

West Burton Solar Project

Supporting Environmental Information Report Change Application

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Issue Sheet

Report Prepared for: West Burton Solar Project Ltd.
Change Application

Supporting Environmental Information Report: Change Application

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1 Introduction

1.1 Background

- 1.1.1 This Supporting Environmental Information Report is provided in relation to the Change Application **[EN010132/CR1/WB9.2]** for the West Burton Solar Project (hereafter referred to as the 'Scheme') DCO application. Notification of the Applicant's intention to submit a change request was submitted to the Planning Inspectorate on 3rd January 2024.
- 1.1.2 The Scheme comprises the construction, operation, maintenance and decommissioning of a solar photovoltaic (PV) electricity generating facility and energy storage facility with a total capacity exceeding 50 megawatts (MW) and export connection to the National Grid.
- 1.1.3 The application for the Scheme was submitted by the Applicant to the Planning Inspectorate on 21 March 2023. The application was accepted for Examination 18 April and Examination commenced on 8 November 2023.
- 1.1.4 The likely environmental impacts and effects resulting from the Scheme during construction, operation and decommissioning are reported in the Environmental Statement **[APP-038 to APP-060, REP1-012 and REP3-010]** submitted as part of the DCO application for the Scheme and updated during the Examination.

1.2 Purpose of Report

- 1.2.1 This Supporting Environmental Information Report has been produced to assess the proposed changes and document any alterations to the content of the ES **[APP-038 to APP-060, REP1-012 and REP3-010]** and associated documents as submitted to the Planning Inspectorate on 21 March 2023 or as since amended.
- 1.2.2 The proposed Order Limits changes are shown in **Appendix A** and described in Section 2 of this Report.

2 Description of Changes

2.1 Introduction

2.1.1 This Supporting Environmental Information Report considers five changes proposed to be made to the submitted Order Limits. These changes comprise:

1. An extension to the Order Limits along the public highway between the West Burton 1 Site and the A1500 to enable construction access;
2. An extension to the Order Limits at Stow Park to allow the cable route corridor to be widened to enable the Scheme to co-exist with a proposed solar farm;
3. An extension to the Order Limits at the railway between the east and west parts of the West Burton 3 Site to allow flexibility of the design of the cable crossing beneath the railway;
4. An extension to the Order Limits along A156 High Street to increase the size of the visibility splay for access AC110; and
5. An extension to the Order Limits to include the existing access to West Burton Power Station to allow use during construction.

2.1.2 The locations of the Order Limits changes are shown in **Appendix A**. Further details are provided below.

2.2 Change 1: Extension to Public Highway between West Burton 1 and A1500

2.2.1 Change 1 comprises an extension to the Order Limits along the highway from the West Burton 1 Site to the A1500 Tillbridge Lane, to the north of Broxholme. This section of highway is a narrow single-track road with restricted visibility in some locations.

2.2.2 Discussions between the Applicant and Lincolnshire County Council Highways have indicated that the creation of temporary passing places within the highway boundaries during the construction phase might be required, subject to detailed design following the making of the DCO.

2.2.3 In order to provide the applicable highway powers in the DCO to construct any required passing places it is therefore necessary to include this section of public highway within the Order Limits.

2.3 Change 2: Cable Corridor Widening, Stow Park

2.3.1 Change 2 comprises an extension to the Order Limits to the east of the Lincoln-Gainsborough railway line within Stow Park. The Applicant has been engaging with Luminous Energy, the promoter of a 35MW solar farm development at Stow Park Farm, which is anticipated to be the subject of a planning application under the Town and Country Planning Act 1990.

- 2.3.2 The proposed site for the Stow Park Farm solar farm includes the land intended for the Scheme's cable route corridor connecting the West Burton 2 and West Burton 3 sites. Luminous Energy submitted a request for a scoping opinion for the Stow Park Farm solar farm on 6 December 2023. An extension to the Order Limits would allow more flexibility in routing the cable for the Scheme in order to co-exist with the Stow Park Farm solar farm in the event that planning permission is granted for the Stow Park Farm solar farm in the future.

