	Tillbridge Solar Project
Planning Inspectorate Project Number	EN010131	EN010133	EN010132	EN010142
Approximate solar MW capacity	531 MW	600 MW	480 MW	500 MW connection agreement.
Approximate battery storage capacity	500 MWh	Two options have been assessed for the Environmental Statement: Option A: 1357MWh Option B: 2773MWh	159MWh	To be decided
Order Limits (ha)	824 ha, including 652 ha for Solar and Energy Storage Park and 172 ha for Grid Connection Corridor.	1,451.23 ha. The four combined sites minus the Cable Corridors, means of access and Cottam 1 permissive path total 1188.5 2ha.	886.42 ha. The three combined sites minus the Cable Corridors, but including means of access total 769.1ha.	Approximately 1,400 ha for solar and BESS (Principal Site), of which approximately 900ha is developable and 500 is for ecological, landscape and heritage offsets. Additional area for cable corridor.
Local Authority Areas covered by scheme	Lincolnshire County Council, Nottinghamshire County Council, West Lindsey District Council and Bassetlaw District Council.	Lincolnshire County Council, Nottinghamshire County Council, West Lindsey District Council and Bassetlaw District Council.	Lincolnshire County Council, Nottinghamshire County Council, West Lindsey District Council and Bassetlaw District Council.	Lincolnshire County Council, Nottinghamshire County Council, West Lindsey District Council and Bassetlaw District Council.
Submission of application	27 January 2023	12 January 2023	21 March 2023	Q1 2024 (proposed)
Start of Examination (actual/predicted)	4 July 2023	5 September 2023	8 November 2023	Q3 2024



Project detail/date	Gate Burton Energy Park	Cottam Solar Project	West Burton Solar Project	Tillbridge Solar Project
Due date for decision	4 July 2024	5 September 2024	Q4 2024	Q3 2025
Predicted start of construction	Q1 2025	Q4 2024 (earliest possible date)	Q4 2024 (earliest possible date)	Q4 2025
Details of construction phases and any shared construction timetable/ shared works with other schemes.	<p>The main construction phase is predicted to be 24-36 months between 2025 and 2027, with construction peak in 2026.</p> <p>A list of key construction activities is included in Chapter 2: the Project of the Environmental Statement [EN010131/APP-011/3.1].</p>	<p>The main construction phase is predicted to be 24 months between, at the earliest, 2024 and 2026.</p> <p>A list of key construction activities is included in Chapter 4: Scheme Description of the Environmental Statement [EN010133/APP-39].</p>	<p>The main construction phase is predicted to be 24 months between, at the earliest, 2024 and 2026.</p> <p>A list of key construction activities is included in Chapter 4: Scheme Description of the Environmental Statement [EN010132/APP-42].</p>	<p>Th PEI Report states that the main construction phase is predicted to be 24 months between 2025 and 2027, with construction peak in 2026.</p> <p>A list of key construction activities is included in Chapter 3: Scheme Description of the Preliminary Environmental Information Report produced for statutory consultation and available here: Chapter 3: Scheme Description Tillbridge Solar 2022-09-23.</p>
Predicted end of construction	Q4 2027/Q1 2028	Q4 2026 (earliest possible date)	Q4 2026 (earliest possible date)	Q3 2027
Predicted Operation Date	Q4 2028	Q3 2029 (with potential for an earlier date to be achieved)	Q4 2028 (with potential for an earlier date to be achieved)	Q4 2027

2.3 Main features of the schemes

- 2.3.1 **Figure 2.1** provides an overview of the four schemes, including the main solar areas grid connection routes and main routes for heavy goods vehicles. Information on this plan has been limited so the main areas can be seen clearly. **Figure 2.2** provides more detail on the proposed indicative layouts for each scheme including solar arrays, energy storage facilities, substations, electrical cable routes, grid connections, environmental mitigation areas, temporary construction areas, and construction haulage routes.
- 2.3.2 The Gate Burton, West Burton and Cottam schemes each have main battery storage areas as shown in **Figure 2.2**. Tillbridge has taken a different approach, with the scheme being DC-coupled with batteries located in individual containers or housed within a larger building or buildings, typically coming in containerised solutions dispersed across the scheme's principal site. The precise number of individual battery storage containers will depend upon the level of power capacity and duration of energy storage that each project will require and work is ongoing to determine this. The Tillbridge Preliminary Environmental Information Report Volume III Figure 31 comprises an Indicative Site Layout Plan and shows the potential number and distribution of BESS and Solar Stations across the Tillbridge scheme. The areas shown as 'BESS and solar stations' in **Figure 2.2** for Tillbridge are therefore distributed across the scheme's principal site and located alongside the solar stations. Solar stations comprise a DC/AC inverter and a LV/MV transformer, including switchgear with these areas not used solely for battery storage.
- 2.3.3 As can be seen from **Figure 2.1**, the construction haulage routes for the Gate Burton scheme follow a range of routes including the A156 north-south corridor, A1500 east-west corridor and routes further afield including the A57 (accessed via the A156 to the south), the A631 to the east and west, and the A15 to the north and south. This similarly applies to the other three solar projects, although these tend to be more focussed on the A15, A1500 and A631. In terms of construction vehicle routing overlaps between the four projects, these mainly include the A15 (with traffic predominantly serving the Cottam scheme), the A1500 (predominantly serving the West Burton scheme), the A631 (predominantly serving the Tillbridge scheme) and the A156 (predominantly serving the Gate Burton scheme). The construction haulage route for the Cottam scheme is slightly more complex because of the geographical split between the different areas that make up the project. All projects have additional accesses off smaller roads for both the solar array areas and the grid connection corridor. For all projects traffic is concentrated in the construction periods, with limited operational traffic.
- 2.3.4 Section 3.6 of this Report provides more detail on collaboration on access points and design for the four projects.

2.4 Examination timetables

- 2.4.1 **Table 2.2** sets out the key dates in the examinations for the Cottam, West Burton and Gate Burton schemes, as per the Rule 6 letters for each scheme. The table includes the details from the Rule 8 letter for West Burton as published on 16 November 2023. The Tillbridge scheme application is due to be submitted in Quarter 1 of 2024 and the examination timetable has not yet

been set (predictions for general dates are included in Table 2.1 above). Therefore, the Tillbridge scheme has not been included in the programme below.

3. Approach taken to coordinate between the projects

3.1 Introduction

- 3.1.1 This section describes the ways in which the undertakers of the Gate Burton, Cottam, West Burton and Tillbridge schemes collaborated when designing the schemes, making applications and through the Examination periods.
- 3.1.2 The Gate Burton, West Burton and Cottam schemes are all on similar timelines and significant work has been undertaken to minimise cumulative impacts associated with the projects. This includes devising a shared grid connection corridor, adopting similar methodologies for the environmental assessment and managing consultation periods in a way that reduces confusion for communities and stakeholders. Due to the differences in projects, locations and teams, environmental assessment methodologies are similar but not always identical. The aim of this collaboration is to reduce overall environmental and social effects of the schemes, particularly on communities close to the grid connection corridor and sensitive heritage and ecological receptors close to the River Trent. Further details of the meetings that have taken place to co-ordinate scheme development are detailed below.
- 3.1.3 The Tillbridge scheme is at an earlier stage in the DCO process than the Gate Burton, Cottam and West Burton schemes. The Gate Burton, West Burton and Cottam schemes had Preliminary Environmental Information Reports (PEIR) available for those three projects when preparing their respective Environmental Statements. In contrast, no PEIR was available at the time for the Tillbridge scheme as the project did not commence Statutory Consultation until the end of May 2023. This was after the other three applications had been submitted. Cumulative impacts for Tillbridge were therefore considered using the Tillbridge Scoping Report. As set out in Chapter 6 of this report, the cumulative impact assessments for the three submitted applications have been revisited as further information has become available on the Cottam, West Burton and Gate Burton schemes. The Tillbridge scheme's application is being prepared and considers the Environmental Statements that have been produced for the other three applications.
- 3.1.4 Since the applications for the first three projects have been submitted, the undertakers of the Gate Burton, West Burton and Cottam schemes have agreed to enter into reciprocal protective provisions, as detailed further in Section 4. As the Tillbridge scheme is yet to be submitted, there is agreement that reciprocal protective provisions for the Tillbridge scheme on substantially the same terms will be included at the appropriate time (see also Section 4 below).

3.2 Collaboration on this report

- 3.2.1 The undertakers of all four schemes have worked collectively to produce this Report. Information and GIS data from the undertakers of all four schemes has been combined in order to compile:

- **Table 2.1** outlining the key features of each scheme including timings, construction phasing, grid connection and operation commencement; and
 - **Figures 2.1 and 2.2** showing the interrelationship between the schemes on the ground.
- 3.2.2 The first version of this report (version 0) was submitted at Deadline 1 in the Gate Burton scheme Examination (18 July 2023). All undertakers were provided with a draft report prior to that deadline in order to review and check the accuracy of information provided on their specific schemes, and all provided comments that were incorporated prior to submission. Subsequent versions have similarly been reviewed and approved by all undertakers prior to submission.
- 3.2.3 Chapter 6 of the first version of the Report (version 0) describes the process the Gate Burton scheme team has undertaken to confirm whether any changes to cumulative effects occur due to further information being available on all schemes.
- 3.2.4 All four undertakers have worked together to produce the joint version of the Report (i.e. version 1 and all subsequent versions), including an updated cumulative assessment at Chapter 6 and the associated Cumulative Effects Table at Appendix E.

3.3 Meetings held and discussion points

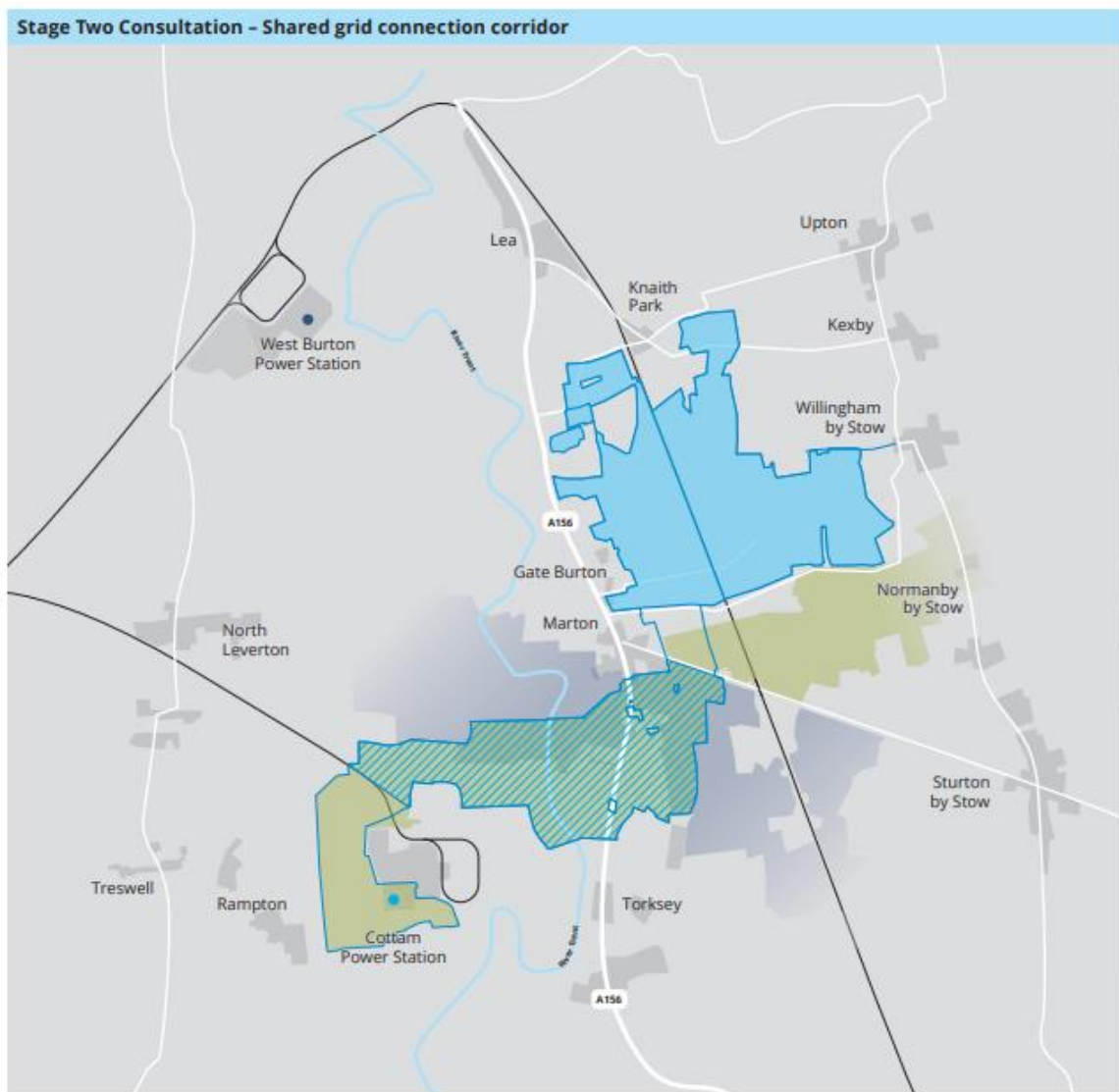
- 3.3.1 The undertakers of the Gate Burton, Cottam, West Burton and Tillbridge schemes have met regularly to discuss areas of collaboration and co-ordination between the schemes. These meetings initially took place between the Gate Burton, Cottam and West Burton Schemes and have widened to include the Tillbridge project as it developed.
- 3.3.2 The undertakers of the Gate Burton, Cottam and West Burton schemes have collaborated from an early stage when approaching landowners regarding their proposals. This included joint landowner engagement for early non-intrusive surveys. Depending on the activities being undertaken, meetings were held on a fortnightly or monthly basis between communications teams, heritage teams and environmental leads. A list of meetings held between parties is provided in Appendix A, although informal engagement has also been held outside these scheduled meetings and site visits. Joint working with landowners has also been progressing with Tillbridge since the scheme has been announced publicly. Data is also being shared between teams to avoid the need to repeat surveys for areas affected by more than one project, particularly the shared grid connection corridor.
- 3.3.3 At all stages of the projects, the land referencing teams engaged landowners on behalf of each project but, through collaboration, opportunities were found to engage with landowners about all projects, particularly in the shared grid connection corridor. For example, the Gate Burton, Cottam and West Burton schemes took a joint approach to archaeological geophysical surveys and the four projects have shared trial trenching results in the shared grid connection corridor. This reduced the number of times surveyors were accessing the same land parcels and disruption to landowners, as well as enabling sharing of survey costs.

- 3.3.4 There has also been extensive collaboration between the Gate Burton, Cottam and West Burton schemes in the preparation of Environmental Statements, including discussions on survey methodologies, viewpoints and assessment of individual and cumulative effects.
- 3.3.5 The Gate Burton, West Burton and Cottam schemes have also worked together to identify and agree the shared cable corridor and submitted cable corridors that are almost identical in the shared area. Collaboration and joint working with Tillbridge with respect to the design iteration of its cable route corridor is also continuing, with all four developers working together to achieve a shared corridor as much as possible and to minimise environmental effects. The undertakers continue to collaborate as four projects to identify further ways to reduce impacts where possible, for example, through examining access routes, the use of shared haul roads and on planned consultation. Further detail on these areas of collaboration is provided below.

3.4 Approach to consultation

- 3.4.1 In application preparation and during consultation, the Gate Burton, Cottam and West Burton undertakers cooperated with each other to ensure clear communication and to distinguish between the projects. The consultations opened and closed on different dates and events were held over different periods, with regular collaboration ensuring this was the case. This coordination allowed the local community the opportunity to attend events for each of the projects and to have sufficient time to provide feedback. Similar conversations were undertaken with Tillbridge Solar in the timing of both their non-statutory and statutory consultation periods to avoid clashes.
- 3.4.2 Maps and plans were created to show the shared aspect of the schemes to ensure those attending consultation events understood the scheme under discussion and how it related to the other two schemes. For the Gate Burton scheme, this included the map at **Figure 3.1** below showing the shared grid connection corridor. A map was also created showing the layouts of the Gate Burton, Cottam and West Burton schemes (see **Figure 3.2**) to assist understanding of how the projects related to one another and enable understanding of potential cumulative effects. The same plan was used in the West Burton and Cottam schemes' statutory consultation events to ensure this information was shared with all attendees. Tillbridge Solar was not included on the maps as they were created before the Tillbridge scheme launched publicly, however, Tillbridge used a similar plan which provided details of all four schemes in its consultation documents (see **Figure 3.3**).

Figure 3.1 Gate Burton scheme stage two consultation plan showing shared grid connection corridor. Please note that the content is superseded by application plans.



Key

Low Carbon:

- Gate Burton Energy Park site
- Gate Burton Energy Park connection corridor
- Shared connection corridor area

Island Green Power:

- Cottam Solar Project connection corridors
- West Burton Solar Project connection corridors

Figure 3.2 Consultation plan showing initial layouts of the Gate Burton, Cottam and West Burton schemes. This plan has now been superseded as the schemes have evolved.

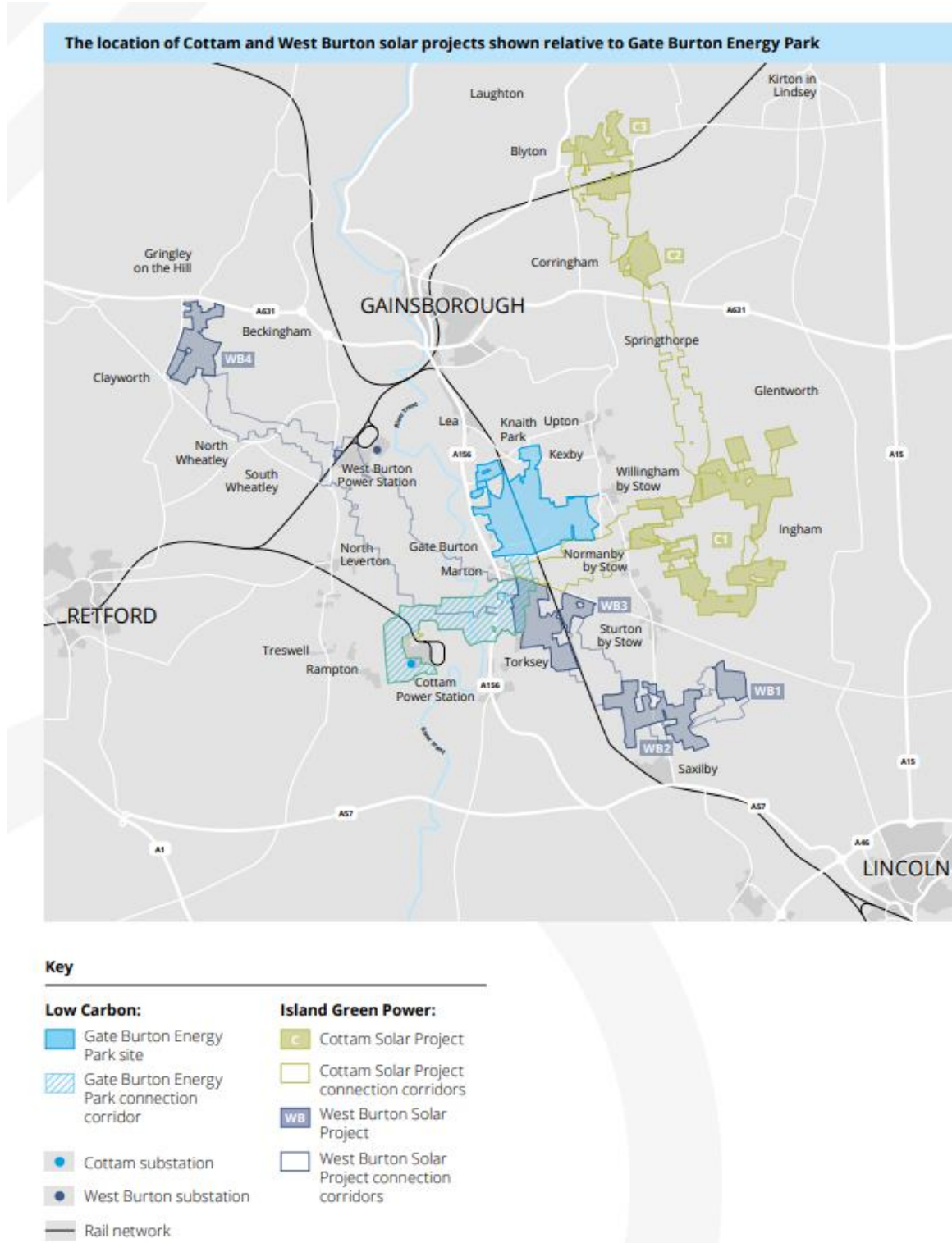
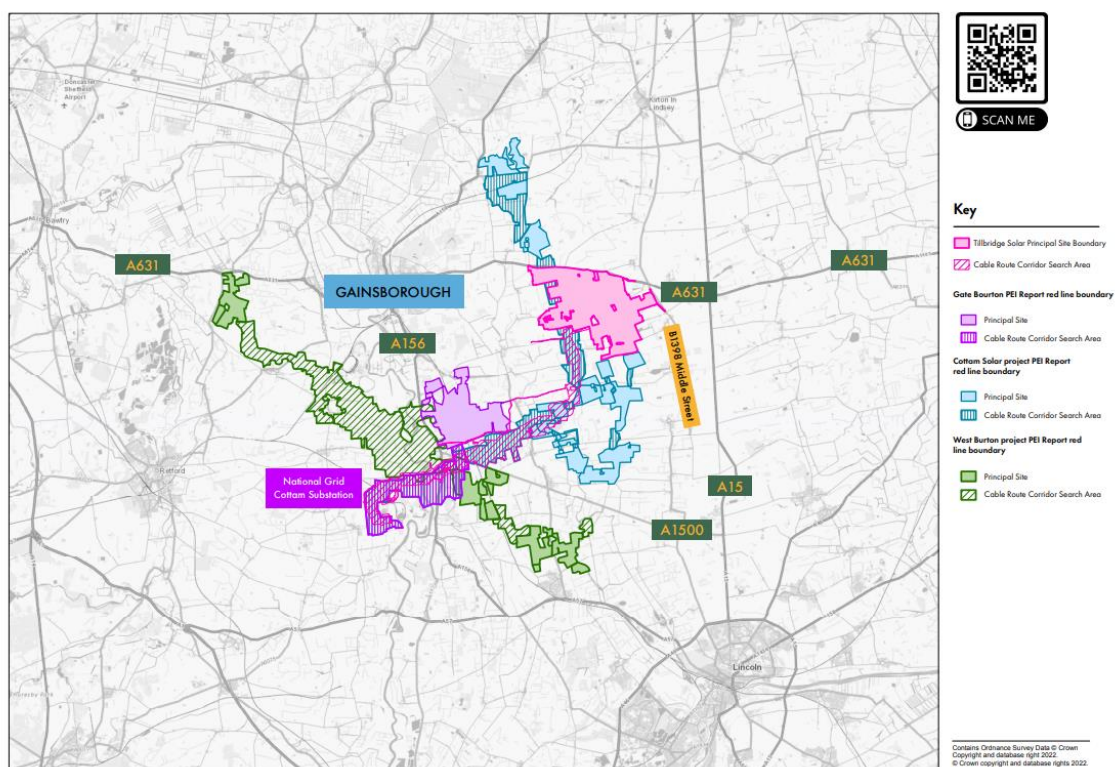


Figure 3.3 Consultation plan used in Tillbridge Consultation showing all four schemes. This plan has now been superseded as the schemes have evolved.