2.4 Change 3: Extension at railway between the East and West parts of West Burton 3

- 2.4.1 Change 3 comprises an extension to the Order Limits along the Lincoln-Gainsborough railway line within the West Burton 3 Site. The current Order Limits include a narrow strip for the cable connecting the eastern and western parts of the West Burton 3 Site, with the intention being that the cables be routed under the railway in a trench through the existing tunnel.

- 2.4.2 Following submission of the DCO application, ongoing discussions with Network Rail and further site surveys have indicated that other methods of constructing the cable under the railway at other locations via Horizontal Directional Drilling may be a preferable design solution. An extension to the Order Limits would allow these alternative options to be considered at the detailed design stage.

2.5 Change 4: Visibility splay for Cable Route Corridor Access AC110

- 2.5.1 Change 4 comprises a small extension to the Order Limits along A156 High Street, Marton in proximity to the Cable Route Corridor construction access point reference AC110.

- 2.5.2 A review of the construction access points to ensure coordination with the access points for the Gate Burton Energy Park and Cottam Solar Project has indicated that construction access AC110 requires a longer visibility splay to the north.

- 2.5.3 This extension would mean that the Order Limits for West Burton Solar Project would match those of Gate Burton Energy Park and Cottam Solar Project in this location. No changes to the physical environment are required.

2.6 Change 5: Extension to include use of West Burton Power Station Access Road

- 2.6.1 Change 5 comprises an extension to the Order Limits to include the existing main vehicular access road to West Burton Power Station from Gainsborough Road. The current Order Limits include an access to agricultural land to the south of West Burton Power Station for the installation of the electrical cable route.

- 2.6.2 Discussions with EDF have confirmed that whilst the access further south is still required for installation of the cable route, access to West Burton Power Station to complete the grid connection works at the National Grid substation via the existing

main West Burton Power Station access road is preferred. No works or changes to the physical environment are required to utilise the existing access road.

3 Assessment Findings for Order Limits Changes

3.1 Overview

3.1.1 This section provides an assessment of the proposed Order limit changes. The following topics (as included in the ES) are considered:

- Climate Change;
- Landscape and Visual Amenity;
- Ecology and Biodiversity;
- Hydrology, Flood Risk and Drainage;
- Ground Conditions and Contamination;
- Minerals;
- Cultural Heritage;
- Transport and Access;
- Noise and Vibration;
- Glint and Glare;
- Air Quality;
- Socio-economics, Tourism and Recreation;
- Soils and Agriculture;
- Waste;
- Other Environmental Matters:
 - Electromagnetic Fields;
 - Telecommunications, Television Reception and Utilities;
 - Light Pollution;
 - Human Health; and
 - Major Accidents and Disasters.

3.1.2 Each topic section presents baseline information, compares the effect of the change to the conclusions of the ES during the construction, operation and decommissioning phase, as well as identifies if the change results in any changes to the cumulative assessment presented in the ES.

3.2 Methodology

3.2.1 The proposed changes have been assessed in line with the methodologies set out in **ES Chapter 2: EIA Process and Methodology [APP-040]**, which outlines the overarching process for the assessment of environmental impacts.

3.3 Climate Change

[Baseline](#)

Order Limits Changes 1 to 5

- 3.3.1 There is no change to the baseline for climate change as the global climate is the receptor for the lifecycle GHG impact assessment detailed in **Chapter 7: Climate Change Revision A [REP1-012]**.

[Construction](#)

Order Limits Changes 1 to 5

- 3.3.2 There is no change to the conclusions of the assessment of construction impacts on the lifecycle GHG assessment, climate change resilience assessment and in-combination climate change assessment as a result of the proposed changes. The results remain as outlined in **Chapter 7: Climate Change Revision A [REP1-012]** of the ES.

[Operation](#)

Order Limits Changes 1 to 5

- 3.3.3 There is no change to the conclusions of the assessment of operational impacts on the lifecycle GHG assessment, climate change resilience assessment and in-combination climate change assessment as a result of the proposed changes. The results remain as outlined in **Chapter 7: Climate Change Revision A [REP1-012]** of the ES.