3.4.3 Regular meetings were held between the consultation teams for each project to ensure messaging was consistent and that communications were being delivered in a way that defined the individual projects, while acknowledging the cumulative impacts. All teams were aware of the events being held by the other projects and were ready to provide information about events on other projects when asked. Whilst inevitably there were individuals who requested clarification on the project being considered at events, in the experience of all four developers, attendees were generally aware of the project under consideration and the others in the area.

3.5 Collaboration in design: shared grid connection corridor and mitigation measures

3.5.1 The undertakers for the Gate Burton, West Burton, Cottam and Tillbridge schemes also worked collaboratively on design development and environmental avoidance/mitigation to reduce overall environmental and social effects. In particular, the scheme developers have worked together to reduce the impact on communities living in close proximity to the shared grid connection corridor and on known ecological and archaeologically sensitive areas adjacent to the River Trent, including the Viking Great Army Winter Camp (ML1125067) on the eastern side of the River Trent (refer to Chapter 7: Cultural Heritage of the Gate Burton ES [EN010131/APP-016/3.1]), Chapter 13 Cultural Heritage of the Cottam ES [EN010133/APP-048], and Chapter 13 Cultural Heritage of the West Burton ES [EN010132/APP-051]).

3.5.2 The shared grid connection corridor (see area 4b in the **Works Plans [EN010131/CR1-009/5.2]**, Work package 6B on the Cottam Works Plan Revision A [EN010133/AS-007], and Works package 5B on the West Burton

Works Plan Revision A **[EN010132/AS-003]**) comprises an area within which the Gate Burton undertaker, the Cottam undertaker and the Tillbridge undertaker will all locate their connections to Cottam substation; and, in part, the West Burton undertaker will locate its connection to West Burton substation. The shared grid connection corridor is further defined within Chapter 5: EIA Methodology of the ES **[EN010131/REP4-007/3.1]**, Chapter 2 EIA Process and Methodology of the Cottam ES **[EN010133/APP-037]**, and Chapter 2 EIA Process and Methodology of the West Burton ES **[EN010132/APP-040]**) with the cumulative effects and respective environmental mitigation reported within each of the topic chapters.

- 3.5.3 Shared mitigation measures include excavation and recording (strip, map and record) of archaeological remains in advance of construction activities for cultural heritage within the shared grid connection corridor. Shared mitigation measures for ecology include joint mitigation to be undertaken with the Cottam and West Burton schemes within the shared grid connection corridor and this will be outlined in the detailed CEMP(s), secured in the respective DCOs. Further details will be set out within the Detailed Construction Traffic Management Plans for mitigation opportunities for transport and traffic. Section 5 provides further detail on shared mitigation measures secured in the Gate Burton draft DCO **[EN010131/REP5-017]**, the Cottam draft DCO **[EN010133/REP2-006]**, and the West Burton draft DCO **[EN010132/REP1-004]**.
- 3.5.4 In addition to the above collaboration on the initial design of the shared grid connection corridor and associated mitigation, the undertakers of the Gate Burton, Cottam and Tillbridge schemes have continued to work together to consider revisions to the shared grid connection corridor around the former Cottam power station site and access to the Cottam Substation.
- 3.5.5 The Gate Burton, Cottam and Tillbridge schemes all propose to connect into the Cottam Substation, which is situated in the south of the former Cottam power station site. The former power station site is owned by EDF (Thermal Generation) Limited (“EDF”) and is recognised in the draft Bassetlaw Local Plan as a ‘Priority Regeneration Area’. EDF has plans for redevelopment of the area, with detailed proposals yet to be determined. The Cottam Substation would be retained in any redevelopment, but EDF has expressed a preference for the connections and accesses into it to be designed to minimise the impact on its future plans for the wider site. In particular, during discussions with the scheme undertakers in August- September 2023, EDF indicated a preference for the cable routes to enter the Cottam Substation from the south and for the routes for the Gate Burton, Cottam and Tillbridge schemes to be co-ordinated. EDF also indicated a preference for the access into Cottam Substation to be along Torksey Ferry Road in the south to minimise the potential conflict with proposed demolition works and future redevelopment to the extent currently known. Uniper (UK) Limited (which owns assets to the north of Cottam Substation and is proposing expansion of those assets) also expressed a preference for the relevant schemes to connect into the Cottam Substation from the south and that the construction access be located along Torksey Ferry Road.
- 3.5.6 The undertakers for the Gate Burton, Cottam and Tillbridge schemes worked collaboratively to address the preferences raised by EDF and Uniper, including attendance at joint meetings between the undertakers, EDF and Uniper to

discuss the proposals. The details of the meetings held are outlined in Appendix A to this Report and included a joint meeting on 23 August 2023 with EDF, Uniper and the technical teams of the relevant schemes to walk the potential cable routes and discuss the technicalities of the proposed route into the Cottam Substation, taking into account the current infrastructure and other constraints. A further meeting was held with EDF on 12 September 2023 with all three developers present to discuss access options. At this meeting it was agreed in principle that EDF was supportive of the schemes expanding their Order limits to accommodate a construction access from Torksey Ferry Road and the additional land to the south of Torksey Ferry Road for flexibility to route the schemes' cables into the Cottam Substation, should all three schemes come forward. Further joint meetings took place in September 2023 as the undertakers' plans to accommodate the scheme changes developed.

- 3.5.7 In response to the preferences raised and discussions held, the undertakers for the Gate Burton scheme submitted a Change Request on 3 October 2023 **[EN010131/CR1-043/8.24]** to request the extension of its proposed Order limits to include further land on and around Torksey Ferry Road which would allow the scheme's cables to enter the Cottam Substation from the south and allow access to be routed along Torksey Ferry Road. The Change Request was accepted by the Examining Authority on 6 October 2023 **[EN010131/PD012]**, with a timetable set for the change request to be considered during the Examination for the scheme.
- 3.5.8 Cottam Solar Project submitted a Change Application on 8 December 2023 to allow a similar extension of its Order limits. The Change Request was accepted by the Examining Authority on 18 December 2023. Tillbridge Solar Project also expects its Order limits to include this additional area.

3.6 Collaboration on access points

- 3.6.1 The undertakers of all four schemes have continued to work collaboratively (in the case of the Gate Burton, Cottam and West Burton schemes, post-application) to minimise cumulative impacts associated with the construction of access points from the local highway network within the shared grid connection corridor. This collaboration has happened in response to comments raised after the submission of the Gate Burton, Cottam and West Burton applications.
- 3.6.2 During examination of the Gate Burton scheme, Lincolnshire County Council queried whether environmental impacts could be reduced through re-considering the design of accesses for the Gate Burton scheme. A similar query was raised on accesses by Nottinghamshire County Council for the same project. When considering these accesses individually, the opportunity was identified to proactively explore whether impacts could be reduced still further by combining accesses within the shared grid connection corridor.
- 3.6.3 From an access design perspective, any cumulative impacts are focused principally upon the grid connection corridor, with no shared access points related to the sites of the solar arrays or BESSs.
- 3.6.4 On the 20 June 2023, representatives from all four schemes met to explore the potential to share and harmonise access points within the shared grid connection corridor. The outcome of this meeting was to agree actions to

consider whether any accesses could be combined, particularly any areas where combination would reduce cumulative environmental effects or increase safety.

3.6.5 The Gate Burton undertaker produced plans 60664324-HGN-DR-CH-0037 through to 60664324-HGN-DR-CH-0041 (see Appendix B of this report) to visually identify accesses proposed for each of the four projects. This information was based upon the latest publicly available information at the start of June 2023. A new plan 60664324-HGN-DR-CH-0045 appears at Appendix B of this version of the joint report (version 2) in order to show interrelationships of accesses on Torksey Ferry Road to account for the proposed changes to the Order Limits for the Gate Burton scheme.

3.6.6 From this exercise, several areas were identified for further investigation:

- A1500 Stow Park Road (north and south)
- A156 High Street near Marton (east and west)
- Headstead Bank (east and west)
- Cottam Road (north and south)
- Torksey Ferry Road (north and south)

3.6.7 All the accesses at the above locations have been discussed between undertakers, although any changes would be complex due to the fact that they are part of four separate applications, three of which have been submitted. The outcomes of the engagement thus far is as follows:

- The Gate Burton undertaker agreed in conjunction with the Cottam and Tillbridge undertakers to relocate the proposed access on Cottam Road, identified as point 15/12 on Sheet 15 of the Streets, Rights of Way and Access Plan for the Gate Burton Scheme **[EN010131/APP-210/5.3]** to the existing field access denoted by point 15/01. This change was agreed with Nottinghamshire County Council on the 06/07/2023. The documents for the Gate Burton Scheme were amended at Deadline 2 of the Gate Burton Examination on 8 August 2023. By undertaking this change, a common access point to the land south of Cottam Road is achieved for the Gate Burton, Cottam and Tillbridge projects and this would reduce the overall quantum of hedgerow removal to facilitate access at this location.
- For the access proposed on the A156 High Street at point 12/09 on Sheet 12 of the Streets, Rights of Way and Access Plans for the Gate Burton Scheme **[EN010131/APP-210/5.3]**, it has been confirmed that all parties are already utilising the same existing field gate to access land to the west of the A156 High Street and therefore access at this location is already co-ordinated.
- For the access proposed on Headstead Bank at point 14/02 on Sheet 14 of the Streets, Rights of Way and Access Plans for the Gate Burton Scheme **[EN010131/APP-210/5.3]**, it has been confirmed that the Gate Burton, Cottam and Tillbridge schemes are already utilising the same existing field gate to access land to the east of Headstead Bank and therefore access at this location is already co-ordinated.

3.6.8 The Gate Burton undertaker submitted a Technical Note on Access Updates and Cumulative Impact Assessment **[EN010131/REP2-045/8.10]** as part of its

Deadline 2 submissions (8 August 2023). This set out the access changes to further minimise the environmental impacts associated with access for the Gate Burton scheme and includes those access identified in collaboration with the undertakers of the other three schemes. It also provided an updated cumulative impact assessment which considers the effect of each access in light of the other schemes. These changes have been made to the Gate Burton Scheme and require no changes from any other project.

3.6.9 The Cottam and West Burton Solar undertakers have made the the following updates to their access proposals, with Cottam Change Application being submitted 8th December 2023 and West Burton intending to submit a change notification in January 2024.

- For access points off the A1500 Stow Park Road, the Cottam scheme Accesses AC110 and AC109 and West Burton scheme Accesses AC112 will be updated to align with the proposed locations presented by the Gate Burton scheme. Therefore, this will co-ordinate the north/south accesses off the A1500 Stow Park Road between the respective projects.
- For access points off the A156 High Street Westbound, representatives of West Burton scheme confirmed that access AC109 Westbound off the A156 High Street will be removed, with access to land parcels to the west off the A156 High Street being accessed via West Burton Access AC111. This change aligns to the access strategy presented by both the Gate Burton and Cottam Solar schemes and therefore access proposals to land to the west off the A156 High Street are now co-ordinated between the respective projects.
- For access points off the A156 High Street Eastbound, representatives of the Cottam and West Burton schemes confirmed that accesses eastbound off the A156 High Street, Cottam Access AC108 and West Burton Access AC110 will be updated to align with the proposed locations presented by the Gate Burton scheme. Therefore, this will co-ordinate the accesses Eastbound off the A156 High Street between the respective projects.
- For access points off Headstead Bank Westbound, representatives of the Cottam Solar Park Scheme confirmed that Access AC105 will be updated to align with the proposed location presented by the Gate Burton scheme. Therefore, this will co-ordinate the accesses Westbound off Headstead Bank between the respective projects
- For access points off Cow Pasture Lane, representatives of the Cottam scheme confirmed that access AC104 will be removed, with access to the land to the north of Cottam Road being serviced via access AC103. This will therefore minimise the overall number of accesses in this location between the respective projects.

3.6.10 On the 6 November 2023, the Tillbridge scheme undertakers confirmed the following updates to their access proposals:

- For access point off the A1500 Stow Park Road North, the Tillbridge undertaker has confirmed that their prospective access, Access 10, will be updated to align with the proposed location presented by Gate Burton.
- For access point off the A1500 Stow Park Road South, the Tillbridge undertaker has confirmed that their prospective access, Access 9, will be updated to align with the proposed location presented by Gate Burton.

- For the works introduced as part of the Gate Burton change request **[EN010131/AS-025]**, the Tillbridge team will access land to the South of Torksey Ferry Road via Shortleys Lane, with aligns to the Gate Burton Access 17/05 presented on Sheet 17 of the Gate Burton Streets, Rights of Way and Access Plans **[EN010131/CR1-011/5.3]**
- 3.6.11 On the 16 November 2023, the Tillbridge scheme undertakers confirmed the following updates to their access proposals:
- For access point off the Cottam Road North, the Tillbridge undertaker has confirmed that their prospective access, Access 4, will be updated to align with the proposed location presented by Gate Burton.
- 3.6.12 The latest updates to the interrelationships of access positions at Deadline 5 are included in Appendix B of this report.
- 3.6.13 The undertakers of all four schemes will continue to engage with each other throughout the DCO process and will update the relevant ExAs where changes to any access locations are agreed between respective projects and subsequently confirmed with the relevant local authority.

4. Shared Development Consent Order Provisions

4.1 Introduction

- 4.1.1 This section sets out the DCO provisions that are shared with other schemes to ensure that the schemes can be implemented satisfactorily in relation to other projects.
- 4.1.2 The Gate Burton and Cottam scheme solar arrays are located on distinct and separate sites. The cable corridor for each project is initially distinct, however they meet close to Gate Burton and then are entirely overlapping from the initial point of overlap to the grid connection location for both projects at the Cottam National Grid Substation. The grid connection for the West Burton scheme partially overlaps/crosses the cable corridors for Cottam and the Gate Burton scheme to connect to West Burton National Grid substation.
- 4.1.3 In the areas of overlap:
- (a) Each undertaker has sought development consent powers over the area of overlap;
 - (b) Each undertaker has sought compulsory acquisition and temporary use powers over the area of overlap;
 - (c) No undertaker has identified specifically where in the area of overlap its infrastructure will be placed to allow flexibility for detailed design post-consent.
- 4.1.4 The overlap is being managed via protective provisions, a private commercial agreement and by bespoke transfer of benefit provisions within each DCO.
- 4.1.5 The DCO application for Tillbridge Solar has not yet been made and therefore references in this section to powers sought/ provisions drafted do not apply to that project. However, the Tillbridge application is due to be submitted shortly and it is anticipated that similar powers will be incorporated into all DCOs for Tillbridge following submission of the application. The Gate Burton, Cottam and West Burton undertakers welcome confirmation from the Tillbridge undertaker in its Relevant Representations that it will include protective provisions for the benefit of the other undertakers in its draft DCO. The Cottam and West Burton undertakers will update their respective draft DCOs in due course to include reciprocal protective provisions for the benefit of the Tillbridge undertaker. The Gate Burton undertaker has included draft protective provisions for the benefit of Tillbridge in its latest draft DCO (submitted at Deadline 5) given that it is nearing the close of its Examination. This approach to ensuring reciprocal protections is confirmed in the Cooperation Agreement (see Appendix C) entered into between the parties, at Clause 5.5.
- 4.1.6 Protective provisions for the benefit of the Cottam undertaker are included in Part 4 of Schedule 15 of the Gate Burton draft DCO. The protective provisions for the benefit of the West Burton undertaker are included in Part 5 of Schedule 15 of the Gate Burton draft DCO [EN010131/APP-215/6.1] (and as amended

since this version). Protective provisions for the benefit of the Tillbridge undertaker are included in Part 14 of Schedule 15 of the Gate Burton draft DCO submitted at Deadline 5.

- 4.1.7 The Cottam draft DCO includes the same protective provisions (with necessary amendments to company names etc.) for the Gate Burton undertaker (Part 11 of Schedule 16) and the West Burton undertaker (Part 12 of Schedule 16) **[EN010133/APP-016]** (and as amended since this version).
- 4.1.8 The West Burton draft DCO includes the same protective provisions (with necessary amendments to company names etc.) for the Gate Burton undertaker (Part 12 of Schedule 16) and the Cottam undertaker (Part 11 of Schedule 16) **[EN010132/APP-017]** (and as amended since this version).
- 4.1.9 The following can be noted from the protective provisions:
- (a) The protective provisions relate to a specified Works No. in another party's DCO – this is the area of overlap. For the Gate Burton draft DCO this is Work No. 4B;
 - (b) The provisions apply unless otherwise agreed between the parties, a standard approach which allows refinement of technical and commercial solutions open post-DCO award, subject to the parameters of each consent;
 - (c) The provisions prevent one party from compulsorily acquiring rights etc. in respect of another party's apparatus or the area of overlap without consent, not to be unreasonably withheld or delayed;
 - (d) Works within the area of overlap, within a set distance of 25m from the area of overlap or any apparatus or which may adversely affect apparatus (specified works) must be carried out with prior consent, not to be unreasonably withheld or delayed, and subject to a deemed approval mechanism;
 - (e) There is provision for advance sharing of plans for specified works and approvals of works being subject to conditions;
 - (f) Access must be maintained for another party to access its works; or alternatives provided;
 - (g) There are provisions for payment of damages (including an obligation to mitigate loss); and
 - (h) The standard arbitration provisions apply.
- 4.1.10 These provisions provide each undertaker sufficient protection from overlapping development consent and compulsory acquisition powers, providing sufficient assurance to each Examining Authority and the Secretary of State that each DCO can be granted as sought. Clause 5.4 of the Cooperation Agreement between the parties confirms that the protective provisions included in the draft DCOs are appropriate.
- 4.1.11 In addition, the undertakers have worked closely together to negotiate a standard set of protective provisions where these relate to third party interests in the grid connection corridor area of overlap, to seek to minimise the burden on stakeholders and ensure consistency in protections offered. For example, the undertakers have collaborated in respect of the Canal and River Trust

(CRT) protective provisions to agree consistent provisions across all three projects. These protective provisions have now been agreed between the CRT, Gate Burton Energy Park and Cottam Solar Project. Discussions are ongoing between CRT and West Burton Solar Project with Protective Provisions expected to be agreed shortly. The agreement with Gate Burton is explained in the Statement of Common Ground (SoCG) for that party, with the signed version submitted at Deadline 4.

4.2 Transfer of benefit provisions

- 4.2.1 In addition to including reciprocal protective provisions, each undertaker (with the exception of the Tillbridge scheme which has not yet published its draft DCO) has included bespoke transfer of benefit provisions within the draft DCO, to facilitate ease of transfer of relevant rights to the other named undertakers where they relate to the shared cable corridor (e.g. for Gate Burton this is Work No. 4B).
- 4.2.2 The purpose of this provision is to enable the appointment of a joint contractor, or to allow one or more undertakers to undertake works on behalf of the other, if appropriate, post-detailed design. This would reduce the impact of the scheme construction.

4.3 Cooperation agreement

- 4.3.1 On 5 July 2023, a formal Cooperation Agreement was signed between the undertakers of the four projects; the Gate Burton undertaker, the Cottam undertaker, the West Burton undertaker and the Tillbridge undertaker. A copy of this agreement is provided in Appendix C.
- 4.3.2 The Agreement sets out the fundamental principles of cooperation between the parties, and how they will interact with third parties. Specifically, the agreement requires:
- The parties must cooperate with each other and act reasonably and in good faith (Clause 4.1) including specifically to mitigate adverse impacts on persons with an interest in the land affected by the Projects (Clause 4.1.1);
 - Each party must act as a Reasonable and Prudent Developer (Clause 4.2) i.e. acting in good faith as a skilled and experienced developer would;
 - There is agreement that the protective provisions included in the draft DCOs in favour of the other parties (as relevant) are appropriate (Clause 5.4);
 - There is agreement that protective provisions for Tillbridge on substantially the same terms will be included at the appropriate time (Clause 5.5) and vice versa in the Tillbridge draft DCO;
 - There is an agreement to enter into a Further Agreement in due course, to cover the matters in Appendix 1, which includes coordinating stakeholder and community engagement post-consent, and seeking to minimise interference to landowners and impacts on the environment. The agreement will also establish how the parties will work together to discharge relevant DCO requirements in a consistent manner.

4.3.3 Therefore, the Cooperation Agreement not only secures cooperation and working in good faith between the parties, it ensures they work together to reduce environmental and land impacts. This level of cooperation between developers is unusual and has been achieved through dedicated positive collaboration between parties. The SoCG between the parties [EN010131/APP-REP-017/4.3K] submitted at Deadline 1 for the Gate Burton Examination (18 July 2023) confirms discussions will continue throughout the Examination phase and into construction but there are no matters of disagreement between the parties.

5. Shared Mitigation Measures in Draft DCOs

5.1 Introduction

5.1.1 This section identifies shared mitigation measures that have been identified and developed between the projects. As noted in paragraph 6.2.1, the Tillbridge scheme is yet to publish its draft DCO and therefore is not included in this section. At this point in time and given the Gate Burton project is at a further stage through Examination and as requested within the Rule 6 letter, it also sets out how these mitigation measures are secured in the Gate Burton draft DCO.

5.2 Shared grid connection

5.2.1 The Outline Design Principles Statement **[EN010131/REP4-005/2.3]** sets out a number of design measures that were embedded during the development of the Gate Burton scheme. The Grid Connection Corridor for the Gate Burton scheme is Work No. 4 in the draft DCO **[EN010131/CR1-017/6.1]**. Area 4b in the Works Plans **[EN010131/CR1-009/5.2]** shows the area of the Grid Connection Corridor shared with the West Burton, Cottam and Tillbridge schemes, with this area covering a significant proportion of the cable route. This overlap has been intentional to reduce environmental and social impacts of the grid connections.

5.2.2 Avoidance areas and construction methods (such as Horizontal Directional Drilling (HDD)) (as shown on ES Volume 3: Appendix 2-B (Figure 1) **[EN010131/REP2-019/3.3]**) to reduce effects are shared across all projects within the shared area of the Grid Connection Corridor. There has been particular joint working on the section of the grid connection corridor near the River Trent, including working collaboratively with the Canal and River Trust to agree Protective Provisions in this area (see relevant SoCG with progress on these discussions **[EN010131/REP4-016/4.3I]**).

5.3 Cultural heritage

5.3.1 Chapter 7: Cultural Heritage of the ES **[EN010131/APP-016/3.1]** details additional mitigation measures comprising of excavation and recording (strip, map and record) of archaeological remains in advance of construction activities. The sites to which excavation and recording relate are identified within the Archaeological Mitigation Strategy **[EN010131/CR1-030/7.6]** and secured by Requirement 11 of the Gate Burton draft DCO.

5.3.2 The shared grid connection corridor includes mitigation specific to the corridor proposed with the Cottam and West Burton schemes, on Sites 8 – 16 as labelled in the Archaeological Mitigation Strategy. This mitigation is also included in the West Burton and Cottam Written Schemes of Investigation (WSI) which are secured by each of the projects' DCO Requirements.

- 5.3.3 Avoidance areas and construction methods (such as HDD) to reduce effects are shared across all projects within the shared grid connection corridor and this will include Tillbridge Solar project once the DCO application for that project is made. The Archaeological Mitigation Strategy will form part of the DCO application for the Tillbridge scheme. For the purposes of the assessment of interrelationships and cumulative effects for the Gate Burton scheme, it is assumed that the Tillbridge Solar Archaeological Mitigation Strategy will secure the same archaeological mitigation measures as the Gate Burton, Cottam and West Burton schemes within the shared grid connection corridor.

5.4 Traffic and transport

- 5.4.1 Chapter 13: Transport and Access of the ES **[EN010131/REP4-013/3.1]** states that the opportunity to combine mitigation for the West Burton and Cottam schemes will be explored in order to reduce cumulative impacts during the construction phase.
- 5.4.2 In the event the construction schedules are overlapping, a joint Construction Traffic Management Plan (Joint CTMP) would be produced that will set out construction traffic management and control measures relevant to those areas where vehicle routes overlap.
- 5.4.3 At present there is no certainty that the other schemes will be consented and therefore that a Joint CTMP would be required. If they are all consented, they may be subject to different requirements on construction traffic or timescales, which may make production of one document across all projects challenging. No single party has authority over another and each DCO only controls the activities for that project. For all these reasons, a firm commitment cannot be made to prepare or agree a Joint CTMP. Notwithstanding the above, it is the developers' intention to together develop a Joint CTMP and this approach has been agreed between the parties as evidenced in this report and the cooperation agreement.
- 5.4.4 The Framework CTMP for the Gate Burton scheme sets out the possibility of a Joint CTMP in paragraph 3.2.6 and 7.6.1 **[EN010131/APP 167 and 168/3.3 and as amended]**. A Joint CTMP could support implementation of shared mitigation measures such as joint traffic management, joint consultation with Lincolnshire County Council traffic officers, combined vehicle access and routeing plans, shared use of construction compounds, taking a holistic approach to construction traffic planning and management. In the meantime, the four developers are working closely together to identify further ways to collaborate and reduce impacts on communities and the environment. Progress on this is reported here and will be updated throughout the Examinations. One of the most recent areas of discussion has been around the potential to combine accesses within the shared grid connection corridor. Discussions are ongoing on this point.

5.5 Ecology

- 5.5.1 Chapter 8: Ecology and Nature Conservation of the Gate Burton ES **[EN010131/REP4-009/3.1]** states that where practicable, joint mitigation will be undertaken with Cottam and West Burton schemes within the shared grid

connection corridor. The detailed CEMP(s) will outline all ecological mitigation, which will likely include combined pre-construction surveys, protected species mitigation, translocation (if required), monitoring and post construction reinstatement plans. Joint ecological mitigation is secured in the CEMP by Requirement 14 of the Gate Burton draft DCO **[EN010131/CR1-017/6.1]**.

6. Cumulative Impact Assessment

6.1 Updated information

- 6.1.1 The Gate Burton, Cottam and West Burton undertakers relied upon the PEIRs for the other projects when preparing the cumulative impact assessment, presented in the Environmental Statements (ESs) for the applications. Now that the ESs are available for all three projects, the three developers have considered whether there have been any changes affecting the assumptions and conclusions made in its cumulative impact assessments.
- 6.1.2 No PEIR was available for the Tillbridge scheme when the Gate Burton, Cottam and West Burton cumulative impact assessments were carried out and instead the three undertakers relied on the Tillbridge Scoping Report. Since the applications have been submitted, a PEIR for Tillbridge has been published. The three developers have therefore also considered whether there have been any changes between Tillbridge's Scoping Report and PEIR which affect the assumptions and conclusions made in the cumulative impact assessments.
- 6.1.3 Prior to Deadline 1 on the Gate Burton Examination (18 July) the Gate Burton undertaker reviewed the recently published Cottam Solar Project ES, West Burton Solar Project ES and Tillbridge Solar Farm PEIR to identify whether the information contained would alter the cumulative assessment contained within the Gate Burton Scheme's ES. No changes to the conclusions in relation to likely significant cumulative effects were identified and no updates are required to the Gate Burton Scheme ES as a result.
- 6.1.4 Prior to the publication of this report (3 October 2023), the Cottam and West Burton undertakers have also reviewed all new information. The two undertakers have confirmed that there is no change to likely significant cumulative effects and no updates are required to the Cottam or West Burton Scheme ESs.
- 6.1.5 The published documents reviewed, and the review of the cumulative assessments contained within them as submitted Environmental Statements for each of the environmental disciplines is set out within a Technical Note provided as **Appendix E** to this Inter-Relationships Report.
- 6.1.6 The Technical Note provides a summary of the review of information made available subsequent to submission of the applications for the Gate Burton, West Burton and Cottam schemes DCOs. Although not yet submitted, it also considers the adjacent Tillbridge Solar Project. However, as the Tillbridge ES has not been published, no changes would be required to published documents for that scheme.
- 6.1.7 The joint review of the published ESs and the Tillbridge PEIR confirm that the cumulative effects reported within the Gate Burton, West Burton, and Cottam Environmental Statements as submitted remain unchanged.
- 6.1.8 Given that construction traffic has proved a particular area of interest for local communities and local authorities, Appendix D provides a detailed assessment of the cumulative traffic impacts using the most up to date

information from all four projects. This Technical Note also considers Glentworth Oil extraction site because it was excluded previously and construction traffic could follow similar routes to those for the Cottam and Tillbridge projects.

7. Summary of matters coordinated between NSIPs

- 7.1.1 This Report sets out the ways in which the undertakers of the Gate Burton, Cottam, West Burton and Tillbridge schemes have worked collaboratively to minimise the cumulative impacts associated with the projects, maximise the benefits of the scheme and introduce consistency into applications and assessments. The undertakers are of the view that the joint working between the four parties is an example of best practice within the energy industry, showing what can be achieved when separate developers work together towards common goals.
- 7.1.2 As a result of the collaborative working, the undertakers of the Gate Burton, Cottam and West Burton schemes have developed a shared grid connection corridor and a variety of shared mitigation measures. There is agreement that Tillbridge will also be included within this shared grid connection corridor when the application is submitted and the shared corridor considers this. Mechanisms have been introduced to all submitted DCOs to enable each developer to develop the shared grid connection corridor on behalf of all parties. This will help reduce the impacts that would otherwise be associated with developers either affecting several different routes, or the same routes at different times. Similar mechanisms are proposed to be included in all draft DCOs when the application for Tillbridge is submitted.
- 7.1.3 A collaboration agreement has been reached between all four parties to govern joint working going forward and introduce further efficiencies to the process.
- 7.1.4 The teams have also worked together extensively to align survey methodologies for ESs, share survey work to minimise disturbance to landowners and sites and identify ways to reduce impacts. Work carried out by all parties to minimise individual and cumulative impacts has meant few cumulative impacts are reported over the four projects. This collaborative working is continuing after submission of applications, with the most recent focus being on minimising the impact of the accesses within the shared grid connection corridor. This work is likely to further reduce impacts.
- 7.1.5 The Gate Burton, West Burton and Cottam undertakers have considered the now published ES information and the PEIR for Tillbridge and do not consider there to be any changes to the conclusions of the cumulative assessments of the respective schemes.
- 7.1.6 A SoCG has been prepared between the four parties that does not currently identify any areas of disagreement. This was provided at Deadline 1 in the Gate Burton scheme Examination, with a signed version provided at Deadline 5 [EN010131/APP/4.3K].

Appendix A: Summary of Discussions between Undertakers

Note attendees from each project include the client and contractors working on their behalf. All meetings below were on Teams unless stated otherwise.

Date	Attendees	Record of Engagement
15/02/22	Gate Burton, Cottam and West Burton undertakers and their land reps.	Discussion on project status and landowner engagement for early non-intrusive surveys
Recurring meetings 15/02/22 – 04/07/22	Gate Burton, Cottam and West Burton undertakers and their comms teams	Regular fortnightly/monthly meetings to align on non statutory and statutory communications
Recurring meetings 17/02/22 – 07/11/22	Gate Burton, Cottam and West Burton undertakers and their environment teams	Heritage team discussions on approach to evaluation for all Schemes. Regular meeting scheduled during preparation of DCO submissions. Regular fortnightly/monthly discussions to align on heritage approach
In person meeting 22/02/22	Gate Burton, Cottam and West Burton undertakers	High level meeting to discuss Gate Burton, West Burton and Cottam projects
Recurring meeting 10/03/22 – 14/07/22	Gate Burton, Cottam and West Burton undertakers planning and environment leads	Monthly meetings with the planning and environment leads for Gate Burton, West Burton and Cottam.
17/03/22	Gate Burton, Cottam and West Burton undertakers and their land reps.	Discussion on survey access agreements with landowners and access logistics
23/03/22	Gate Burton, Cottam and West Burton undertakers	Discussion on cable corridor width and next steps for survey work
29/03/22	Gate Burton, Cottam and West Burton undertakers and their ecologists	Shared cable corridor: discussion on Phase 1 Habitat Surveys, potential of Terrestrial invertebrate/reptile surveys habitats and flora surveys and breeding bird surveys. Also discussed Great Crested Newt Pond buffers.

05/04/22	Gate Burton, Cottam and West Burton planning and environment teams	Review of proposed layout of West Burton and Cottam Solar Farms and the likelihood of cumulative effects and how cumulative effects could be assessed effectively.
12/04/22	Tillbridge, Cottam and West Burton	Introduction to the Tillbridge Solar scheme following internal kick-off meeting
28/04/22	Gate Burton, Cottam and West Burton ecology teams	Discussion on the buffer zones for ecology surveys on shared grid connection corridor
In person meeting 05/05/22	Gate Burton, Cottam and West Burton undertakers and their comms teams	Discussion on approach to statutory consultation.
24/05/22	Gate Burton, Cottam and West Burton undertakers and their ecologists	Discussion on minimising effects of the shared connection corridor regarding ecology.
21/06/22	Gate Burton, Cottam and West Burton undertakers and planning teams	Discussion on grid connection corridor Heads of Terms
05/08/22	Tillbridge, Cottam, West Burton and Gate Burton client teams	Introduction to the Tillbridge Solar scheme following internal kick-off meeting
01/09/22	Low Carbon (Gate Burton), Island Green Power and Lanpro (Cottam and West Burton)	Discussion on joined up approach to intrusive cable route surveys
Hybrid Meeting 13/09/22	Low Carbon and Pinsent Masons (Gate Burton), Island Green Power (Cottam and West Burton)	Workshop to discuss shared cable route corridor, protective provisions, various powers in overlapping area and continued cooperation ahead of finalising respective DCO applications. Hybrid meeting but held at Pinsent Masons London office
30/09/22	Gate Burton, Cottam, West Burton, Tillbridge planning teams and client; PINS, LCC, WLDC	Quadrupartite meeting with the four project developers and the PINS. Discussing interplay between the four projects.
10/10/22	Gate Burton, Cottam and West Burton Heritage Teams	Discussion on shared route within Grid Connection Corridor including results of

evaluation and mitigation strategies

21/10/22	Gate Burton, Cottam and West Burton Heritage Teams	Discussion on shared route within Grid Connection Corridor including approach to mitigation strategies
07/11/22	Gate Burton, Cottam and West Burton Heritage Teams	Discussion on aligning mitigation strategies for all three schemes
17/11/22	Tillbridge, Cottam and West Burton Solar	Status update on the Tillbridge Solar and Cottam schemes interaction
16/12/22	Gate Burton, Cottam and West Burton Heritage Teams	Finalising aligned mitigation strategies for all three schemes
In person meeting 03/01/23	Gate Burton, Cottam and West Burton undertakers and their lands teams	Joint in person meeting with cable route landowner
05/01/23	Gate Burton, Cottam and West Burton Heritage Teams	Reviewing finalised aligned mitigation strategies for all three schemes
30/01/2023	Tillbridge and Gate Burton Heritage Teams	Discussion on approach to evaluation
Recurring meeting 22/02/23 - present	Gate Burton, Cottam and West Burton undertakers and their lands teams	Fortnightly meetings to discuss approach to the cable route, heads of terms negotiations with landowners and knowledge sharing
27/03/23	Tillbridge, Cottam and West Burton	Discussion about the potential for collaboration including survey data sharing
In person meeting 13/04/23	Gate Burton, Cottam and West Burton undertakers and their lands teams	Joint in person meeting with cable route landowner
Joint Site Walkover 26/04/23	Gate Burton and Tillbridge landscape teams	Walkover of grid connection corridors and overall review of landscape and visual interrelations between Gate Burton and Tillbridge projects.
26/05/23	Tillbridge, Cottam, West Burton and Gate Burton technical teams	Technical discussion about cable corridor interaction with other projects

31/05/23	Tillbridge, Cottam, West Burton and Gate Burton	Meeting concerning co-ordination of solar DCO cable route corridors
02/06/23, 08/06/23 09/06/23, 14/06/23, 20/06/23, 30/06/23	Gate Burton, Cottam, West Burton and Tillbridge teams	Discussion on sharing information around grid connection options to the south of Marton. Discussion on joint meeting with the Canal and Rivers Trust
13/06/23	Cottam, West Burton and Tillbridge teams	Discussion of ecology and heritage data
15/06/23, 21/06/23, 28/06/23, 05/07/23, 10/07/23, 15/08/23, 16/08/23, 27/09/23	Cottam, West Burton and Tillbridge teams	Discussion of Cottam, West Burton and Tillbridge site and cable route interactions
13/06/23	Gate Burton, Cottam, West Burton and Tillbridge land referencing teams	Joint approach on cable route landowners
14/06/23	Gate Burton, Cottam and West Burton	Cable route landowner update
30/06/23	Gate Burton, West Burton, Cottam and Tillbridge Highways Engineering Teams	Discussion about access differences and commonality for accesses in the shared the grid connection corridor.
30/06/2023	Gate Burton, Cottam, West Burton and Tillbridge	Joint approach on extra cable route surveys
14/07/23	Gate Burton, Cottam, West Burton and Tillbridge and Canal and Rivers Trust	Joint approach on protective provisions
18/07/23	Gate Burton, Cottam and West Burton	Discussion on access into Cottam substation
20/07/23	Gate Burton, Cottam, West Burton and Tillbridge	Discussion around the cables near Cottam substation
25/07/23	Gate Burton, Cottam, West Burton and Tillbridge design teams	Technical discussion around Cottam substation
26/07/23	Gate Burton, Cottam and West Burton	Cable route landowner update

10/08/23	Gate Burton, Cottam, West Burton and Tillbridge and Canal and EDF	Discussion on Cottam substation
14/08/23	Gate Burton, Cottam, West Burton and Tillbridge	Discussion around Cottam substation
15/08/23	Gate Burton, Cottam, West Burton and Tillbridge	Cable route discussion
17/08/23	Gate Burton, Cottam, West Burton, Tillbridge and Uniper	Discussion on Cottam substation
18/08/23	Gate Burton, Tillbridge	Discussion on cable route landowners
23/08/23	Gate Burton, Cottam, West Burton, Tillbridge, EDF and Uniper	Site walkover to look at constraints around Cottam substation
31/08/23	Gate Burton, Cottam, West Burton and Tillbridge and Uniper	Discussion on Cottam substation
01/09/23	Gate Burton, Cottam and West Burton	Cable route discussion
01/09/23	Gate Burton, Cottam, West Burton and Tillbridge	Cable route discussion
04/09/23	Gate Burton, Cottam, West Burton and Tillbridge technical teams	Technical discussion around Cottam substation
11/09/23	Gate Burton, Cottam, West Burton and Tillbridge	Cable route and substation discussion
12/09/23	Gate Burton, Cottam, West Burton, Tillbridge and EDF	Discussion on Cottam Substation
12/09/23	Gate Burton, Cottam and West Burton	Cumulative Effects Comparison table
13/09/23	Gate Burton, Cottam and West Burton	Cable route landowner update
14/09/23	Gate Burton, Cottam, West Burton and Tillbridge and Uniper	Discussion on Cottam substation
20/09/23	Gate Burton, Cottam and West Burton heritage teams	Discussion on cable route surveys
25/09/23	Gate Burton, Cottam, West Burton and Tillbridge and EDF	Discussion on Cottam substation

26/09/23	Gate Burton, Cottam, West Burton and Tillbridge and Uniper	Discussion on Cottam substation
27/09/2023	Gate Burton, Cottam and West Burton	Cable route landowner update
02/10/2023	Gate Burton, Cottam, West Burton, Tillbridge and Uniper	Update meeting between the developers and Uniper
03/10/23	Gate Burton, Cottam, West Burton, Tillbridge and EDF	Update meeting between the developers and EDF
05/10/23	Gate Burton, Cottam, West Burton, Tillbridge	Update between the developers
11/10/23	Gate Burton, Cottam, West Burton	Cable route update
11/10/23	Gate Burton, Cottam, West Burton, Omnia	Technical cable route discussions
13/10/23	Gate Burton, Cottam, West Burton, Tillbridge	Cable route discussions
20/10/23	Gate Burton, Cottam, West Burton, Tillbridge, Aecom	Technical cable route discussions
24/10/23	Gate Burton, Cottam, West Burton, Tillbridge, EDF, Uniper	Joint developer, EDF and Uniper catch up
25/10/23	Gate Burton, Cottam, West Burton	Cable route update
08/11/23	Gate Burton, Cottam, West Burton	Cable route update
14/11/23	Gate Burton, Cottam, West Burton, Tillbridge, EDF, Uniper	Joint developer, EDF and Uniper catch up
16/11/23	Gate Burton, Cottam, West Burton, Tillbridge, Network Rail	Joint developer meeting with Network Rail to discuss cable crossings
28/11/23	Gate Burton, Cottam, West Burton, Tillbridge, EDF, Uniper	Joint developer, EDF and Uniper catch up
30/11/23	Gate Burton, Cottam, West Burton	Cable route update
06/12/23	Gate Burton, Cottam, West Burton	Cable route update



15/12/23	Gate Burton, Cottam, West Burton, Tillbridge, Network Rail	Joint developer meeting with Network Rail to discuss cable crossings
18/12/23	Gate Burton, Cottam, West Burton, Tillbridge	Meeting to discuss cable formations
19/12/23	Gate Burton, West Burton, Tillbridge, EDF, Uniper	Joint developer, EDF and Uniper catch up

Appendix B: Plans Showing Access Locations for the Four Projects

Appendix B has been submitted in Part 2 to this Document



Joint Report on Interrelationships between Nationally Significant Infrastructure Projects

Appendix B

Version 3

Document Reference: EN010131/8.26 (Gate Burton); EN010133/EX2/C.8.1.8_A (Cottam)

December 2023

Rule 8(1)(b)(iii)
Infrastructure Planning (Examination Procedure Rules) 2010

Prepared for:

Gate Burton Energy Park Limited, West Burton Solar Project Limited, Tillbridge Solar Limited and Cottam Solar Project Limited.

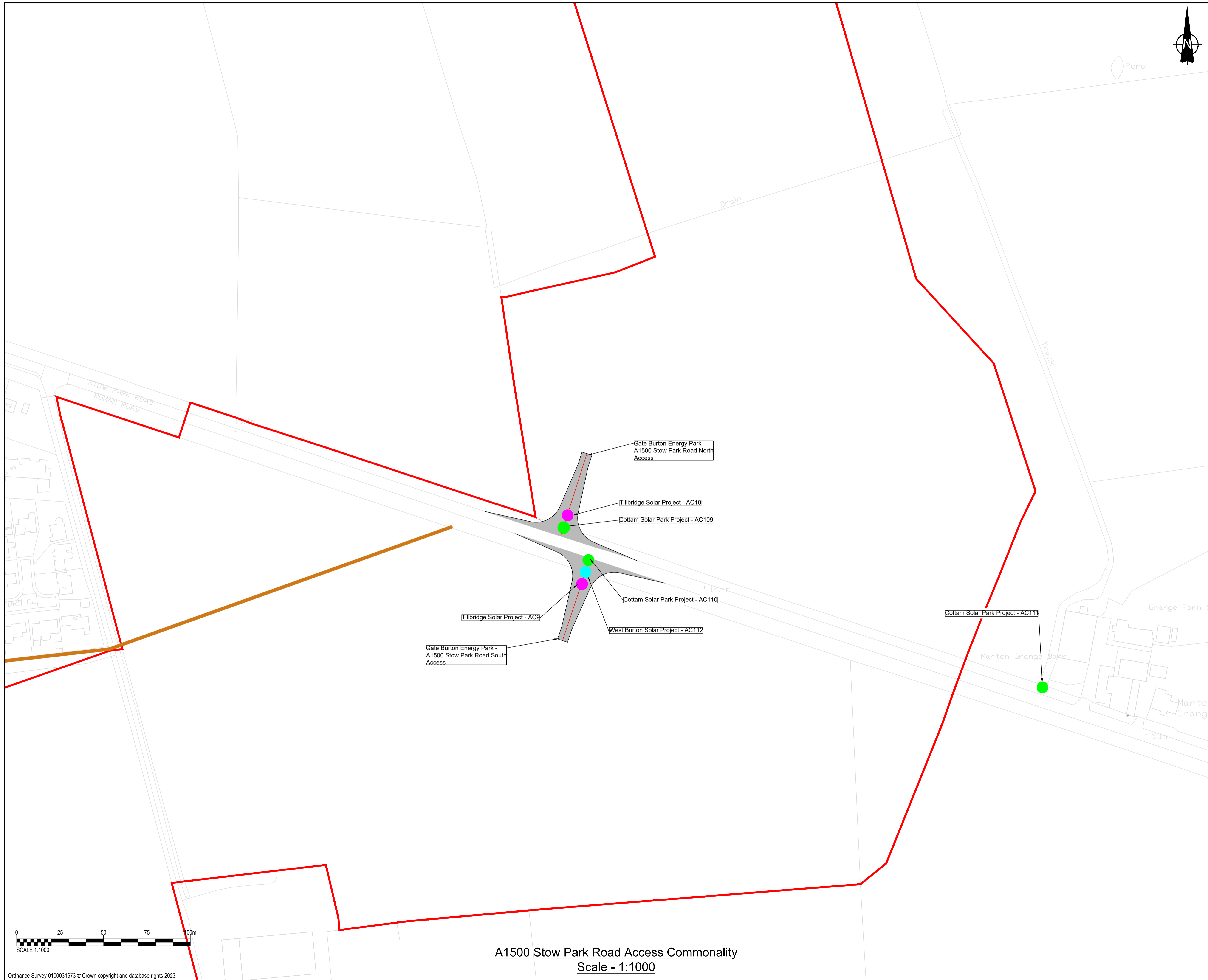
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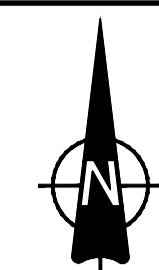
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Appendix B: Plans Showing Access Locations for the Four Projects



A1500 Stow Park Road Access Commonality
Scale - 1:1000



PROJECT

Gate Burton Energy Park
Development Consent Order

CLIENT

Low Carbon

CONSULTANT

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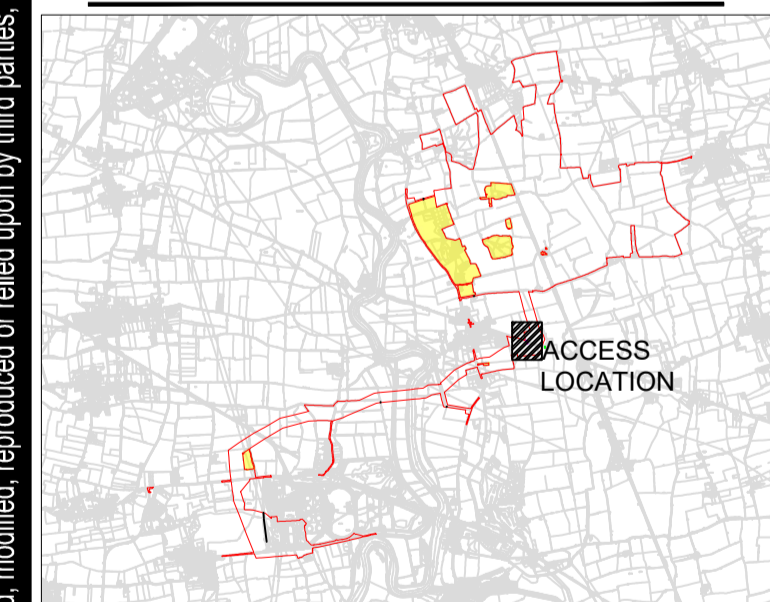
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KEY