[Decommissioning](#)

Order Limits Changes 1 to 5

- 3.3.4 There is no change to the conclusions of the assessment of decommissioning impacts on the lifecycle GHG assessment, climate change resilience assessment and in-combination climate change assessment as a result of the proposed changes. The results remain as outlined in **Chapter 7: Climate Change Revision A [REP1-012]** of the ES.

[Cumulative](#)

Order Limits Changes 1 to 5

- 3.3.5 The atmospheric concentration of GHGs and resulting effect on climate change is affected by all sources globally. As GHG emission impacts and resulting effects are global rather than affecting one localised area, the approach to cumulative effects assessment for GHGs differs from that for many EIA topics.
- 3.3.6 The 'cumulative effects' section of the Climate Change ES Chapter (Section 7.11 of **[REP1-012]**) has considered potential cumulative effects from the Cottam, Gate Burton and Tillbridge schemes as specific relevant projects. However, the proposed changes do not affect the findings of any of the cumulative scheme effects and the

conclusion that there are not anticipated to be any significant cumulative effects as a result of all three developments with regards to Climate Change in either the construction or operational scenarios remains unchanged.

- 3.3.7 Consequently, there is no change to the assessment of cumulative effects on climate change as a result of the proposed changes. The results remain as outlined in **Chapter 7: Climate Change Revision A [REP1-012]** of the ES.

3.4 Landscape and Visual Impact

Baseline

Order Limits Change 1

- 3.4.1 The landscape and visual baseline for the West Burton 1 Site includes a 2km and 5km study area around the site, as described in **Chapter 8: Landscape and Visual Impact Assessment [APP-046]**, as well as in **Appendices 8.2 and 8.3 [APP-073 and APP-074]**. This study area includes the area in which Change 1 is located. Site surveys were conducted in 2022 and 2023. This section of highway was identified within the LVIA as Transport Receptor T001 (Main Street, Broxholme Lane - Road that runs through the West Burton 1 Site).

Order Limits Change 2

- 3.4.2 The landscape and visual baseline for the Cable Route Corridor between WB2 and WB3 includes a 0.5km study area, and a 2km and 5km study area around the West Burton 3 site as described in **Chapter 8: Landscape and Visual Impact Assessment [APP-046]**, as well as in **Appendices 8.2 and 8.3 [APP-073 and APP-074]**. This study area includes the area in which Change 2 is located.

Order Limits Change 3

- 3.4.3 The landscape and visual baseline for the West Burton 3 Site includes a 2km and 5km study area around the site, as described in **Chapter 8: Landscape and Visual Impact Assessment [APP-046]**, as well as in **Appendices 8.2 and 8.3 [APP-073 and APP-074]**. This study area includes the area in which Change 3 is located.

Order Limits Change 4

- 3.4.4 The landscape and visual baseline for the Cable Route Corridor between WB3 and the West Burton Power Station includes a 0.5km study area, as described in **Chapter 8: Landscape and Visual Impact Assessment [APP-046]**, as well as in **Appendices 8.2 and 8.3 [APP-073 and APP-074]**. This study area includes the area in which Change 4 is located.

Order Limits Change 5

- 3.4.5 The landscape and visual baseline for the Cable Route Corridor includes a 2km and 5km study area around the site, as described in **Chapter 8: Landscape and Visual Impact Assessment [APP-046]**, as well as in **Appendices 8.2 and 8.3 [APP-073 and APP-074]**. This study area includes the area in which Change 5 is located.