- Extent of paved area
- Red Line Boundary
- Existing Public Rights of Way
- Edge of road
- Cottam Solar Park Project Access Location
- West Buton Solar Project Access Location
- Tillbridge Solar Project Access Location

SHEET PLAN



ISSUE/REVISION

NO	DATE	DESCRIPTION
P03	08/11/2023	UPDATED FOR DEADLINE 5
P02	22/09/2023	UPDATED ORDER LIMITS
P01	03/07/2023	FIRST DRAFT
I/R	DATE	DESCRIPTION

PROJECT NUMBER

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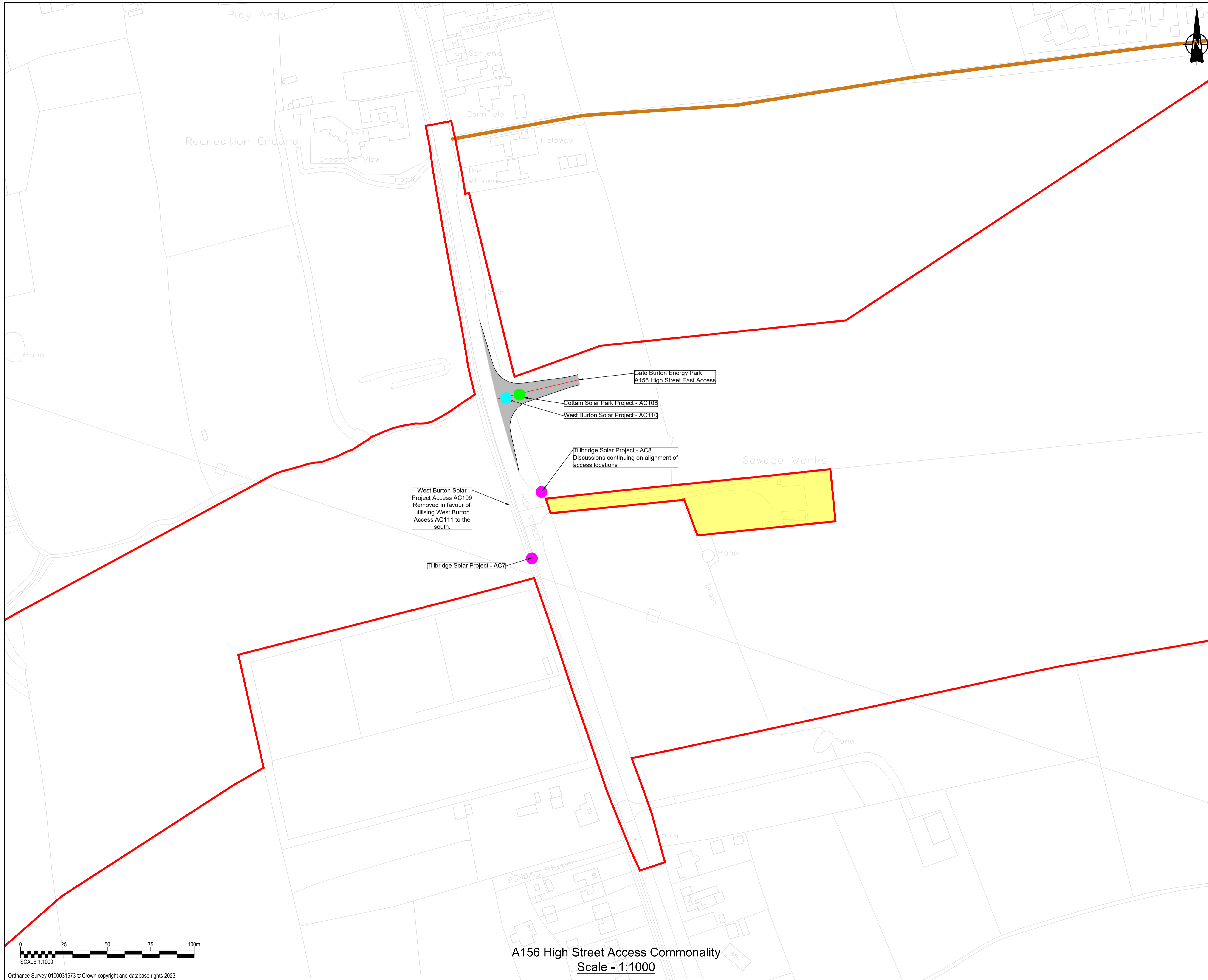
A1500 STOW PARK ROAD CUMULATIVE
ACCESS PROPOSALS

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A156 High Street Access Commonality
 Scale - 1:1000



PROJECT

Gate Burton Energy Park
 Development Consent Order

CLIENT

Low Carbon

CONSULTANT

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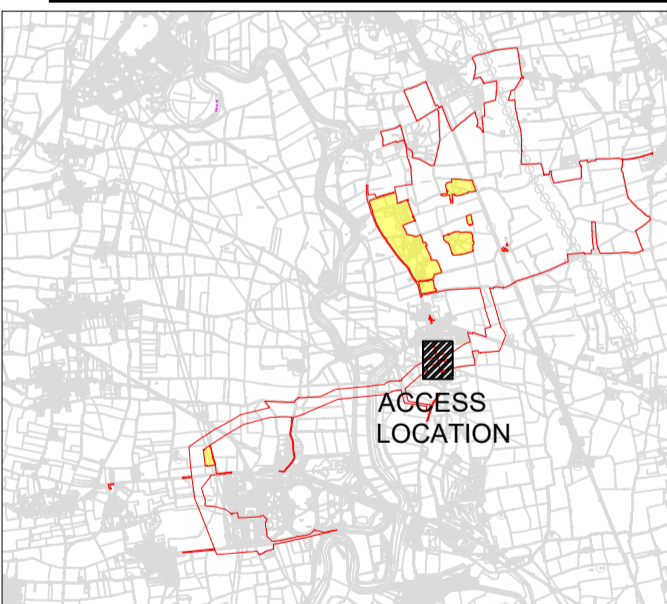
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- Existing Public Rights of Way
- Edge of road
- Cottam Solar Park Project Access Location
- West Burton Solar Project Access Location
- Tillbridge Solar Project Access Location

SHEET PLAN



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P02	22/09/2023	UPDATED ORDER LIMITS
P01	03/07/2023	FIRST DRAFT
I/R	DATE	DESCRIPTION

PROJECT NUMBER

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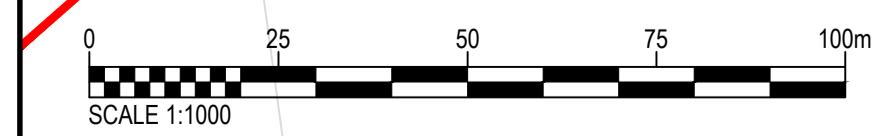
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A156 HIGH STREET NEAR MARTON
 CUMULATIVE
 ACCESS PROPOSALS

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PROJECT

Gate Burton Energy Park
Development Consent Order

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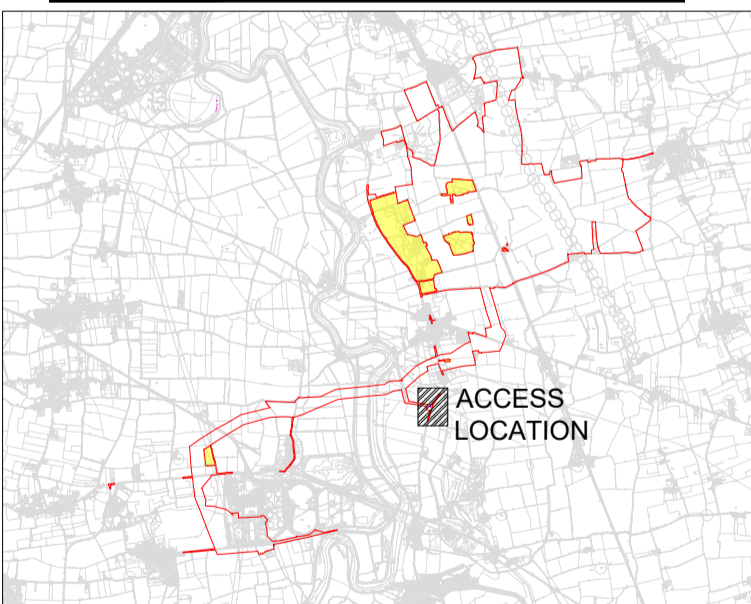
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SHEET PLAN



ISSUE/REVISION

NO	DATE	DESCRIPTION
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I/R	DATE	DESCRIPTION

PROJECT NUMBER

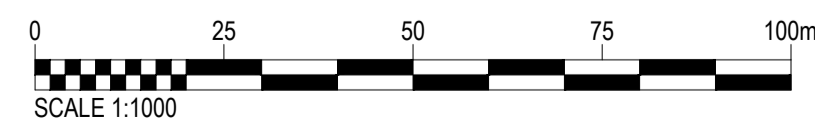
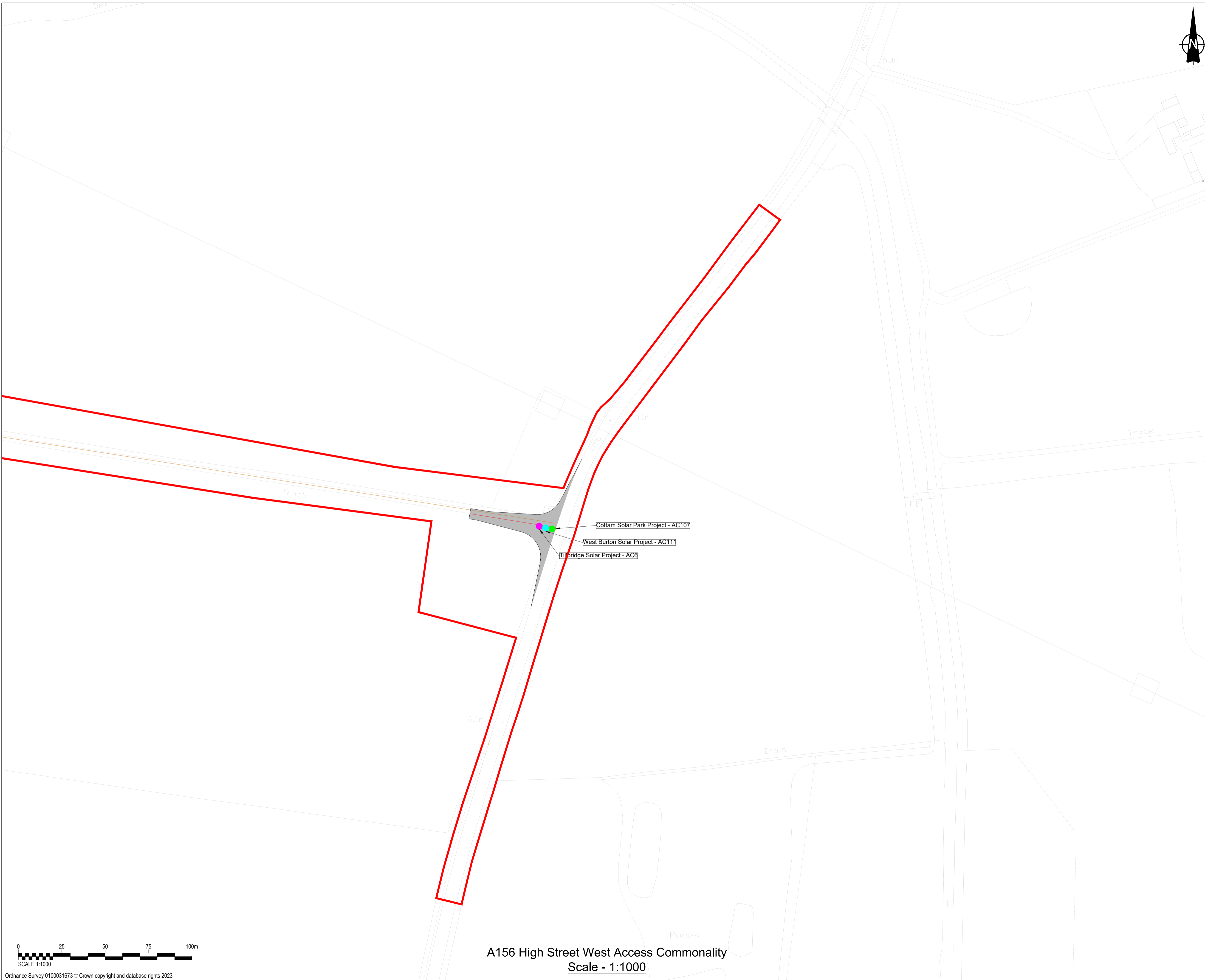
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A156 HIGH STREET CUMULATIVE
ACCESS PROPOSAL

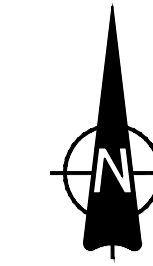
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60664324-HGN-DR-CH-0039



A156 High Street West Access Commonality
Scale - 1:1000

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PROJECT

Gate Burton Energy Park
Development Consent Order

CLIENT

Low Carbon

CONSULTANT

AECOM
Saxon House, 27 Duke Street
Chelmsford, Essex, CM1 1HT
01245 771200 tel 01245 476121 fax
www.aecom.com

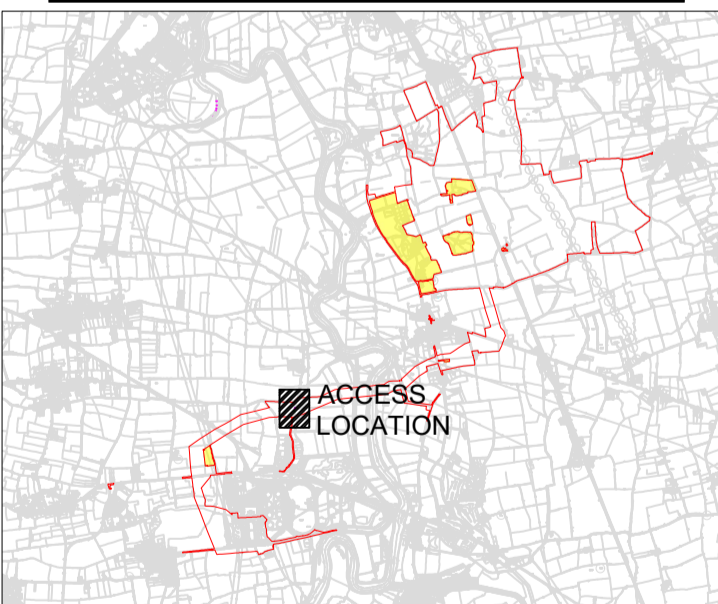
GENERAL NOTES

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2. Do not scale from this drawing, use only printed dimensions.
3. All dimensions in millimeters, all chainages, levels and coordinates are in meters unless defined otherwise.
4. This Drawing is to be read in conjunction with the project health & Safety File for any identified potential risks.
5. All Schemes are subject to individual Development Consent Order (DCO) applications. The information used to prepare this drawing is based on that publicly available as of July 2023 and following continued discussions up until the Gate Burton Deadline 5 submission date. At this time, the West Burton Solar Project and Cottam Solar Project had been accepted for DCO examination, with the Tillbridge Solar Project being at the pre-application stage. Access locations could be subject to change as proposals progress through the DCO process.

KEY

- Extent of paved area
- Red Line Boundary
- Existing Public Rights of Way
- Edge of road
- Cottam Solar Park Project Access Location
- Tillbridge Solar Project Access Location

SHEET PLAN



ISSUE/REVISION

NO	DATE	DESCRIPTION
P03	08/11/2023	UPDATED FOR DEADLINE 5
P02	22/09/2023	UPDATED ORDER LIMITS
P01	03/07/2023	FIRST DRAFT
I/R		

PROJECT NUMBER

60664324

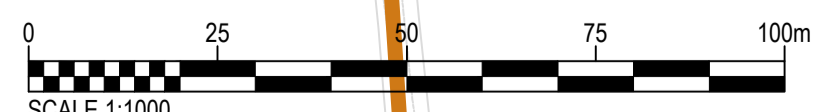
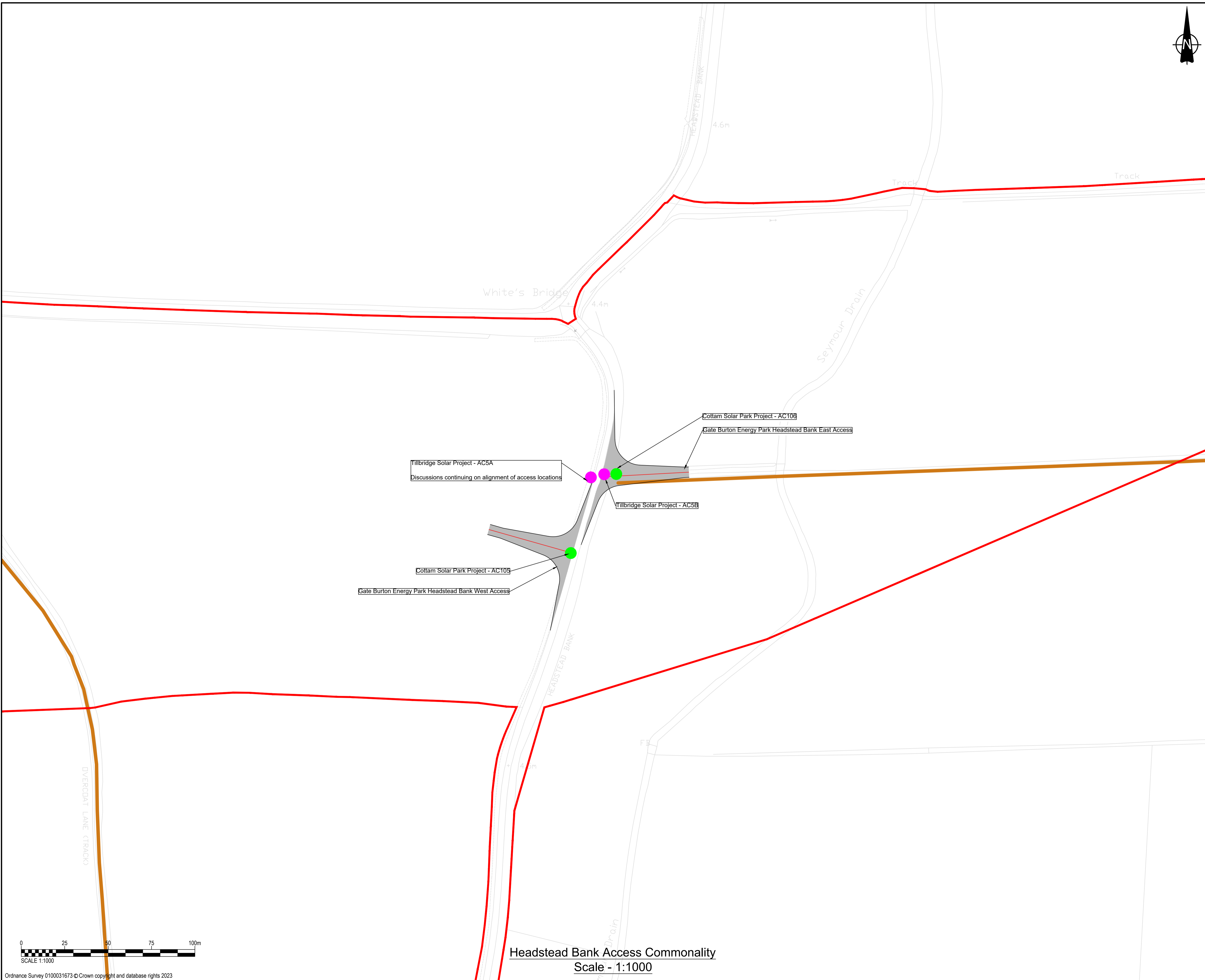
SHEET TITLE

HEADSTEAD BANK CUMULATIVE
ACCESS PROPOSALS

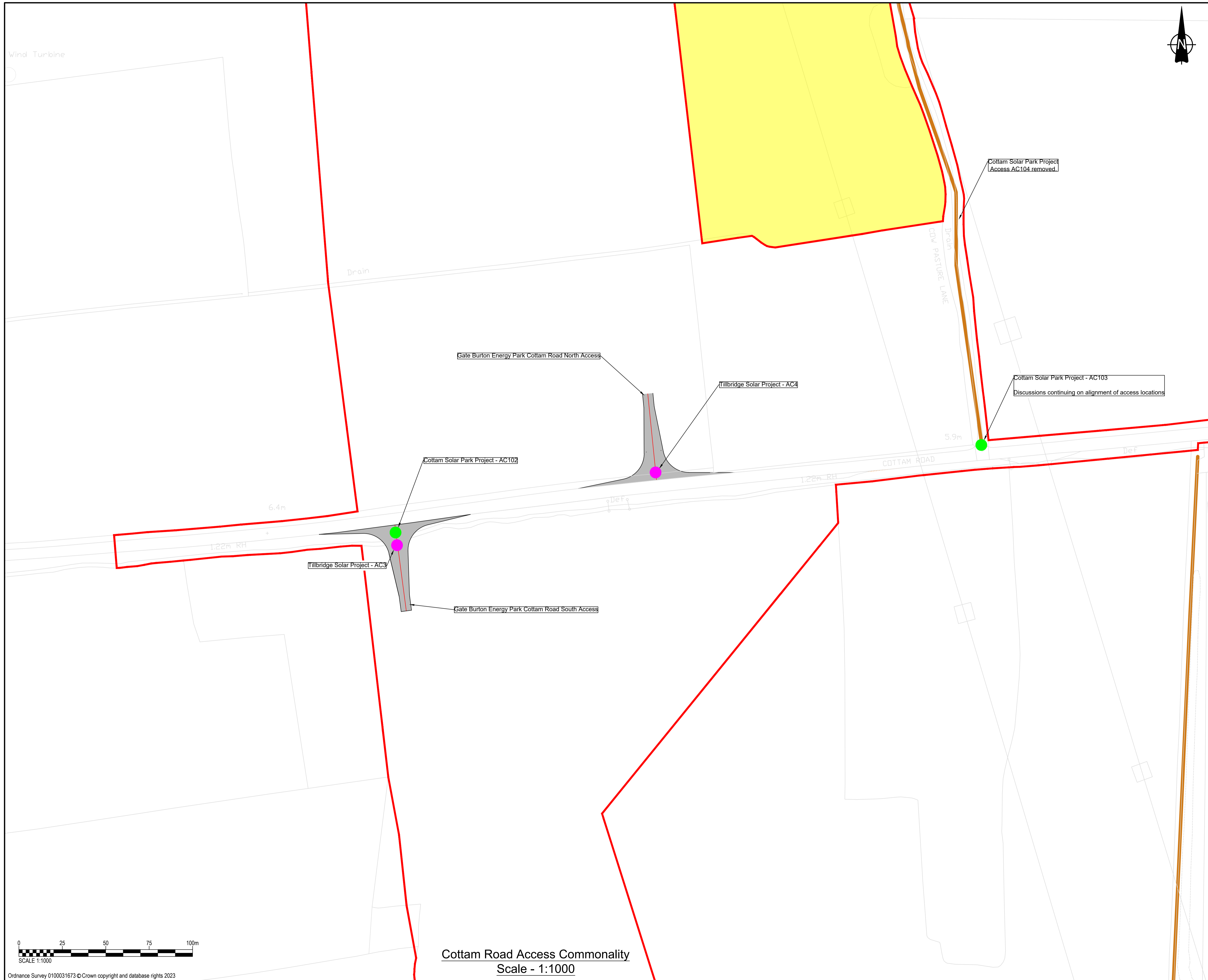
SHEET NUMBER

60664324-HGN-DR-CH-0040

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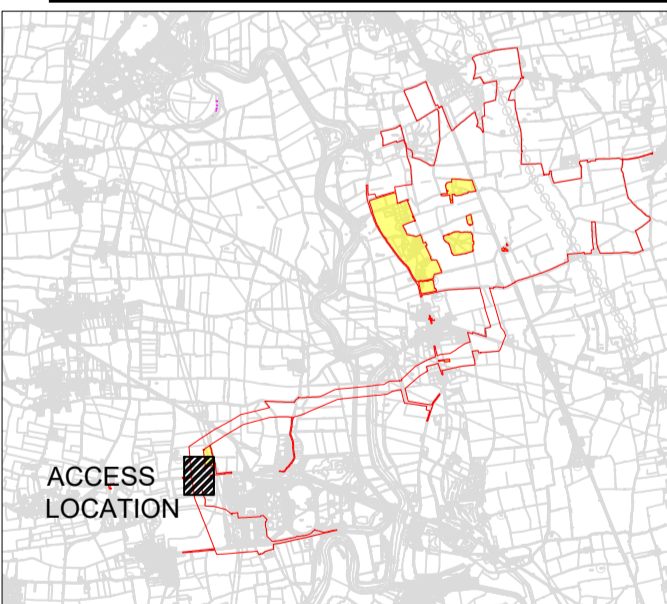
Headstead Bank Access Commonality
Scale - 1:1000



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- KEY**
- Extent of paved area
 - Red Line Boundary
 - Existing Public Rights of Way
 - Edge of road
 - Cottam Solar Park Project Access Location
 - Tillbridge Solar Project Access Location

SHEET PLAN



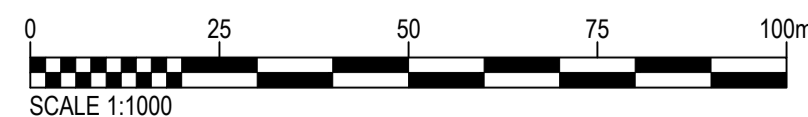
ISSUE/REVISION

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P03	08/11/2023	UPDATED FOR DEADLINE 5
P02	22/09/2023	UPDATED ORDER LIMITS
P01	03/07/2023	FIRST DRAFT
I/R	DATE	DESCRIPTION

PROJECT NUMBER
60664324

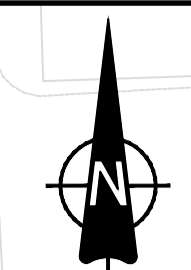
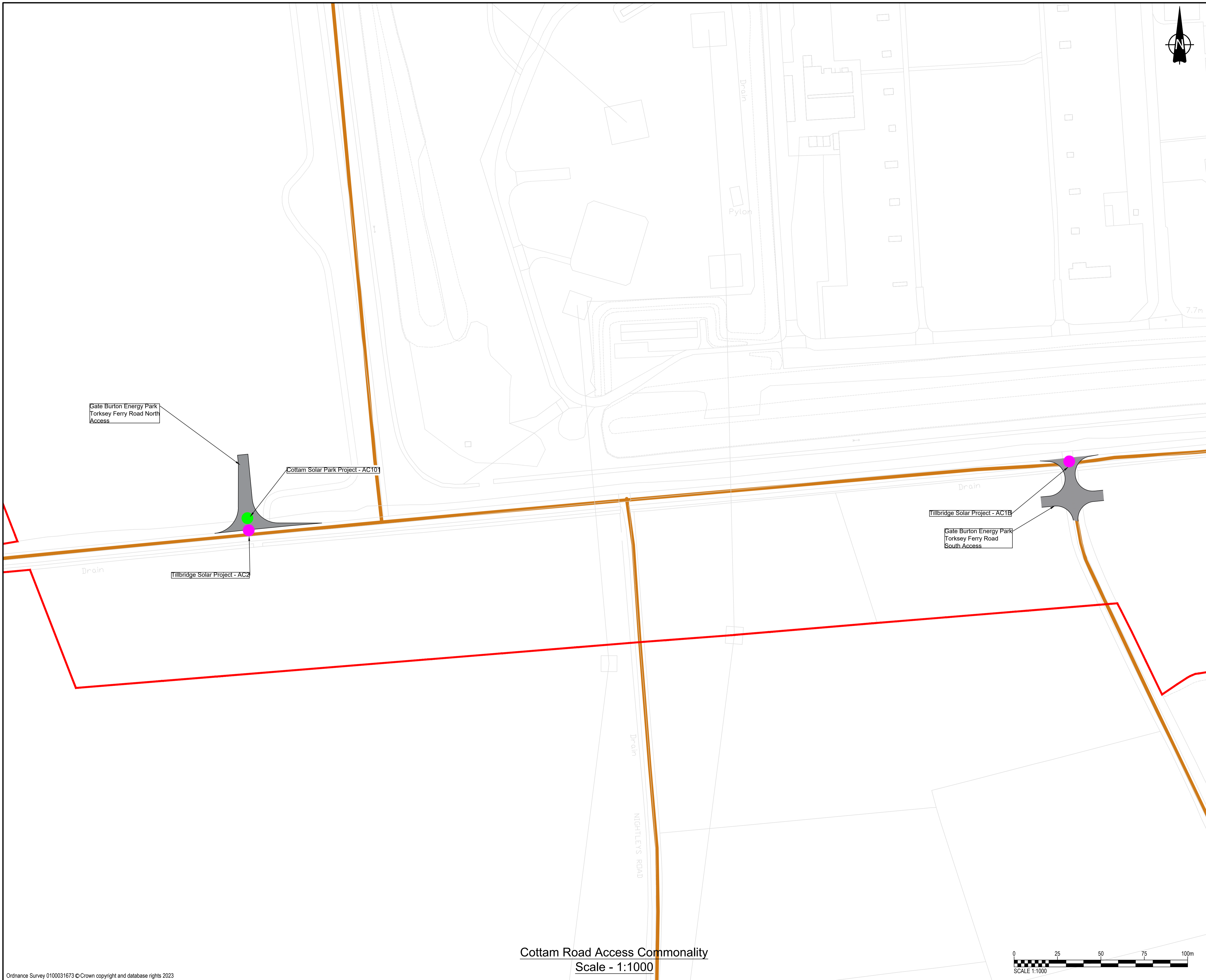
SHEET TITLE
COTTAM ROAD CUMULATIVE
ACCESS PROPOSALS

SHEET NUMBER
60664324-HGN-DR-CH-0041



Cottam Road Access Commonality
Scale - 1:1000

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PROJECT

Gate Burton Energy Park
Development Consent Order

CLIENT

Low Carbon

CONSULTANT

AECOM
Saxon House, 27 Duke Street
Chelmsford, Essex, CM1 1HT
01245 771200 tel 01245 476121 fax
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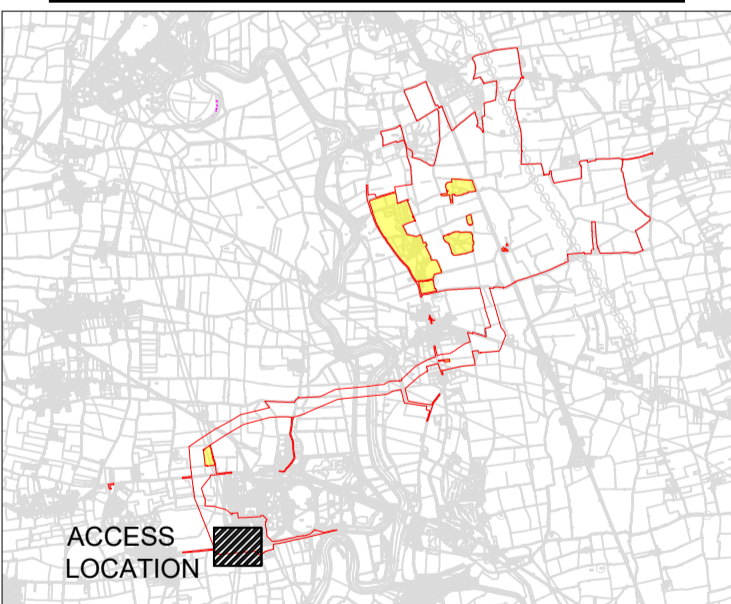
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KEY

- Extent of paved area
- Red Line Boundary
- Existing Public Rights of Way
- Edge of road
- Cottam Solar Park Project Access Location
- Tillbridge Solar Project Access Location

SHEET PLAN



ISSUE/REVISION

NO	DATE	DESCRIPTION
P02	08/11/2023	UPDATED FOR DEADLINE 5
P01	22/09/2023	FIRST DRAFT
I/R	DATE	DESCRIPTION

PROJECT NUMBER

60664324

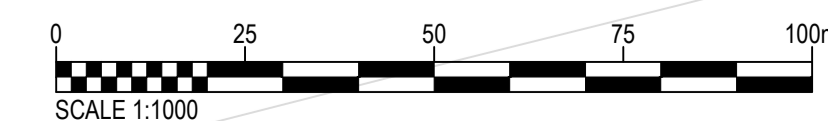
SHEET TITLE

TORKSEY FERRY ROAD
CUMULATIVE ACCESS
PROPOSALS

SHEET NUMBER

60664324-HGN-DR-CH-0045

Cottam Road Access Commonality
Scale - 1:1000



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Appendix C: Cooperation Agreement

DATED 5th July **2023**

- (1) GATE BURTON ENERGY PARK LIMITED**
- (2) COTTAM SOLAR PROJECT LIMITED**
- (3) WEST BURTON SOLAR PROJECT LIMITED**
- (4) TILLBRIDGE SOLAR LIMITED**

COOPERATION AGREEMENT

**relating to the proposed Gate Burton Energy Park,
Cottam Solar Project, West Burton Solar Project and
Tillbridge Solar Project**

THIS AGREEMENT is made on the 5th day of July

2023

AMONGST:

- (1) **GATE BURTON ENERGY PARK LIMITED ("Gate Burton")**, a company incorporated in England and Wales with registered number 12660764 whose registered office is at Stirling Square, 5-7 Carlton Gardens, London, United Kingdom, SW1Y 5AD; AND
- (2) **COTTAM SOLAR PROJECT LIMITED ("Cottam")**, a company incorporated in England and Wales with registered number 12711231 whose registered office is at Unit 25.7 Coda Studios 189 Munster Road, London, England, SW6 6AW; AND
- (3) **WEST BURTON SOLAR PROJECT LIMITED ("West Burton")**, a company incorporated in England and Wales with registered number 13049324 whose registered office is at Unit 25.7 Coda Studios 189 Munster Road, London, England, SW6 6AW; AND
- (4) **TILLBRIDGE SOLAR LIMITED ("Tillbridge")**, a company incorporated in England and Wales with registered number 12887594 whose registered office is at 111 Park Street, Mayfair, London, United Kingdom, W1K 7JF,

each a "**Party**" and together the "**Parties**".

BACKGROUND:

- (A) Cottam submitted a DCO application on 12 January 2023, which was accepted for Examination on 9 February 2023.
- (B) Gate Burton submitted a DCO application on 27 January 2023, which was accepted for Examination on 22 February 2023. The examination of the DCO application begins on 4 July 2023.
- (C) West Burton submitted a DCO application on 21 March 2023, which was accepted for Examination on 18 April 2023.
- (D) Tillbridge commenced statutory consultation on 30 May 2023 and is expected to submit a DCO application in Q4 2023. After receipt of the DCO application, there will be 28 days for the Planning Inspectorate to review the DCO application and decide whether or not to accept it for Examination.
- (E) Each of the above DCO applications relate to solar projects within the administrative areas of Bassetlaw District Council and West Lindsey District Council, and at county level within Nottinghamshire County Council and Lincolnshire County Council.
- (F) Each Party wishes to register or has registered as an interested party for the Projects for which it is not the Applicant, as each Party may wish to participate in the Examinations given the Projects' close proximity, the commonality of certain stakeholders and the potential for similar or cumulative environmental effects and coordination of mitigation measures.
- (G) The Parties wish to enter this agreement to ensure various obligations on each Party in relation to their cooperation throughout the Examination of each DCO application and until those DCO applications are Finally Determined, under the terms and conditions of this Agreement.
- (H) The Parties wish to put in place a further cooperation agreement to govern the phases of the Projects after the DCO applications are Finally Determined.

IT IS AGREED:

1. **DEFINITIONS AND INTERPRETATION**

- 1.1 In this Agreement, unless the context requires otherwise, the following words and phrases have the meanings set opposite them:

“Act”	means the Planning Act 2008;
“Agreement”	means this agreement including its schedules (if any);
“Applicant”	means the Party named as the applicant in respect of the DCO applications;
“Commencement Date”	means the date of this Agreement;
“Competent Authority”	any governmental, administrative or regulatory body, authority, agency or instrumentality or any other body exercising public functions which has jurisdiction in respect of the Parties, this Agreement, or the Projects;
“Cottam Solar Project”	means the solar scheme for which Cottam Solar Project Limited is seeking consent through its DCO application dated 12 January 2023 (PINS ref EN010133);
“DCO”	means development consent order;
“DCO application”	means an application for development consent brought under the Act, that is submitted to the Planning Inspectorate and decided by the Secretary of State;
“Examination(s)”	means the examination of the DCO applications by an Examining Authority under the Act;
“Examining Authority”	means the examining authority appointed under the Act by the Secretary of State;
“Finally Determined”	means, for each Project, the date on which the DCO application for that Project is granted and the statutory legal challenge period has expired or the date on which the DCO application is refused (as the case may be) and “Final Determination” shall be construed accordingly;
“Further Cooperation Agreement”	means an agreement between the Parties in order to manage the interaction of the Projects during the discharge of Requirements, and the respective construction and operational phases of each Project which will include, but not be limited to, the matters outlined in Appendix 1
“Gate Burton Solar Project”	means the solar scheme for which Gate Burton Energy Park Limited is seeking consent through its DCO application dated 27 January 2023 (PINS ref EN010131);
“Projects”	means collectively Gate Burton Solar Project, Cottam Solar Project, West Burton Solar Project and Tillbridge Solar Project " Project " shall mean one of them;
"Reasonable and Prudent Developer(s)"	means a person seeking in good faith to perform its contractual obligations and, in so doing and in the general conduct of its undertaking, exercising that degree of skill, diligence, prudence and foresight which would reasonably and ordinarily be expected from a skilled and experienced developer engaged in the same type of undertaking under the same or similar circumstances and complying with applicable law; and the expression standard of a Reasonable and Prudent Developer shall be construed accordingly;
“Requirements”	means the requirements included in the DCO made by the Secretary of State pursuant to the DCO applications;
“Secretary of State”	means the Secretary of State for Energy Security and Net Zero;

"Termination Date"	means the date all DCO applications for the Projects are Finally Determined;
"Tillbridge Solar Project"	means the solar scheme for which Tillbridge Solar Limited is seeking consent through its DCO application that is expected to be made in Q4 2023 (PINS ref EN010142);
"West Burton Solar Project"	means the solar scheme for which West Burton Solar Project Limited is seeking consent through its DCO application dated 21 March 2023 (PINS ref EN010132); and
"Working Day"	means a day, other than a Saturday or Sunday, on which banks are open for normal business in England.

1.2 In this Agreement:

- 1.2.1 any reference to this Agreement or to any other document will include its Schedules, appendices and annexes (if any) and any permitted variation or amendment to this Agreement;
- 1.2.2 any reference to a Clause or Schedule is, except where expressly stated to the contrary, reference to the relevant Clause of or Schedule to this Agreement;
- 1.2.3 the background section and any Clause, Schedule or other headings and the use of bold type in this Agreement are included for ease of reference only and will not affect the construction or interpretation of any provision of this Agreement;
- 1.2.4 any reference to any statute, statutory instrument, order, regulation or other similar instrument will be construed as including references to any statutory modification, consideration or re-enactment of that provision (whether before, on or after the date of this Agreement) for the time being in force, including all instruments, orders or regulations then in force and made under or deriving validity from that legislation;
- 1.2.5 the words 'include', 'including', 'in particular' or any similar expression will be construed as illustrative and will not limit the sense of the words preceding those terms;
- 1.2.6 the use of the singular includes the plural and vice versa and words denoting any gender will include a reference to each other gender;
- 1.2.7 a reference to 'writing' or 'written' includes any method of reproducing words in a legible and non-transitory form;
- 1.2.8 a reference to a 'Party' includes that Party's personal representatives and successors;
- 1.2.9 a reference to a 'person' includes a natural person, corporate or unincorporated body (in each case whether or not having separate legal personality) and that person's personal representatives and successors; and
- 1.2.10 a reference to a 'company' includes any company, corporation or other body corporate, wherever and however incorporated or established.

2. **COMMENCEMENT AND DURATION OF ENGAGEMENT**

The terms of this Agreement, including the obligations contained within, shall take effect on the Commencement Date and shall continue until the Termination Date.

3. **FEES**

Each Party will pay its own legal costs incurred in connection with entering into this Agreement and will also bear its own costs of any variations or amendments proposed to this Agreement.

4. **COOPERATION AS REASONABLE DEVELOPERS**

4.1 The Parties shall cooperate with each other and act reasonably and in good faith:

4.1.1 throughout their participation in the Examinations and until Final Determination of the DCO applications for each of the Projects;

4.1.2 to mitigate adverse impacts on persons with an interest in the land affected by each of the Projects; and

4.1.3 to agree and enter into the Further Cooperation Agreement as soon as reasonably practicable and in any event before the date on which the first of the DCO applications to be determined is made by the Secretary of State.

4.2 Each Party shall exercise any rights and discharge any obligations under this Agreement in accordance with the standards of a Reasonable and Prudent Developer.

5. **MAKING OF REPRESENTATIONS**

5.1 Subject to Clauses 5.1.1 and 5.2, any Party ("the submitting party") may submit a written representation (including but not limited to response(s) to question(s) from an Examining Authority or the Secretary of State) into the Examination and/or Final Determination of a DCO application being promoted by another Party ("the promoting party") provided:

5.1.1 the submitting party will provide the promoting party with a draft of the written representation as soon as reasonably practicable and (unless otherwise agreed) at least 2 Working Days before the representation is submitted; and

5.1.2 the submitting party and the receiving party shall use reasonable endeavours to agree the written representation prior to its submission, failing which the submitting party must have reasonable regard to any reasonable comments made by the promoting party.

5.2 Each Party agrees that it shall not lodge any objection or make any adverse representation (whether given in writing or orally) in respect of the DCO applications for which it is not the Applicant. For the avoidance of doubt, any submission by a Party in support of its approach to environmental assessment or negotiations with third parties shall not constitute an adverse representation for the purposes of this paragraph, save that at all times each Party must act in good faith in accordance with their obligations in this Agreement.

5.3 If at any time the Applicant for a DCO application requires a joint position statement on particular matters arising throughout the Examination or Final Determination of its DCO application, the Parties shall discuss and use reasonable endeavours to agree a joint position statement on those matters. A signed copy of any agreed joint position statement may then be submitted to each of the Examining Authorities or Secretary of State for any or all of the DCO applications as applicable.

5.4 For the avoidance of any doubt, Gate Burton, Cottam and West Burton acknowledge and agree that the protective provisions for the protection of Gate Burton, Cottam and West Burton (as the case may be), as contained in the draft development consent orders submitted with the DCO applications for those Projects, are appropriate and that those Parties will continue to advocate for their inclusion within each development consent order as necessary.

5.5 Gate Burton, Cottam, West Burton and Tillbridge intend to agree protective provisions:

5.5.1 for the benefit of Tillbridge to be included in the Gate Burton, Cottam and West Burton DCO applications (as relevant); and

5.5.2 for the benefit of Gate Burton, Cottam and West Burton to be included in the Tillbridge DCO application,

in each case in substantially the same terms and no more onerous for the Parties as those agreed pursuant to clause 5.4, and once submitted into the respective Examinations, the Parties will advocate for their inclusion within each DCO as necessary to achieve the same level of protection for each of the Projects.

6. SHARING OF INFORMATION

6.1 The terms of the Agreement are confidential to the Parties and except as indicated below they shall not make or allow or authorise anyone else to make any announcement or otherwise to publicise or disclose to any third party the existence of this Agreement or the whole or any part of its terms without the prior consent of the other Parties except:

6.1.1 any of the Parties may make disclosure to the extent it is required to do so under the rules of any recognised Stock Exchange on which shares of that Party or any parent company are quoted; or

6.1.2 any of the Parties may make disclosure where required under any duty imposed on that Party by law;

6.1.3 any of the Parties may make disclosure as to the existence of this Agreement or its content if required in connection with any process or application for statutory permissions, consents and authorisations for projects **provided that** this sub-clause 6.1.3 shall not apply to any content that is commercially sensitive;

6.1.4 any of the Parties may make disclosure:-

(a) to another company from the same corporate group;

(b) to a prospective purchaser of some or part of the issued share capital in the Parties;

(c) to any prospective lenders to the Projects;

6.1.5 any of the Parties may make disclosure to the extent it is required to do so in order to comply with any information requests made under the Environmental Information Regulations 2004.

6.2 The Parties agree to preserve the commercial confidentiality of any information shared and not to publish or to make any disclosure or supply any information or photographs or other material to any third party relating to the Projects (other than to the extent required by law) without the disclosing Party's prior approval (which approval will not unreasonably be withheld or delayed).

7. HEARINGS

7.1 The Parties agree that they will not participate in any of the Examination hearings carried out in relation to any of the Projects, save to the extent that:

7.1.1 they are the Applicant for the Project to which the hearing(s) relate;

7.1.2 the Applicant or the Examining Authority requests that they attend and/or participate in the hearing(s) for those Projects to which they are not the Applicant; and/or

7.1.3 the subject matter of the hearing(s) includes cumulative assessment of the Projects.

7.2 The Parties agree that unless any of the circumstances at 7.1.1 to 7.1.3 apply, then any involvement in Examination hearings will be limited to a watching brief only.

8. **ENTIRE AGREEMENT**

This Agreement constitutes the entire and only legally binding agreement between the Parties and supersedes any previous understandings, arrangements, representations, negotiations or agreements between the Parties and no Party has made any statement, representation or warranty concerning the subject matter of this Agreement and no Party has any liability arising from reliance on any information supplied by one Party to another except where it is contained in this Agreement, provided that nothing in this Clause 8 will have effect to exclude the liability of any Party for fraud or fraudulent misrepresentation.

9. **FURTHER ASSURANCE**

Each Party shall at the request of another, and at the cost of the requesting Party, use reasonable endeavours to do all acts and execute all documents which are necessary to give full effect to this Agreement.

10. **VARIATION**

No variation of this Agreement shall be valid or effective unless it is in writing, refers to this Agreement and is duly signed or executed by, or on behalf of, each Party.

11. **NO PARTNERSHIP OR AGENCY**

Nothing in this Agreement constitutes, or shall be deemed to constitute, a partnership between the Parties, nor make any Party the agent of another Party.

12. **REMEDIES AND WAIVER**

Any remedy or right conferred upon the Parties for breach of this Agreement will be in addition to and without prejudice to all other rights and remedies available to the Parties. No failure or delay by the Parties in exercising any remedy, right, power or privilege under or in relation to this Agreement will operate as a waiver of that or any other right, power, remedy or privilege of Gate Burton, Cottam West Burton or Tillbridge (as relevant), nor will any single or partial exercise of any right, power, remedy or privilege preclude any other or further exercise of that or any other right, power, remedy or privilege.

13. **SEVERANCE**

If any provision of this Agreement (or part of any provision) is or becomes illegal, invalid or unenforceable, the legality, validity and enforceability of any other provision of this Agreement shall not be affected.