Construction

Order Limits Change 1

- 3.4.6 The change comprises an extension to the Order Limits along the highway from the West Burton 1 Site to the A1500 Tillbridge Lane, to the north of Broxholme. This section of highway was identified within the **Chapter 8: Landscape and Visual Impact Assessment [APP-046]** as Transport Receptor T001 (Main Street, Broxholme Lane - Road that runs through the West Burton 1 Site). Visual effects during construction phase were identified as being Moderate Adverse (**Significant**) & Short Term, as set out within Table 8.58: Summary of Transport Assessment –West Burton 1 of the LVIA **[APP-046]** and in more detail within Appendix 8.3 Assessment of Potential Visual Effects **[APP-074]**.
- 3.4.7 This section of highway is a narrow single-track road with restricted visibility in some locations. Discussions between the Applicant and Lincolnshire County Council Highways have indicated that the creation of temporary passing places within the highway boundaries during the construction phase might be required, subject to detailed design following the making of the DCO. In order to provide the applicable highway powers in the DCO to construct any required passing places it is therefore necessary to include this section of public highway within the Order Limits.
- 3.4.8 All passing locations are deliverable within the highway boundary, but will use the verge in places. Some areas of hedgerow will be affected where they are faced up (trimmed back) or, if necessary removed to accommodate the required highway widening. These sections have been reviewed by landscape architects and ecologists and it is understood that they are species poor and not subject to specific ecological constraints. Any impact will be temporary as trimmed hedgerows will be allowed to grow back, and any removed hedgerows will be replanted as set out within Appendix C of the Outline Landscape and Ecological Mitigation Plan (Change Request Version) **[EN010132/CR1/WB7.3_C]**. The passing locations shown in Drawing SK18, Drawing SK19 and Drawing SK20 in Appendix G of **WB6.3.14.1_B Transport Assessment [EN010132/CR1/WB6.3.14.1_B]** are not final in terms of location and size, they are indicative only. However, they demonstrate that acceptable passing areas are deliverable. Final details of the passing locations will be provided within the final Construction Traffic Management Plan, production, approval and implementation of which is secured through requirement 15 of the draft DCO **[EN010132/CR1/WB3.1_D]**. An Outline Construction Traffic Management Plan **[EN010132/CR1/WB6.3.14.2_C]** has been submitted as part of the application.
- 3.4.9 The inclusion of the additional section of highway to accommodate potential passing places would not give rise to any new or different likely significant landscape or visual effects during the construction period for the Scheme.

Order Limits Change 2

- 3.4.10 Change 2 comprises an extension to the Order Limits to the east of the Lincoln-Gainsborough railway line within Stow Park. The Applicant has been engaging with

Luminous Energy, the promoter of a 35MW solar farm development at Stow Park Farm, which is anticipated to be the subject of a planning application under the Town and Country Planning Act 1990. An extension to the Order Limits would allow more flexibility in routing the cable for the Scheme in order to co-exist with the Stow Park Farm solar farm in the event that planning permission is granted for the Stow Park Farm solar farm in the future.

- 3.4.11 The extension to the Order Limits to the east of the Lincoln-Gainsborough railway line within Stow Park would not give rise to any new or different likely significant landscape or visual effects during the construction phase for the Scheme.

Order Limits Change 3

- 3.4.12 Change 3 comprises an extension to the Order Limits along the Lincoln-Gainsborough railway line within the West Burton 3 Site. Following submission of the DCO application, ongoing discussions with Network Rail and further site surveys have indicated that other methods of constructing the cable under the railway at other locations via Horizontal Directional Drilling may be a preferable design solution. An extension to the Order Limits would allow these alternative options to be considered at the detailed design stage.

- 3.4.13 The extension to the Order Limits along the Lincoln-Gainsborough railway line within the West Burton 3 Site would not give rise to any new or different likely significant landscape or visual effects during the construction phase for the Scheme.

Order Limits Change 4

- 3.4.14 Change 4 comprises a small extension to the Order Limits along A156 High Street, Marton in proximity to the Cable Route Corridor construction access point reference AC110. A review of the construction access points to ensure coordination with the access points for the Gate Burton Energy Park and Cottam Solar Project has indicated that construction access AC110 requires a longer visibility splay to the north. This extension would mean that the Order Limits for West Burton Solar Project would match those of Gate Burton Energy Park and Cottam Solar Project in this location.