14. **THIRD PARTY RIGHTS**

14.1 The Contracts (Rights of Third Parties) Act 1999 will not apply to this Agreement. For the avoidance of doubt the terms of this Agreement may be varied, amended or modified (whether in whole or in part) or this Agreement may be suspended, cancelled or terminated by agreement in writing between the Parties or this Agreement may be rescinded in each case without the consent of any Third Party.

14.2 For the purposes of this Clause a “**Third Party**” means any person who is not a Party to this Agreement.

15. **GOVERNING LAW**

This Agreement and any dispute or claim arising out of, or in connection with, it, its subject matter or formation (including non-contractual disputes or claims) shall be governed by, and construed in accordance with, the laws of England.

16. **DISPUTE RESOLUTION**

16.1 Subject to Clause 16.4, in the event that any disagreement or difference of opinion between the Parties arises out of this Agreement (the “**Dispute**”), the appropriate representatives of senior management of the Parties (the “**Representatives**”) will meet to attempt to resolve the Dispute.

16.2 Should the Representatives not meet within ten (10) Working Days of the date on which any Party convenes a meeting to resolve the Dispute, or if the Dispute is not resolved within a reasonable time of first meeting, then the Parties:

16.2.1 will consider whether the Dispute is appropriate for determination by an expert (for the purposes of this provision the Parties should in particular consider whether matters technical or financial should be determined by an expert); and

16.2.2 the Dispute will, if agreed by all Parties, be determined by an independent expert nominated jointly. The expert so nominated will act as an expert and not as an arbitrator and his decision will be final and binding on the Parties (except in the event of manifest error) and his fees will be borne and paid by the Parties in such proportions as the expert determines and if no such determination is made such fees will be borne and paid equally between the Parties.

16.3 If the Parties:

16.3.1 have not resolved the Dispute pursuant to the dispute resolution procedure set out in Clause 16.1; or

16.3.2 do not agree that the Dispute should be determined by an independent expert nominated jointly or otherwise as nominated in accordance with Clause 16.2.2,

then the courts of England and Wales shall have jurisdiction to hear any determine any suit, action or proceedings which may arise out of or in connection with this Agreement (the “**Proceedings**”) and, for such purposes, irrevocably submits to the jurisdiction of such courts. Each Party irrevocably waives any objection which it might now or after the date of this Agreement have to the courts of England and Wales being nominated as the forum to hear and determine any Proceedings and to settle any Dispute, and agrees not to claim that any such court is not a convenient or appropriate forum.

16.4 Nothing in this Clause precludes legal proceedings by any Party in the courts of England and Wales at any time:

16.4.1 for an order (whether interim or final) to restrain any other Party from doing any act or compelling any other Party to do any act; or

16.4.2 the purpose of which is to prevent a claim from becoming time-barred under any statute of limitations.

17. **COUNTERPARTS**

This Agreement may be executed in any number of counterparts and by the Parties on separate counterparts but will not be effective until each Party has signed at least one counterpart. Each of such counterparts (when so executed) will constitute an original of this Agreement and all of which will together constitute one and the same document.

18. **ASSIGNMENT**

No Party may assign, transfer, mortgage, charge, subcontract, delegate, declare a trust over or deal in any other manner with any of its rights and obligations under this Agreement without the consent

of all the other Parties acting reasonably and for the avoidance of doubt the obligations of this Agreement shall bind the Parties' respective successors in title.

This document has been executed as a deed and is delivered and takes effect on the date stated at the beginning of it.

Executed by
GATE BURTON ENERGY PARK LIMITED
acting by two directors

[Redacted]

Full Name (Director)

[Redacted]

Full Name (Director)

DocuSigned by:

[Redacted]

Signature of Director

[Redacted]

Signature of Director

Executed by
COTTAM SOLAR PROJECT LIMITED acting
by two directors

[Redacted]

Full Name (Director)

[Redacted]

Full Name (Director)

[Redacted]

Signature of Director

[Redacted]

Signature of Director

Executed by
WEST BURTON SOLAR PROJECT LIMITED
acting by two directors

[Redacted]

Full Name (Director)

[Redacted]

Full Name (Director)

DocuSigned by:

[Redacted]

Signature of Director

[Redacted]

Signature of Director

Executed by
TILLBRIDGE SOLAR LIMITED acting by two
directors

[Redacted]

Full Name (Director)

[Redacted]

Full Name (Director)

DocuSigned by:

[Redacted]

Signature of Director

[Redacted]

Signature of Director

APPENDIX 1

FURTHER COOPERATION AGREEMENT

The Further Cooperation Agreement will cover, but not be limited to, the following areas:

General

General obligations for the Parties to cooperate with the other, acting reasonably and in good faith in the performance of their obligations and the exercise of their respective rights.

An obligation for each Party to act as Reasonable and Prudent Developer.

Agreement in respect of information sharing regarding matters such as traffic movements, construction methodology and mitigation measures.

Agreement from each Party not to develop their Project in such a way as to cause a material adverse impact to another Project.

Agreement for each Party to provide their consent or approval to any request by a Party in connection with the development of that Party's Project so long as it doesn't cause a material adverse impact on the Project of the Party whose consent or approval is sought.

Project Interfaces and Land

Agreement on how to reconcile any interfaces between the Projects in respect of the interaction of cable routes and developable areas.

Agreement to pursue routes which would minimise the impact on another Project.

Agreement in respect of interaction with landowners and statutory undertakers.

Obligations outlining how land interests and compulsory acquisition powers are to be handled. Agreement not to exercise statutory powers in respect of acquisition of land, temporary possession etc. without the consent of the other relevant Party as appropriate.

Agreement in respect of stakeholder and community engagement and how this will be coordinated.

Works and design

Provisions outlining how the Parties will interact and agree detailed design including proposed alignments.

Obligations on the Party which develops first to do so in a certain manner having regard to the needs of the other Parties.

Minimum requirements for the design and methodology at the interface locations.

Collaboration and approval process for the design at certain interface locations.

Agreement in respect of joint procurement (if pursued) and how the selection of a contractor would be determined and on what terms. Agreement in respect of how each Party would engage with such contractors including management of the relationship, recovery of losses for defective work, agreement on technical specifications and design, construction methodology etc.

Agreement on the position if joint procurement is not pursued and how the Parties will collaborate to ensure they minimise interference or causing of delays to the other Projects and landowners and minimise the impact on the environment.

Provision for how disputes will be settled if agreement cannot be reached on the design and methodology.

Construction commencement

Commitment to an ongoing information undertaking whereby each Party updates the others on a regular basis (at least quarterly) from the date of the Further Cooperation Agreement of its intended construction start date and timetable

Agreement in respect of the approach to installation of the Projects in the locations of interfaces with any additional elements which go beyond the terms of the Protective Provisions as required. Terms to include:

- Agreement in respect of the need to obtain approval of the other Parties before commencing works;
- How to decide which Project develops first in the event that Projects wish to develop at or around the same time;
- Protocol for how certain works could be undertaken simultaneously and if more than one Project commences construction at the same time, how access is to be shared and managed including priority access;
- Provision in respect of how reasonable costs for additional works to accommodate another Project or for delay are to be agreed
- How the Parties will work together in order to discharge any relevant DCO requirements in a consistent manner.

Maintenance

Agreement in respect of access arrangements required during the operation and maintenance period of each Project.

Agreement in respect of how works are conducted in order to aide maintenance activities e.g laying cables in ducts connected by 'joint bays' over distances which mean that faulty sections of cable can be pulled out with replacement cable pulled through quickly, shortening the outage time.

Dispute resolution

Provision for an appropriate dispute resolution mechanism to cover any disputes arising under the Further Cooperation Agreement

Liability and compensation

Provision in respect of liability for breach of obligations under the Further Cooperation Agreement, e.g. re causing delays, failure to notify etc.

Liability to be apportioned for damage caused to works or cables as a result of the works and any future repair works Liability regime to include a cap.

Liability to be apportioned for loss caused by material delay to one Party's construction programme as a result of an act or omission (including a failure to take a decision where it is required by the terms of the agreement to do so) of another Party.

Appendix D: Cumulative Impacts on Traffic Technical Note

July 2023

Your Reference
Gate Burton Energy Park**Our Reference**
EN010131

DCO Examination Review – Transport and Access Cumulative Effects

This Technical Note (TN) has been prepared to review the potential cumulative effects on Transport and Access that may arise from the Gate Burton Energy Park, in combination with the following schemes:

- West Burton Solar Project (Ref: EN010132)
- Cottam Solar Project (Ref: EN010133)
- Tillbridge Solar (Ref: EN010142)
- Glentworth Oil Extraction Site (Ref: PL/0135/22).

This TN constitutes a consideration of cumulative impacts at the time of writing.

The review has been informed by Chapter 13: Transport and Access of the Environmental Statement (ES) which informed the Gate Burton Energy Park DCO Submission (Ref: EN010131) in January 2023, including the transport study area shown on Figure 13-1.

The Gate Burton Energy Park ES included a review of the Preliminary Environmental Impact Reports (PEIR) prepared by Island Green Power (IGP) for the West Burton Solar Project and the Cottam Solar Project. These PEIR (both dated June 2022) represented the most up to date information at the time of the Gate Burton Energy Park DCO Submission in January 2023. The ES have since become available for these two projects (dated January 2023 for Cottam Solar Project and March 2023 for West Burton Solar Project) and have therefore been reviewed as part of this TN.

The Gate Burton Energy Park ES also included a high-level review of Tillbridge Solar based on the information presented within the Tillbridge Solar EIA Scoping Report (submitted in October 2022). The Tillbridge Solar PEIR (dated April 2023) has since become available which has therefore been reviewed as part of this TN.

The Glentworth Oil Extraction Site was excluded from the cumulative assessment carried out within the Gate Burton Energy Park ES as this fell outside of the 5km catchment area. This additional cumulative scheme has however now been reviewed within this TN for completeness, given that construction vehicle trips associated with this scheme are expected to share similar parts of the highway network to Cottam Solar Project and Tillbridge Solar.

The Gate Burton Energy Park ES concluded the following in terms of the cumulative assessment within Chapter 13: Transport and Access:

“Based on the above, no projects identified in ES Volume 3: Appendix 5-A [EN010131/APP/3.3] are considered (in combination) to impact any of the receptors identified in this assessment and considered in Section 13.10. Any overlaps between the construction vehicle trips associated with the Scheme and West Burton Solar Project, Cottam Solar Project and Tillbridge Solar are likely to be primarily confined to wider strategic routes.

The potential sharing of the Grid Connection Corridor between the Scheme and the Cottam and West Burton solar projects would be expected to reduce potential cumulative effects as this would consolidate and reduce trips across the network compared to a situation where separate Grid Connection Corridors were taken forward. Alternatively, the sequential installation of ducts and cables would reduce any temporal overlap between the

Scheme and the Cottam and West Burton projects. In terms of the other schemes which have been reviewed, these are also not likely to contribute to the effects on transport and access receptors identified in this chapter and therefore the effects are not significant.”

This TN considers whether there is any potential change in the above findings based on the latest information available for the West Burton Solar Project, Cottam Solar Project and Tillbridge Solar as presented within each respective ES or PEIR, as well as in consideration of the Glentworth Oil Extraction Site. A plan showing the study areas and construction vehicle routes for Gate Burton Energy Park, West Burton Solar Project, Cottam Solar Project and Tillbridge Solar is shown in **Figure 2.1**.

1.1 West Burton Solar Project

The Transport and Access chapter of the West Burton Solar Project ES (Chapter 14) was prepared by Transport Planning Associates (TPA) in March 2023. The West Burton Solar Project transport study area is shown on Figure 14.1, which includes the A1500, the A15, the B1241 Mill Lane/ Sturton Road and the A57 Saxilby Road. The A1500 forms the only link which passes through both transport study areas for the Gate Burton Energy Park and West Burton Solar Project, with construction vehicle trips expected on this part of the network as a result of both schemes. The A1500 has therefore been reviewed further below to confirm whether the conclusions as reported within Chapter 13: Transport and Access of the Gate Burton Energy Park ES remain valid.

No cumulative effects are expected across the remainder of the highway network within the Gate Burton Energy Park study area as a result of the West Burton Solar Project. However, the A15 has also been reviewed for completeness, given that this falls within the transport study area for the West Burton Solar Project and additional construction vehicle trips are expected on this part of the network as a result of both schemes. The A1500 and A15 have both been assigned a low level of sensitivity within the West Burton Solar Project ES.

In terms of the A1500 and the A15, the following is identified within Chapter 14: Transport and Access of the West Burton Solar Project ES:

- Table 14.15 identifies that an additional 266 daily two-way traffic movements are forecast on the A1500 Till Bridge Lane and the A15 during the peak construction phase of the West Burton Solar Project, including 33 two-way HGVs;
- Table 14.18 identifies that this equates to a 5% increase in total traffic flows and a 4% increase in HGVs on the A1500 Till Bridge Lane in comparison to future baseline (2025) traffic flows;
- Table 14.18 identifies that this equates to a 2% increase in total traffic flows and a 1% increase in HGVs on the A15 in comparison to future baseline (2025) traffic flows; and
- Table 14.18 identifies that given the above percentages (below the 30% impact threshold as defined by Rule 1 of the IEMA Guidelines) and due to the 'low' sensitivity of the A1500 Till Bridge Lane and A15, that these parts of the network do not warrant further assessment.

The subsequent review of cumulative schemes within Chapter 14: Transport and Access of the West Burton Solar Project ES includes numerous developments (including the Cottam Solar Project and Gate Burton Energy Park) which may potentially have a transport and access effect on the study area. The following findings and conclusions are made within the West Burton Solar Project ES with regard to potential cumulative effects of other schemes on the A1500 and A15:

- Table 14.25 identifies that during the peak phase of construction the Gate Burton Energy Park would result in an additional 124 two-way daily traffic movements on the A1500 Till Bridge Lane and the A15, with no additional traffic movements across the remainder of the West Burton Project study area. These traffic figures are consistent with the traffic flow diagrams which informed Appendix 13-D: Transport Assessment of the Gate Burton Energy Park ES;
- Paragraph 14.9.7 states that “sections of the Grid Connection Route for the Scheme will be shared with Gate Burton and Cottam Solar Project, although the residual effects will not change as a result of this”; and
- Paragraph 14.9.9 concludes “The cumulative effects will not change compared to the residual effects, that are set out in Table 14.25”.

In view of the above, the Gate Burton Energy Park and West Burton Solar Project are not likely to contribute to cumulative effects on transport and access receptors based on the study areas reviewed in both ES chapters.

The cumulative peak daily construction traffic flows on the A1500 and A15, as a result of both schemes, based on the information contained within Chapter 14: Transport and Access of the West Burton Solar Project ES, are summarised in **Table 1** below.

Table 1 Gate Burton Energy Park and West Burton Solar Park Cumulative Peak Daily Construction Traffic Flows (Two-Way)

Network	Future Baseline (Table 14.26)	Gate Burton* (Table 14.25)	West Burton (Table 14.15)	Cumulative Total	Future Base + Cumulative	Cumulative Increase (%)
A1500	4,772	+124	+266	+390	5,162	+8.2%
A15	13,364	+124	+266	+390	13,754	+2.9%

*these figures are consistent with the Gate Burton Energy Park ES (Figures 29 and 30 of Annex A of Appendix 13-D: Transport Assessment)

The results in **Table 1** show that the cumulative traffic flows fall well below the 30% impact threshold defined by Rule 1 of the IEMA Guidelines for non-sensitive receptors. Therefore, the cumulative effects are considered to be not significant and the findings of Chapter 13: Transport and Access of the Gate Burton Energy Park ES with respect to the West Burton Solar Project are considered to remain unchanged.

1.2 Cottam Solar Project

The Transport and Access chapter of the Cottam Solar Project ES (Chapter 14) was prepared by TPA in January 2023. The Cottam Solar Project transport study area is shown in Figure 14.1, which includes the A1500, A15, A631, B1205 Kirton Road and Stow Lane. The A1500 forms the only link which passes through both transport study areas for the Gate Burton Energy Park and Cottam Solar Project, with construction vehicle trips expected on this part of the network as a result of both schemes. The A1500 has therefore been reviewed further below to confirm whether the conclusions as reported within Chapter 13: Transport and Access of the Gate Burton Energy Park ES remain valid.

No cumulative effects are expected across the remainder of the highway network within the Gate Burton Energy Park study area as a result of the Cottam Solar Project. However, the A15 and A631 have also been reviewed for completeness, given that these fall within the transport study area for the Cottam Solar Project and additional construction vehicle trips are expected on these parts of the network as a result of both schemes. The A1500, A15 and A631 have all been assigned a low level of sensitivity within the Cottam Solar Project ES.

In terms of the A1500, A15 and A631, the following is identified within Chapter 14: Transport and Access of the Cottam Solar Project ES:

- Table 14.16 identifies that an additional 96 daily two-way traffic movements are forecast on the A1500 Till Bridge Lane during the peak construction phase of the Cottam Solar Project, including 15 two-way HGVs. This equates to a 2% increase in total traffic flows and a 2% increase in HGVs on the A1500 Till Bridge Lane in comparison to future baseline (2025) traffic flows (as set out in Table 14.19);
- Table 14.16 identifies that an additional 581 daily two-way traffic movements are forecast on the A15 during the peak construction phase of the Cottam Solar Project, including 115 two-way HGVs. This equates to a 4% increase in total traffic flows and a 5% increase in HGVs on the A15 in comparison to future baseline (2025) traffic flows (as set out in Table 14.19);
- Table 14.16 identifies that an additional 67 daily two-way traffic movements are forecast on the A631 during the peak construction phase of the Cottam Solar Project, including 15 two-way HGVs. This equates to a 1% increase in total traffic flows and a 2% increase in HGVs on the A631 in comparison to future baseline (2025) traffic flows (as set out in Table 14.19); and
- Table 14.19 identifies that given the above percentages (below the 30% impact threshold as defined by Rule 1 of the IEMA Guidelines) and due to the 'low' sensitivity of the A1500 Till Bridge Lane, A15 and the A631, that these parts of the network do not warrant further assessment.

The subsequent review of cumulative schemes within Chapter 14: Transport and Access of the Cottam Solar Project ES includes numerous developments (including the West Burton Solar Project and Gate Burton Energy Park) which may potentially have a transport and access effect on the study area. The following findings and

conclusions are made within the Cottam Solar Project ES with regard to potential cumulative effects on the A1500, A15 and A631:

- Table 14.26 identifies that during the peak phase of construction the Gate Burton Energy Park would result in an additional 118 two-way daily traffic movements on the A1500 Till Bridge Lane, an additional 182 two-way daily traffic movements on the A15 and an additional 90 daily two-way daily traffic movements on the A631, with no additional traffic movements across the remainder of the Cottam Solar Project study area. These traffic figures were based on the Gate Burton Energy Park PEIR and have been superseded by the traffic flow diagrams which informed the Gate Burton Energy Park ES (Appendix 13-D: Transport Assessment). The updated values have therefore been adopted further below in **Table 2** based on the Gate Burton Energy Park ES;
- Paragraph 14.9.5 states that “sections of the Grid Connection Route for the Scheme will be shared with Gate Burton and West Burton, although the residual effects will not change as a result of this”; and
- Paragraph 14.9.6 concludes “The cumulative effects will not change compared to the residual effects, that are set out in Table 14.25”.

In view of the above, the Gate Burton Energy Park and Cottam Solar Project are not likely to contribute to cumulative effects on transport and access receptors based on the study areas reviewed in both ES chapters. The cumulative peak daily construction traffic flows on the A1500, A15 and A631 as a result of both schemes based on the information contained within Chapter 14: Transport and Access of the Cottam Solar Project ES are summarised in **Table 2** below.

Table 2 Gate Burton Energy Park and Cottam Solar Park Cumulative Peak Daily Construction Traffic Flows (Two-Way)

Network	Future Baseline (Table 14.27)	Gate Burton*	Cottam (Table 14.16)	Cumulative Total	Future Base + Cumulative	Cumulative Increase (%)
A1500	4,772	+124	+96	+220	4,992	+4.6%
A15	13,364	+124	+581	+705	14,069	+5.3%
A631	6,660	+78	+67	+145	6,805	+2.2%

*taken from the Gate Burton Energy Park ES (Figures 29 and 30 of Annex A of Appendix 13-D: Transport Assessment)

The results in **Table 2** show that the cumulative traffic flows fall well below the 30% impact threshold defined by Rule 1 of the IEMA Guidelines for non-sensitive receptors. Therefore, the cumulative effects are considered to be not significant and the findings of Chapter 13: Transport and Access of the Gate Burton Energy Park ES with respect to the Cottam Solar Project are considered to remain unchanged.

1.3 Tillbridge Solar

The Transport and Access chapter of the Tillbridge Solar PEIR (Chapter 15) was prepared by AECOM in April 2023. The Tillbridge Solar transport study area is shown on Figure 15.1, which includes the A1500, A15, A631, A156 and B1398 Middle Street. The A1500 and A156 form the only links which pass through both transport study areas for the Gate Burton Energy Park and Tillbridge Solar, with construction vehicle trips expected on these parts of the network as a result of both schemes. The A1500 and A156 have therefore been reviewed further below to confirm whether the conclusions as reported within Chapter 13: Transport and Access of the Gate Burton Energy Park ES remain valid.

No cumulative effects are expected across the remainder of the highway network within the Gate Burton Energy Park study area as a result of Tillbridge Solar. However, the A15 and A631 have also been reviewed for completeness, given that these fall within the transport study area for Tillbridge Solar and additional construction vehicle trips are expected on these parts of the network as a result of both schemes. The A1500, A156, A15 and A631 have all been assigned a low level of sensitivity within the Tillbridge Solar PEIR (this is consistent with the Gate Burton Energy Park ES for the A1500, although the A156 to the north of Kexby Lane was assigned a medium level of sensitivity).

In terms of the A1500, A156, A15 and A631, the following worst-case traffic figures are identified within Chapter 15: Transport and Access of the Tillbridge Solar PEIR:

- Table 15-13 identifies that an additional 16 daily two-way traffic movements are forecast on the A1500 Tillbridge Road during the peak construction phase of Tillbridge Solar due to construction staff (no HGVs are forecast on this part of the network). This equates to a less than 1% increase in total traffic flows on the A1500 Tillbridge Road in comparison to future baseline (2026) traffic flows;
- Table 15-13 identifies that an additional 51 daily two-way traffic movements are forecast on the A156 (south of Wapping Lane) during the peak construction phase of Tillbridge Solar due to construction staff (no HGVs are forecast on this part of the network). This equates to a 1% increase in total traffic flows on the A156 in comparison to future baseline (2026) traffic flows;
- Table 15-13 identifies that an additional 128 daily two-way traffic movements are forecast on the A15 (south of the A631) during the peak construction phase of Tillbridge Solar, including 120 two-way HGVs. This equates to a 1% increase in total traffic flows and a 4% increase in HGVs on the A15 in comparison to future baseline (2026) traffic flows;
- Table 15-13 identifies that an additional 553 daily two-way traffic movements are forecast on the A631 (west of B1398 Middle Street) during the peak construction phase of Tillbridge Solar, including 170 two-way HGVs. This equates to an 8% increase in total traffic flows and a 19% increase in HGVs on the A631 in comparison to future baseline (2026) traffic flows;
- Given the above percentages are below the 30% impact threshold as defined by Rule 1 of the IEMA Guidelines and due to the 'low' sensitivity of the A1500 Tillbridge Road, A156, A15 and the A631, the Tillbridge Solar PEIR does not identify any significant effects for these parts of the network.

The subsequent review of cumulative schemes within Chapter 17: Cumulative Effects of the Tillbridge Solar PEIR includes numerous developments (including the West Burton Solar Project, Cottam Solar Project and Gate Burton Energy Park) to determine whether these may potentially be considered to have a transport and access effect on the study area based on an initial review. It is stated in the PEIR that a full cumulative assessment utilising the ES chapters which are now available for the West Burton Solar Project, Cottam Solar Project and Gate Burton Energy Park will be conducted within the Tillbridge Solar ES.

Table 13-13 within Chapter 13: Transport and Access of the Gate Burton Energy Park ES identifies that the scheme would result in an additional 124 two-way daily traffic movements on the A1500 Till Bridge Lane and an additional 318 two-way daily traffic movements on the A156 (worst-case section to the north of the A1500) during the peak phase of construction. The information presented on Figures 29 and 30 of Annex A of Appendix 13-D: Transport Assessment of the Gate Burton Energy Park ES also suggest that the scheme could result in a maximum of 124 additional two-way daily traffic movements on the A15 (assuming that all trips on the A1500 to the west would use the A15) and a maximum of 78 additional two-way daily traffic movements on the A631 (to the east of both the A156 and Springthorpe Road, assuming all trips on the B1241 to the south would use the A631), with no additional traffic movements across the remainder of the Tillbridge Solar study area.

The cumulative peak daily construction traffic flows on the A1500, A156, A15 and A631, as a result of both schemes, based on the information contained within Chapter 15: Transport and Access of the Tillbridge Solar PEIR and Chapter 13: Transport and Access of the Gate Burton Energy Park ES are summarised in **Table 3** below. It should be noted that for consistency and robustness, the same (typically lower) future baseline traffic flows have been adopted for the A1500, A15 and A631 as previously presented in **Table 2**, to identify the greatest proportional increases as a result of the schemes. The future baseline traffic flow for the A156 has been taken from Table 15-11 of the Tillbridge Solar PEIR, which is lower (and therefore more robust in terms of identifying proportional changes) than the equivalent figure presented in Table 13-13 of the Gate Burton Solar Project ES.

Table 3 Gate Burton Energy Park and Tillbridge Solar Cumulative Peak Daily Construction Traffic Flows (Two-Way)

Network	Future Baseline	Gate Burton*	Tillbridge (Table 15-13)	Cumulative Total	Future Base + Cumulative	Cumulative Increase (%)
A1500	4,772	+124	+16	+140	4,912	+2.9%
A156	6,041	+318	+51	+369	6,410	+6.1%
A15	13,364	+124	+128	+252	13,616	+1.9%
A631	6,660	+78	+553	+631	7,291	+9.5%

*taken from the Gate Burton Energy Park ES (Table 13-13 and Figures 29 and 30 of Annex A of Appendix 13-D: Transport Assessment)

The results in **Table 3** show that the cumulative traffic flows fall well below the 30% impact threshold defined by Rule 1 of the IEMA Guidelines for non-sensitive receptors. Therefore, the Gate Burton Energy Park and Tillbridge Solar are not likely to contribute to cumulative effects on transport and access receptors based on the study areas reviewed in the respective ES and PEIR chapters. The findings of Chapter 13: Transport and Access of the Gate Burton Energy Park ES with respect to Tillbridge Solar are considered to remain unchanged.

1.4 Glentworth Oil Extraction Site

The Transport Statement (TS) which informed the planning application for the Glentworth Oil Extraction Site was prepared by BSP Consulting in November 2022. The proposed development is shown on Figure 2.2 of the TS which indicates that the site would be accessed via Northlands Road. The local highway network includes Northlands Road, Kexby Road, the B1398 (Middle Street) and the A631. The nearby strategic highway network includes the M180 to the north, the A46 to the south and the A15 to the east. There is considered to be no overlap between the transport study areas for the Gate Burton Energy Park and the Glentworth Oil Extraction Site which is situated circa. 5km to the east of the Gate Burton Energy Park. Therefore, no cumulative effects are expected across the highway network within the Gate Burton Energy Park study area as a result of the Glentworth Oil Extraction Site. However, the A15 and A631 have been reviewed for completeness, given that additional construction vehicle trips are expected on these parts of the network as a result of both schemes.

The traffic generation presented within Chapter 5 of the TS for the Glentworth Oil Extraction Site identifies a peak of 200 daily two-way traffic movements as a result of the scheme, including 100 two-way HGVs. No trip distribution is included within the TS. Therefore, for robustness, 100% of these trips have been assigned to the A15 and A631 to review worst-case cumulative impacts. The cumulative peak daily construction traffic flows on the A15 and A631 as a result of both schemes are summarised in **Table 4** below, based on the information presented in **Table 2** above for the Gate Burton Energy Park and within Table 5.1 of the TS for the Glentworth Oil Extraction Site (the future baseline flows have also been based on **Table 2** for consistency).

Table 4 Gate Burton Energy Park and Glentworth Oil Extraction Site Worst-Case Cumulative Peak Daily Construction Traffic Flows (Two-Way)

Network	Future Baseline	Gate Burton	Glentworth	Cumulative Total	Future Base + Cumulative	Cumulative Increase (%)
A15	13,364	+124	+200	+324	13,688	+2.4%
A631	6,660	+78	+200	+278	6,938	+4.2%

The results in **Table 4** show that the cumulative traffic flows fall well below the 30% impact threshold defined by Rule 1 of the IEMA Guidelines for non-sensitive receptors. Therefore, the cumulative effects are considered to be not significant and the findings of Chapter 13: Transport and Access of the Gate Burton Energy Park ES are considered to remain unchanged.

1.5 Total Cumulative Traffic Flows

A summary of the total worst-case cumulative traffic flows on the A1500, A156, A15 and A631, based on the schemes reviewed within this TN, has been set out in **Table 5** below. It should be noted that the identified cumulative traffic flows would only occur if the peak construction phases for all projects overlap, which is considered to be very unlikely.

Table 5 Total Worst-Case Cumulative Peak Daily Construction Traffic Flows (Two-Way)

Network	Future Baseline	Total Cumulative	Future Base + Total Cumulative	Total Cumulative Increase (%)	Schemes
A1500	4,772	+502	5,274	+10.5%	Gate Burton West Burton Cottam Tillbridge
A156	6,041	+369	6,410	+6.1%	Gate Burton Tillbridge
A15	13,364	+1,299	14,663	+9.7%	Gate Burton West Burton Cottam Tillbridge Glentworth
A631	6,660	+898	7,558	+13.5%	Gate Burton Cottam Tillbridge Glentworth

The results in **Table 5** show that the total worst-case cumulative traffic flows fall well below the 30% impact threshold defined by Rule 1 of the IEMA Guidelines for non-sensitive receptors. Therefore, the cumulative effects are considered to be not significant and the findings of Chapter 13: Transport and Access of the Gate Burton Energy Park ES are considered to remain unchanged. A plan showing the study areas and construction vehicle routes for Gate Burton Energy Park, West Burton Solar Project, Cottam Solar Project and Tillbridge Solar is shown in **Figure 2.1**.

1.6 Shared Grid Connection Corridor

As set out within the Gate Burton Energy Park ES, the Grid Connection Corridor has the potential to be shared with the West Burton Solar Project, Cottam Solar Project and Tillbridge Solar. For the purposes of transport and access, it is considered that a shared Grid Connection Corridor would reduce potential cumulative effects associated with the Scheme. Therefore, the above is considered to provide a worst-case assessment in terms of potential cumulative effects. Nonetheless, further details relating to the shared Grid Connection Corridor will be provided during Examination if necessary. For example, a joint CTMP could be prepared between the Scheme, the IGP projects and Tillbridge Solar post-consent to manage and mitigate cumulative effects if necessary once further details are known on project timeframes and the approach for the shared Grid Connection Corridor. This would be secured as part of the Detailed CTMP(s).

1.7 Conclusion

This TN reviews the potential cumulative effects on Transport and Access that may arise from the Gate Burton Energy Park, in combination with several other schemes; the West Burton Solar Project, the Cottam Solar Project, Tillbridge Solar and the Glentworth Oil Extraction Site. This TN constitutes a consideration of cumulative impacts at the time of writing.

The cumulative assessment within Chapter 13: Transport and Access of the Gate Burton Energy Park ES concluded that no projects identified in ES Volume 3: Appendix 5-A [EN010131/APP/3.3] were considered (in combination) to impact any of the receptors identified in the assessment and that the effects were not significant.

Following a further review of the potential cumulative impacts of these other (above named) schemes, the findings of Chapter 13: Transport and Access of the Gate Burton Energy Park ES are considered to remain unchanged.

Appendix E: Review of Cumulative Effects



Joint Report on Interrelationships between Nationally Significant Infrastructure Projects

Version 3
Appendix E Review of Cumulative Effects
Document Reference: 8.26 (Gate Burton Energy Park)
December 2023

Rule 8(1)(b)(iii)
Infrastructure Planning (Examination Procedure Rules) 2010

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Prepared for:

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Prepared by:

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1. Executive Summary

This Technical Note provides a summary of the review of information made available subsequent to submission of the applications for the Gate Burton Energy Park, West Burton Solar Project and Cottam Solar Project DCOs. Although not yet submitted, it also considered the adjacent Tillbridge Solar Project. The information reviewed is relevant to the cumulative assessments undertaken for each of the projects.

The Joint Report on Inter Relationships and this Appendix focus on the interrelationships between the Gate Burton, Cottam, West Burton and Tillbridge schemes, because these are the projects with the potential for cumulative effects, as well as being those geographically closest to each other. These schemes also share common features, including a shared grid connection corridor.

At the point of application of the three submitted DCOs, cumulative assessments were undertaken based on the information available at the time. Subsequent to the applications being made, updated information was made available via the submission of applications for relevant adjacent projects.

For each technical discipline, the purpose of the cumulative review was to identify whether there are any changes to the conclusions of the submitted cumulative assessments in terms of likely significant effects.

A review of the now published ESs and the Tillbridge PEIR confirm that the cumulative effects reported within the Gate Burton Energy Park, West Burton Solar Project and Cottam Solar Project Environmental Statements as submitted remain unchanged.

2. Cumulative Review

This Technical Note should be read in conjunction with Section 5 and Section 6 of this Interrelationships Report.

This Technical Note considers the four solar DCOs listed in **Table 2-1**. The Examination for the Gate Burton Energy Park commenced on 4 July 2023. Therefore, a review of other (non DCO) schemes either submitted, approved or under construction subsequent to January 2023 has been undertaken as part of the Examination process for the Gate Burton Energy Park and cumulative interactions considered. The conclusions of that review are provided within the Responses to Further Written Questions **[EN010131/REP4-046]** and the Technical Note: Additional Cumulative Schemes **[EN010131/REP4-049]** both submitted at Deadline 4. No changes to the conclusions of the Gate Burton Energy Park cumulative assessment were identified. Similar documents have not been provided on the Cottam and West Burton projects to date because these projects are earlier in the process.

Table 2-2 sets out the cumulative effects identified for each environmental discipline within the as submitted Environmental Statements. Following review of the subsequent information available (as defined in **Table 2.1**) a statement is provided as to whether there are any changes to the conclusions of the cumulative assessment.

Table 2-1 Cumulative Assessment Information Assessed

Project	Application Submitted	Information Assessed for the Application	Subsequent Information Reviewed (Cumulative Review September 2023)
Gate Burton Energy Park	27 th January 2023	Cottam Solar Project PEIR (June 2022) West Burton Solar Project PEIR (June 2022) Tillbridge Scoping Report (October 2022)	Cottam Solar Project Environmental Statement (January 2023) West Burton Solar Project Environmental Statement (March 2023) Tillbridge PEIR (April 2023)
Cottam Solar Project	12 th January 2023	Gate Burton Energy Park PEIR (June 2022) West Burton Project PEIR (June 2022) Tillbridge Scoping Report (October 2022)	Gate Burton Energy Park Environmental Statement (January 2023) West Burton Solar Project Environmental Statement (March 2023) Tillbridge PEIR (April 2023)
West Burton Solar Project	21 st March 2023	Gate Burton Energy Park PEIR (June 2022) Cottam Solar Project PEIR (June 2022) Tillbridge Scoping Report (October 2022)	Cottam Solar Project Environmental Statement (January 2023) Gate Burton Solar Project Environmental Statement (January 2023) Tillbridge PEIR (April 2023)
Tillbridge Solar Project	Q1 2024	Gate Burton Solar Project Environmental Statement (January 2023) Cottam Solar Project Environmental Statement (January 2023) West Burton Solar Project Environmental Statement (March 2023)	

Table 2-2 Cumulative Assessment - Review Against Now Published Environmental Information

	Gate Burton Environmental Statement	Cottam ES	West Burton ES	Tillbridge PEIR
Climate Change	<p>Gate Burton Environmental Statement (January 2023)</p> <p>No significant cumulative effects identified (Chapter 6: Climate Change, section 6.11 and Chapter 16: Cumulative Effects and Interactions, Table 16-4).</p> <p>Cumulative Review (September 2023)</p> <p>No changes identified.</p>	<p>Cottam Environmental Statement (January 2023)</p> <p>Major Beneficial cumulative effect in terms of Climate Change Resilience with West Burton, Gate Burton and Tillbridge during operation given that the combined effect of the renewable energy will serve to counter the effects of Climate Change (Chapter 7: Climate Change, section 7.11.8).</p> <p>Cumulative Review (September 2023)</p> <p>No changes identified.</p> <p>Statement Post Cottam Hearing (December 2023)</p> <p>Each scheme has concluded significant beneficial cumulative impacts for the respective scheme in isolation. For Cottam/West Burton a cumulative beneficial cumulative effect has been identified as four solar projects being developed at the same time would result in a quicker reduction in CO₂e emissions from legacy sources than a single project alone. This approach takes into account professional judgment and interpretation of the IEMA Guidance.</p>	<p>Statement Post Cottam Hearing (December 2023)</p> <p>West Burton Environmental Statement (March 2023)</p> <p>Major Beneficial cumulative effect in terms of Climate Change Resilience with Gate Burton, Cottam and Tillbridge during operation (Chapter 7: Climate Change, section 7.11.11).</p> <p>Cumulative Review (September 2023)</p> <p>No changes identified.</p> <p>Statement Post Cottam Hearing (December 2023)</p> <p>Each scheme has concluded significant beneficial cumulative impacts for the respective scheme in isolation. For Cottam/West Burton a cumulative beneficial cumulative effect has been identified as four solar projects being developed at the same time would result in a quicker reduction in CO₂e emissions from legacy sources than a single project alone. This approach takes into account professional judgment and interpretation of the IEMA Guidance.</p>	<p>Based on review of emerging Gate Burton, West Burton and Cottam information:</p> <p>No significant cumulative effects identified within the PEIR (Chapter 17: Cumulative Effects, section 17.9) This will be considered further in the ES (Chapter 18: Cumulative Effects)</p>

	Gate Burton Environmental Statement	Cottam ES	West Burton ES	Tillbridge PEIR
		<p>A more conservative approach has been taken by Gate Burton and Tillbridge and no additional cumulative beneficial effects have been identified as a result of their interpretation of the guidance. This interpretation takes 'cumulative effects' as not possible to assess for climate change given the national rather than local scale of the impact. In light of this difference in interpretation, the SoS may decide to place limited weight on the beneficial CEA identified (albeit that there are beneficial effects for each Scheme assessed as assessed individually). Discussion between the different authors of the Climate Change Assessments for the projects has taken place to align to the above approach.</p>	<p>A more conservative approach has been taken by Gate Burton and Tillbridge and no additional cumulative beneficial effects have been identified as a result of their interpretation of the guidance. This interpretation takes 'cumulative effects' as not possible to assess for climate change given the national rather than local scale of the impact. In light of this difference in interpretation, the SoS may decide to place limited weight on the beneficial CEA identified (albeit that there are beneficial effects for each Scheme assessed as assessed individually). Discussion between the different authors of the Climate Change Assessments for the projects has taken place to align to the above approach.</p>	
Cultural Heritage	<p>Gate Burton Environmental Statement (January 2023)</p> <p>No significant cumulative effects identified (Chapter 7: Cultural Heritage, section 7.13.6 and Chapter 16: Cumulative Effects and Interactions, Table 16-4).</p> <p>Cumulative Review (September 2023)</p> <p>No changes identified. The cumulative assessment did not identify any individual buried</p>	<p>Cottam Environmental Statement (January 2023)</p> <p>Slight adverse affects with the potential for up to Moderate Adverse cumulative effects depending on final design (with West Burton and Tillbridge) during operation where views from the Lincoln Cliff contribute to the significance of the following assets:</p> <p>Roman villa west of Scampton Cliff Farm (NHLE 1005041)</p>	<p>West Burton Environmental Statement (March 2023)</p> <p>Potential for up to Moderate Adverse cumulative effects (with Cottam and Tillbridge) during operation where views from the Lincoln Cliff contribute to the setting of the asset on Roman villa west of Scampton Cliff Farm (NHLE 1005041) (Chapter 13: Cultural Heritage, section 13.10.8).</p> <p>Cumulative Review (September 2023)</p>	<p>Based on review of emerging Gate Burton, West Burton and Cottam information:</p> <p>At this stage, it is not possible to confirm whether cumulative effects would be significant or not during construction. This will be considered further in the ES. (Chapter 18: Cumulative Effects).</p>

Gate Burton Environmental Statement

archaeological assets that would be affected by both the Gate Burton Energy Park together with West Burton, Cottam and Tillbridge Solar Parks, and as such, no cumulative effects were identified to buried archaeological assets. On the setting of designated and non-designated heritage assets, the Cultural Heritage ES chapters for Cottam and West Burton have been reviewed and it is confirmed that there are no changes to the cumulative impact assessment.

Cottam ES

Fillingham Castle (NHLE 1166045/NHLE 1000977)
Glentworth Hall (NHLE 1063348)
Former stables at Glentworth Hall (NHLE 1166094)”
(Chapter 13: Cultural Heritage, section 13.10.8)

Cumulative Review (September 2023)

Potential for up to Moderate Adverse cumulative impacts with West Burton at Roman Villa west of Scampton (NHLE 1005041) depending upon the effectiveness of the landscape mitigation. Any additional cumulative impacts with the Gate Burton and Tillbridge Solar Schemes would be likely to be negligible. No significant cumulative impacts identified for other heritage assets.

Cumulative Review (December 2023)

While ZTVs demonstrate that the Gate Burton, Tillbridge, West Burton and Cottam Schemes are theoretically visible from the location of the Scheduled Roman Villa west of Scampton (NHLE 1005041), direct visibility from the asset is filtered by existing hedgerow to the west and other features within the landscape, which also help provide screening. As a consequence, cumulative impacts to the Roman Villa west of Scampton (NHLE 1005041) have only been identified between the Cottam and West Burton Schemes; any additional

West Burton ES

Potential for up to Moderate Adverse cumulative impacts with Cottam at Roman Villa west of Scampton (NHLE 1005041) depending upon the effectiveness of the landscape mitigation. Any additional cumulative impacts with the Gate Burton and Tillbridge Solar Schemes would be likely to be negligible. No significant cumulative impacts identified for other heritage assets.

Cumulative Review (December 2023)

While ZTVs demonstrate that the Gate Burton, Tillbridge, West Burton and Cottam Schemes are theoretically visible from the location of the Scheduled Roman Villa west of Scampton (NHLE 1005041), direct visibility from the asset is filtered by existing hedgerow to the west and other features within the landscape, which also help provide screening. As a consequence, cumulative impacts to the Roman Villa west of Scampton (NHLE 1005041) have only been identified between the Cottam and West Burton Schemes; any additional cumulative impacts with the Gate Burton and Tillbridge Solar Schemes would be likely to be negligible. Following a site visit, during the winter period, when foliage coverage is at its lowest, and with consideration to the design proposals of the Cottam and West Burton Schemes, including landscape mitigation, it is considered

Tillbridge PEIR

	Gate Burton Environmental Statement	Cottam ES	West Burton ES	Tillbridge PEIR
		<p>cumulative impacts with the Gate Burton and Tillbridge Solar Schemes would be likely to be negligible. Following a site visit, during the winter period, when foliage coverage is at its lowest, and with consideration to the design proposals of the Cottam and West Burton Schemes, including landscape mitigation, it is considered that there would be a Slight Adverse cumulative impact at the Roman Villa west of Scampton (NHLE 1005041).</p> <p>No significant cumulative impacts identified for other heritage assets.</p>	<p>that there would be a Slight Adverse cumulative impact at the Roman Villa west of Scampton (NHLE 1005041).</p> <p>No significant cumulative impacts identified for other heritage assets.</p>	
Ecology	<p>Gate Burton Environmental Statement (January 2023)</p> <p>No significant cumulative effects identified (Chapter 8 Ecology and Nature Conservation. Section 8.13.5 and Chapter 16: Cumulative Effects and Interactions, Table 16-4).</p> <p>Cumulative Review September 2023</p> <p>No changes identified. All four solar projects have been designed to avoid, mitigate and compensate for ecological effects, as well as deliver ecological enhancements across the sites. The four schemes are all predicted to deliver a large biodiversity net gain as individual projects, which will be combined to deliver even greater biodiversity net</p>	<p>Cottam Environmental Statement (January 2023)</p> <p>Moderate Cumulative beneficial effect during operation on reptiles and amphibians at District Level (Chapter 9: Ecology and Biodiversity, section 9.9.10).</p> <p>Moderate cumulative adverse effect during construction and operation on skylark, yellow wagtail, grey partridge and quail at a local to District level (depending on what mitigation is adopted) (Chapter 9: Ecology and Biodiversity, section 9.9.11).</p> <p>Cumulative adverse effect during construction is possible for hedgerows, trees, ditches and watercourses within the shared cable</p>	<p>West Burton Environmental Statement (March 2023)</p> <p>Moderate Cumulative beneficial effect during operation on reptiles and amphibians at District Level (Chapter 9: Ecology and Biodiversity, section 9.9.10).</p> <p>Moderate cumulative adverse effect during operation on skylark, yellow wagtail, grey partridge and quail at a Local to District level (depending on what mitigation is adopted) (Chapter 9: Ecology and Biodiversity, section 9.9.11).</p> <p>Cumulative adverse effect during operation at Local scale is possible for overwintering birds with Gate Burton, Cottam and Tillbridge</p>	<p>Based on review of emerging Gate Burton, West Burton and Cottam information:</p> <p>At this stage it not possible to confirm the significance of cumulative impacts. A full assessment of cumulative effects will be presented in the ES (Chapter 18: Cumulative Effects).</p>

	Gate Burton Environmental Statement	Cottam ES	West Burton ES	Tillbridge PEIR
	<p>gain across the area. Measures have been included in the scheme design to reduce the significance of adverse effects so that they are not significant. This includes effects on ground nesting birds, particularly Skylark, and sensitive receptors along the Grid Connection Corridor such that for the zone of influence of these receptors, there are no significant cumulative effects.</p>	<p>route (depending on final designs, methods, routing and duration/sequence) (Chapter 9: Ecology and Biodiversity, section 9.9).</p> <p>Cumulative Review September 2023</p> <p>Moderate cumulative adverse effect during construction and operation on skylark, yellow wagtail, grey partridge and quail at a District (rather than to Local to District) level with West Burton, Gate Burton and Tillbridge (Chapter 9: Ecology and Biodiversity, section 9.9).</p> <p>No other significant cumulative effects beyond those provided in the Cottam ES have been identified since the publication of the latest environmental information for the other three schemes.</p>	<p>(Chapter 9: Ecology and Biodiversity, section 9.9.12).</p> <p>Cumulative adverse effect during construction is possible for hedgerows, trees, ditches and watercourses within the shared cable route (depending on final designs, methods, routing and duration/sequence) (Chapter 9: Ecology and Biodiversity, section 9.9).</p> <p>Cumulative Review September 2023</p> <p>Moderate cumulative adverse effect during construction and operation on skylark, yellow wagtail, grey partridge and quail at a District level with Gate Burton, Cottam and Tillbridge (Chapter 9: Ecology and Biodiversity, section 9.9).</p> <p>No other significant cumulative effects beyond those provided in the Cottam ES have been identified since the publication of the latest environmental information for the other three schemes.</p>	
Water Environment	<p>Gate Burton Environmental Statement (January 2023)</p> <p>No significant cumulative effects identified (Chapter 9 Water Environment, section 9.13. and Chapter 16: Cumulative Effects and Interactions, Table 16-4)</p>	<p>Cottam Environmental Statement (January 2023)</p> <p>No significant cumulative effects identified (Chapter 10: Hydrology, Flood Risk and Drainage, section 10.10)</p> <p>Cumulative Review September 2023</p>	<p>Based on review of emerging Gate Burton, Cottam and Tillbridge information:</p> <p>No significant cumulative effects identified (Chapter 10: Hydrology, Flood Risk and Drainage, section 10.10)</p>	<p>Based on review of emerging Gate Burton, West Burton and Cottam information:</p> <p>No significant cumulative effects identified within the PEIR (Chapter 17: Cumulative Effects, section 17.12). This will be considered further in the ES (Chapter 18: Cumulative Effects).</p>

	Gate Burton Environmental Statement	Cottam ES	West Burton ES	Tillbridge PEIR
	<p>Cumulative Review (September 2023)</p> <p>No changes identified. No significant cumulative effects are identified for the water environment in the Gate Burton Energy Park, Cottam Solar Project and West Burton Solar Project Environmental Statements.</p>	<p>No changes identified.</p> <p>Cumulative Review December 2023</p> <p>No changes identified.</p>	<p>Cumulative Review September 2023</p> <p>No changes identified.</p> <p>Cumulative Review December 2023</p> <p>No changes identified.</p>	
LVIA	<p>Gate Burton Environmental Statement (January 2023)</p> <p>Cumulative moderate adverse effect with West Burton Solar Project during operation.</p> <p>Moderate adverse effect with West Burton, Cottam and Tillbridge during operation. (Chapter 10: Landscape Visual Impact Assessment section 10.12.6 and 10.12.7, Chapter 16: Cumulative Effects and Interactions, Table 16-4).</p> <p>Cumulative Review (September 2023)</p> <p>No changes identified. The latest information (West Burton and Cottam ES and Tillbridge PEIR) has been reviewed and does not change the ES conclusions in relation to cumulative effects in relation to the main Solar and Energy Storage Park site nor the grid connection corridor as the nearest elements to the Gate Burton scheme remain very similar as those considered at the point of</p>	<p>Cottam Environmental Statement (January 2023)</p> <p>In light of the correction of errors to make this section consistent with other Chapter 8 LVIA documents. there are cumulative significant effects identified in Chapter 8: Landscape and Visual Impact Assessment Revision A [REP2-008].</p> <p>Moderate adverse effects at construction and operation (Year 1) on Land Use, Topography and Watercourses and Communications and Infrastructure for the Cottam Sites 1, 2, 3a and 3b.</p> <p>Moderate adverse effects at construction and operation (Year 1) on Regional Scale LCT 4a Unwooded Vales for the Cottam Substation Sites 1 West A, 1 West B, 2, 3a and 3b.</p> <p>Moderate adverse effects at construction and operation (Year 1) for Viewpoint Receptor LCC-C-D: Blackthorn Lane.</p> <p>Cumulative Review September 2023</p>	<p>West Burton Environmental Statement (March 2023)</p> <p>No significant cumulative effects identified (Chapter 8: Landscape and Visual Impact Assessment, section 8.10).</p> <p>Cumulative Review September 2023</p> <p>No significant cumulative effects identified (Chapter 8: Landscape and Visual Impact Assessment, section 8.10) [APP-046].</p>	<p>Based on review of emerging Gate Burton, West Burton and Cottam information:</p> <p>At this stage, and based on current available information:</p> <p>Significant cumulative effects on landscape character at a local level or potentially at a wider (National Character Area) level during construction and operation.</p> <p>A full assessment of cumulative effects will be presented in the ES. (Chapter 18: Cumulative Effects)</p>

	Gate Burton Environmental Statement	Cottam ES	West Burton ES	Tillbridge PEIR
	application. Sufficient information was provided for West Burton and Cottam at PEIR and Tillbridge at Scoping to make a qualified cumulative assessment at that time.	No changes identified.		
Noise and Vibration	<p>Gate Burton Environmental Statement (January 2023)</p> <p>No significant cumulative effects identified (Chapter 11: Noise and Vibration, section 11.13 and Chapter 16: Cumulative Effects and Interactions, Table 16-4).</p> <p>Cumulative Review (September 2023)</p> <p>No changes identified. Tillbridge Solar Project PEIR states that mitigation will be implemented such that the cumulative effects will not be significant. Therefore, assuming this mitigation is identified and secured, the Gate Burton ES conclusions in relation to cumulative noise and vibration effects remain unchanged.</p>	<p>Cottam Environmental Statement (January 2023)</p> <p>No significant cumulative effects identified (Chapter 15: Noise and Vibration, section 15.9)</p> <p>Cumulative Review (September 2023)</p> <p>No changes identified.</p> <p>Cumulative Review (December 2023)</p> <p>No changes identified</p>	<p>West Burton Environmental Statement (March 2023)</p> <p>No significant cumulative effects identified (Chapter 15: Noise and Vibration, section 15.9)</p> <p>Cumulative Review (September 2023)</p> <p>No changes identified.</p> <p>Cumulative Review (December 2023)</p> <p>No changes identified</p>	<p>Based on review of emerging Gate Burton, West Burton and Cottam information:</p> <p>No significant cumulative effects identified within the PEIR (Chapter 17: Cumulative Effects, section 17.15). This will be considered further in the ES (Chapter 18: Cumulative Effects).</p> <p>Based on review of emerging Gate Burton, West Burton and Cottam information:</p> <p>There is potential for cumulative adverse effects on community severance, should scheme impacts occur at the same time during construction. This will be considered further in the ES (Chapter 18: Cumulative Effects)</p>
Socio-Economics	<p>Gate Burton Environmental Statement (January 2023)</p> <p>No significant cumulative effects identified (Chapter 12: Socio-Economics, section 12.3 and Chapter 16: Cumulative Effects and Interactions, Table 16-4).</p> <p>Cumulative Review (September 2023)</p>	<p>Cottam Environmental Statement (January 2023)</p> <p>Peak cumulative medium-term temporary moderate beneficial effect, significant at Local level on construction sector employment construction and decommissioning with West Burton, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and</p>	<p>West Burton Environmental Statement (March 2023)</p> <p>Peak cumulative medium-term temporary moderate beneficial effect, significant at Local level on construction sector employment construction and decommissioning with Cottam, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and</p>	<p>Based on review of emerging Gate Burton, West Burton and Cottam information:</p> <p>There is potential for cumulative adverse effects on community severance, should scheme impacts occur at the same time during construction. This will be considered further in the ES (Chapter 18: Cumulative Effects)</p>

Gate Burton Environmental Statement

Cottam ES

West Burton ES

Tillbridge PEIR

No changes identified. During Examination, further assessment and a Technical Note has been submitted in relation to the cumulative impact on Best and Most Versatile (BMV) Agricultural Land. The Technical Note concluded no significant cumulative effects.

Recreation, section 18.10.9 and 18.10.59)

Peak cumulative medium term temporary major-moderate beneficial effect, significant at Local level on accommodation sector employment during construction and decommissioning with West Burton, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.11 and 18.10.62).

Peak cumulative medium-term temporary moderate beneficial effect, significant at Local level on Economic activity and Employment during construction and decommissioning with West Burton, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.14 and 18.10.65).

Peak cumulative medium-term moderate beneficial effect, significant at Local level on accommodation stock (housing) during construction with West Burton, Gate Burton and Tillbridge. (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.17)

Peak cumulative medium-term temporary major-moderate beneficial effect, significant at Local level on Access to employment

Recreation, section 18.10.9 and 18.10.59)

Peak cumulative medium term temporary major-moderate beneficial effect, significant at Local level on accommodation sector employment during construction and decommissioning with Cottam, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.11 and 18.10.62).

Peak cumulative medium-term temporary moderate beneficial effect, significant at Local level on Economic activity and Employment during construction and decommissioning with Cottam, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.14 and 18.10.65).

Peak cumulative medium-term moderate beneficial effect, significant at Local level on accommodation stock (housing) during construction with Cottam, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.17).

Peak cumulative medium-term temporary major-moderate beneficial effect, significant at Local level on Access to employment

Potential cumulative adverse impact on users of PRoW in the local area, should impacts occur at the same time. A full assessment will be carried out at ES stage (Chapter 18: Cumulative Effects)

Gate Burton Environmental Statement

Cottam ES

West Burton ES

Tillbridge PEIR

(IMD) during construction with West Burton, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.18)

(IMD) during construction with Cottam, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.18)

Peak cumulative medium-term temporary moderate beneficial effect, significant at Local level on Access to education (IMD) during construction with West Burton, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.18)

Peak cumulative medium-term temporary moderate beneficial effect, significant at Local level on Access to education (IMD) during construction with Cottam, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.19)

Peak cumulative medium-term moderate beneficial effect, significant at Local level on construction economy during construction and decommissioning with West Burton, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.21 and 18.10.68)

Peak cumulative medium-term moderate beneficial effect, significant at Local level on construction economy during construction and decommissioning with Cottam, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.22 and 18.10.68).

Peak cumulative medium-term temporary moderate beneficial effect, significant at Local level on accommodation economy during construction with West Burton, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.23).

Peak cumulative medium-term temporary moderate beneficial effect, significant at Local level on accommodation economy during construction with Cottam, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.24)

Peak cumulative medium-term temporary moderate beneficial effect, significant at Local level on

Peak cumulative medium-term temporary moderate adverse, significant at Local level on the

Gate Burton Environmental Statement

Cottam ES

West Burton ES

Tillbridge PEIR

economic prosperity, and resident and working population income during construction and decommissioning with West Burton, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.26 and 18.10.77).

Peak cumulative short to medium-term temporary moderate adverse, significant at Local level on local landscape attractions during construction with West Burton, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.28).

Peak cumulative short to medium-term temporary moderate adverse, significant at Local level on long distance recreation routes during construction with West Burton, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.31).

Long-term cumulative moderate adverse, significant at Local level on energy sector employment during operation and decommissioning with West Burton, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.34 and 18.10.60)

Cumulative Review (September 2023)

tourism and visitor economy during construction with Cottam, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.25)

Peak cumulative medium-term temporary moderate beneficial effect, significant at Local level on economic prosperity, and resident and working population income during construction and decommissioning with Cottam, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.27 and 18.10.76).

Peak cumulative short to medium-term temporary moderate adverse, significant at Local level on local landscape attractions during construction with Cottam, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.29).

Peak cumulative short to medium-term temporary moderate adverse, significant at Local level on long distance recreation routes during construction with Cottam, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.32).

Long-term cumulative moderate adverse, significant at Local level

	Gate Burton Environmental Statement	Cottam ES	West Burton ES	Tillbridge PEIR
		No changes identified.	on energy sector employment during operation and decommissioning with Cottam, Gate Burton and Tillbridge (Chapter 18: Socio-Economics and Tourism and Recreation, section 18.10.35 and 18.10.60). Cumulative Review (September 2023) No changes identified.	
Transport and Access	Gate Burton Environmental Statement (January 2023) No significant cumulative effects identified (Chapter 13: Transport and Access, section 13.13 and Chapter 16: Cumulative Effects and Interactions, Table 16-4). Cumulative Review (September 2023) No changes identified. A technical note has been prepared to review the potential cumulative effects on Transport and Access. The maximum worse-case two flow flows from each the projects' recently published ES's/PEIRS are considered. The results show that the total worst-case cumulative traffic flows fall well below the 30% impact threshold defined by Rule 1 of the IEMA Guidelines. Therefore, the cumulative effects are considered to be not significant and the findings of the Gate Burton Energy Park ES remain unchanged.	Cottam Environmental Statement (January 2023) No significant cumulative effects identified (Chapter 14: Transport and Access, section 14.9). Cumulative Review (September 2023) No changes identified. Cumulative Review (December 2023) No changes to ES conclusions.	West Burton Environmental Statement (March 2023) No significant cumulative effects identified (Chapter 14: Transport and Access, section 14.9). Cumulative Review (September 2023) No changes identified. Cumulative Review (December 2023) No changes to ES conclusions.	Based on review of emerging Gate Burton, West Burton and Cottam information: No significant cumulative effects identified within the PEIR (Chapter 17: Cumulative Effects, section 17.17). This will be considered further in the ES (Chapter 18: Cumulative Effects).

	Gate Burton Environmental Statement	Cottam ES	West Burton ES	Tillbridge PEIR
Human Health	<p>Gate Burton Environmental Statement (January 2023)</p> <p>No significant cumulative effects identified (Chapter 14: Human Health, section 14.12 and Chapter 16: Cumulative Effects and Interactions, Table 16-4)</p> <p>Cumulative Review (September 2023)</p> <p>No changes identified.</p>	<p>Cottam Environmental Statement (January 2023)</p> <p>Peak cumulative moderate adverse effect on long distance recreation routes during construction with West Burton, Gate Burton and Tillbridge (Chapter 21: Other Environmental Matters, section 21.5.41)</p> <p>Significant beneficial effects during construction as a result of uplifts in employment in skills training and education opportunities with West Burton, Gate Burton and Tillbridge. (Chapter 21: Other Environmental Matters, section 21.5.43)</p> <p>Cumulative Review (September 2023)</p> <p>No changes identified.</p> <p>Cumulative Review (December 2023)</p> <p>No changes identified.</p>	<p>West Burton Environmental Statement (March 2023)</p> <p>Cumulative major-moderate beneficial effect on access to employment and education during construction phase with Gate Burton, Cottam and Tillbridge (Chapter 21: Other Environmental Matters, section 21.5.41).</p> <p>Peak cumulative moderate adverse effect on long distance recreation routes during construction with Gate Burton, Cottam and Tillbridge. (Chapter 21: Other Environmental Matters, section 21.5.42)</p> <p>Cumulative Review (September 2023)</p> <p>No changes identified.</p> <p>Cumulative Review (December 2023)</p> <p>No changes identified.</p>	<p>Based on review of emerging Gate Burton, West Burton and Cottam information:</p> <p>No significant cumulative effects identified within the PEIR (Chapter 17: Cumulative Effects, section 17.13). This will be considered further in the ES (Chapter 18: Cumulative Effects).</p>
Air Quality	<p>Gate Burton Environmental Statement (January 2023)</p> <p>No significant cumulative effects identified (Chapter 15: Other Environmental Topics, section 15.3.98 and Chapter 16: Cumulative Effects and Interactions, Table 16-4)</p>	<p>Cottam Environmental Statement (March 2023)</p> <p>No significant cumulative effects identified (Chapter 17: Air Quality, section 17.9)</p> <p>Cumulative Review (September 2023)</p>	<p>West Burton Environmental Statement (March 2023)</p> <p>No significant cumulative effects identified (Chapter 17: Air Quality, section 17.9)</p> <p>Cumulative Review (September 2023)</p>	<p>Based on review of emerging Gate Burton, West Burton and Cottam information:</p> <p>No significant cumulative effects identified within the PEIR (Chapter 17: Cumulative Effects, section 17.8). This</p>

	Gate Burton Environmental Statement	Cottam ES	West Burton ES	Tillbridge PEIR
	Cumulative Review (September 2023) No changes identified.	No changes identified.	No changes identified.	will be considered further in the ES (Chapter 18: Cumulative Effects).
		Cumulative Review (December 2023) No changes identified.	Cumulative Review (December 2023) No changes identified.	
Glint and Glare	Gate Burton Environmental Statement (January 2023) No significant cumulative effects identified (Chapter 15: Other Environmental Topics, section 15.4.30 and Chapter 16: Cumulative Effects and Interactions, Table 16-4) Cumulative Review (September 2023) No changes identified.	Cottam Environmental Statement (January 2023) No significant cumulative effects identified (Chapter 16: Glint and Glare, section 16.10) Cumulative Review (September 2023) No changes identified. Cumulative Review December 2023 No changes identified.	West Burton Environmental Statement (March 2023) No significant cumulative effects identified (Chapter 16: Glint and Glare, section 16.10) Cumulative Review (September 2023) No changes identified. Cumulative Review December 2023 No changes identified.	Based on review of emerging Gate Burton, West Burton and Cottam information: No significant cumulative effects identified within the PEIR (Chapter 17: Cumulative Effects, section 17.18.2). This will be considered further in the ES (Chapter 18: Cumulative Effects).
Ground Conditions	Gate Burton Environmental Statement (January 2023) No significant cumulative effects identified (Chapter 15: Other Environmental Topics, section 15.5.25 and Chapter 16: Cumulative Effects and Interactions, Table 16-4) Cumulative Review (September 2023) No changes identified.	Cottam Environmental Statement (January 2023) No significant cumulative effects identified (Chapter 11: Ground Conditions and Contamination, section 11.11) Cumulative Review (September 2023) No changes identified.	West Burton Environmental Statement (March 2023) No significant cumulative effects identified (Chapter 11: Ground Conditions and Contamination, section 11.11) Cumulative Review (September 2023) No changes identified.	Based on review of emerging Gate Burton, West Burton and Cottam information: No significant cumulative effects identified within the PEIR (Chapter 17: Cumulative Effects, section 17.18.3). This will be considered further in the ES (Chapter 18: Cumulative Effects).

	Gate Burton Environmental Statement	Cottam ES	West Burton ES	Tillbridge PEIR
		Cumulative Review December 2023	Cumulative Review December 2023	
		No changes identified.	No changes identified.	
Major Accidents and Disasters	<p>Gate Burton Environmental Statement (January 2023)</p> <p>No significant cumulative effects identified (Chapter 15: Other Environmental Topics, section 15.6.32 and Chapter 16: Cumulative Effects and Interactions, Table 16-4)</p> <p>Cumulative Review (September 2023) No changes identified.</p>	<p>Cottam Environmental Statement (January 2023)</p> <p>No significant cumulative effects identified (Chapter 21: Other Environmental Matters, section 21.6.59)</p> <p>Cumulative Review (September 2023) No changes identified.</p> <p>Cumulative Review (December 2023) No changes identified.</p>	<p>West Burton Environmental Statement (March 2023)</p> <p>No significant cumulative effects identified (Chapter 21: Other Environmental Matters, section 21.6.61)</p> <p>Cumulative Review (September 2023) No changes identified.</p> <p>Cumulative Review (December 2023) No changes identified.</p>	<p>Based on review of emerging Gate Burton, West Burton and Cottam information:</p> <p>No significant cumulative effects identified within the PEIR (Chapter 17: Cumulative Effects, section 17.18.7) . This will be considered further in the ES (Chapter 18: Cumulative Effects).</p>
Telecommunications	<p>Gate Burton Environmental Statement (January 2023)</p> <p>No significant cumulative effects identified (Chapter 15: Other Environmental Topics, section 15.7.14 and Chapter 16: Cumulative Effects and Interactions, Table 16-4)</p> <p>Cumulative Review (September 2023) No changes identified.</p>	<p>Cottam Environmental Statement (January 2023)</p> <p>No significant cumulative effects identified (Chapter 21: Other Environmental Matters, section 21.3)</p> <p>Cumulative Review (September 2023) No changes identified.</p> <p>Cumulative Review (December 2023)</p>	<p>West Burton Environmental Statement (March 2023)</p> <p>No significant cumulative effects identified (Chapter 21: Other Environmental Matters, section 21.3)</p> <p>Cumulative Review (September 2023) No changes identified.</p> <p>Cumulative Review (December 2023)</p>	<p>Based on review of emerging Gate Burton, West Burton and Cottam information:</p> <p>No significant cumulative effects identified within the PEIR (Chapter 17: Cumulative Effects, section 17.18.8) . This will be considered further in the ES (Chapter 18: Cumulative Effects).</p>

	Gate Burton Environmental Statement	Cottam ES	West Burton ES	Tillbridge PEIR
		No changes identified.	No changes identified.	
Waste	<p>Gate Burton Environmental Statement (January 2023)</p> <p>No significant cumulative effects identified with West Burton, Cottam and Tillbridge (Chapter 15: Other Environmental Topics, section 15.8.31 and Chapter 16: Cumulative Effects and Interactions, Table 16-4)</p> <p>Cumulative Review (September 2023) No changes identified.</p> <p>Rule 17 December 2023: the Gate Burton materials and waste assessment was undertaken using the same methodology (the W1 methodology from the Institute of Environmental Management & Assessment (2020) Guide to Materials and Waste in Environmental Impact Assessment) as the Cottam and West Burton ES. The assessment is provided within a Technical Note submitted at Gate Burton Deadline 6 (21st December 2023). The Technical Note concludes that the Gate Burton assessment is in agreement with the assessments for Cottam and West Burton solar projects at the regional level (i.e. the East Midlands). However, the Cottam</p>	<p>Cottam Environmental Statement (January 2023)</p> <p>Moderate or large adverse effect on landfill waste handling in Nottinghamshire during the decommissioning phase with West Burton, Gate Burton and Tillbridge. (Chapter 20: Waste, section 20.10.16)</p> <p>Cumulative Review (September 2023) No changes identified.</p>	<p>West Burton Environmental Statement (March 2023)</p> <p>Moderate or large adverse effect on landfill waste handling in Nottinghamshire during the decommissioning phase with Gate Burton, Cottam and Tillbridge. (Chapter 20: Waste, section 20.10.16)</p> <p>Cumulative Review (September 2023) No changes identified.</p>	<p>Based on review of emerging Gate Burton, West Burton and Cottam information:</p> <p>No significant cumulative effects identified within the PEIR (Chapter 17: Cumulative Effects, section 17.18.14) . This will be considered further in the ES (Chapter 18: Cumulative Effects).</p>

Gate Burton Environmental Statement

Cottam ES

West Burton ES

Tillbridge PEIR

and West Burton projects also report impacts at the sub-regional level (Nottinghamshire) and identify a moderate or large (and therefore significant) effect on "landfill waste handling" in Nottinghamshire (but not Lincolnshire) during the decommissioning stage. Given the location of the Gate Burton main solar PV site on the boundary of Nottinghamshire and Lincolnshire, the regional scale is considered appropriate. Therefore, the conclusions of the Environmental Statement as submitted remain unchanged.

3. Conclusion

This Technical Note provides a summary of the review of information made available subsequent to submission of the DCO applications for the Gate Burton Energy Park, West Burton Solar Project and Cottam Solar Project. Although not yet submitted, it also considers the adjacent Tillbridge Solar Project. Review of the now published ESs and the Tillbridge PEIR confirm that the cumulative effects reported within the Gate Burton Energy Park, West Burton Solar Project and Cottam Solar Project Environmental Statements as submitted remain unchanged.

It is noted that for a number of disciplines there are differences in the cumulative effects reported between projects. For example, the assessment of socio-economic effects for Gate Burton versus Cottam and West Burton feature differences in their conclusions on significant effects. This is due to the difference in assessed impact area, with Gate Burton defining on a 60 minute travel area, whereas Cottam and West Burton have assessed the combined West Lindsey and Bassetlaw district areas. This has resulted in the magnitude of impact being of a much greater comparative scale. While the differences in the conclusions between the ESs are apparent, it is not deemed that these assessment outcomes are in conflict with one another due to the variance in their methodologies.