- 3.4.15 No changes to the physical environment are required as part of this change. The extension to the Order Limits along A156 High Street, Marton would not give rise to any new or different likely significant landscape or visual effects during the construction phase for the Scheme.

Order Limits Change 5

- 3.4.16 Change 5 comprises an extension to the Order Limits to include the existing main vehicular access road to West Burton Power Station from Gainsborough Road. The current Order Limits include an access to agricultural land to the south of West Burton Power Station for the installation of the electrical cable route corridor.

- 3.4.17 Discussions with EDF have confirmed that whilst the access further south is still required for installation of the cable route, access to West Burton Power Station to complete the grid connection works at the National Grid substation via the existing main West Burton Power Station access road is preferred.
- 3.4.18 No works or changes to the physical environment are required to utilise the existing access road. The extension to the Order Limits to include the existing main vehicular access road to West Burton Power Station from Gainsborough Road would not give rise to any new or different likely significant landscape or visual effects during the construction phase for the Scheme.

Operation

Order Limits Change 1

- 3.4.19 Visual effects during Operation (Year 1) phase for T001 (Broxholme Lane) were identified as being Moderate Adverse (**Significant**) & Long Term as set out within Table 8.58: Summary of Transport Assessment –West Burton 1 of the LVIA [APP-046] and in more detail within Appendix 8.3 Assessment of Potential Visual Effects [APP-074].
- 3.4.20 However, it should be noted that these effects are associated with views of the adjacent solar infrastructure, rather than any highways works. As such, the inclusion of the additional section of highway to accommodate potential passing places would not give rise to any new or different likely significant effects during the operation (Year 1) phase for the Scheme.
- 3.4.21 Visual effects during Operation (Year 15) phase were identified as being Minor Adverse (Not Significant) & Long Term. As with the effects at Operation Year 1, these are associated with views of the adjacent solar infrastructure, rather than any highways works. As such, the inclusion of the additional section of highway to accommodate potential passing places would not give rise to any new or different likely significant landscape or visual effects during the operation (Year 15) phase for the Scheme.

Order Limits Change 2

- 3.4.22 The extension to the Order Limits to the east of the Lincoln-Gainsborough railway line within Stow Park would not give rise to any new or different likely significant landscape or visual effects during the operation (Year 1 and Year 15) phase for the Scheme.

Order Limits Change 3

- 3.4.23 The extension to the Order Limits along the Lincoln-Gainsborough railway line within West Burton 3 would not give rise to any new or different likely significant landscape or visual effects during the operation (Year 1 and Year 15) phase for the Scheme.

Order Limits Change 4

3.4.24 The extension to the Order Limits along A156 High Street, Marton would not require any changes to the physical environment. The extension to the Order Limits along A156 High Street, Marton would not give rise to any new or different likely significant landscape or visual effects during the operation (Year 1 and Year 15) phase for the Scheme.

Order Limits Change 5

3.4.25 The extension to the Order Limits to utilise the existing main vehicular access road to West Burton Power Station from Gainsborough Road would not require any changes to the physical environment. The extension to the Order Limits to include the existing main vehicular access road to West Burton Power Station from Gainsborough Road would not give rise to any new or different likely significant landscape or visual effects during the operation (Year 1 and Year 15) phase for the Scheme.

[Decommissioning](#)

Order Limits Change 1

3.4.26 Effects during the Decommissioning phase were identified as being Minor Adverse (Not Significant) & Short Term. The inclusion of the additional section of highway to accommodate potential passing places within the Order Limits would not give rise to any new or different likely significant landscape or visual effects during the Decommissioning phase for the Scheme.

Order Limits Change 2

3.4.27 The extension to the Order Limits to the east of the Lincoln-Gainsborough railway line within Stow Park would not give rise to any new or different likely significant landscape or visual effects during the Decommissioning phase for the Scheme.

Order Limits Change 3

3.4.28 The extension to the Order Limits along the Lincoln-Gainsborough railway line within the West Burton 3 Site would not give rise to any new or different likely significant landscape or visual effects during the Decommissioning phase for the Scheme.

Order Limits Change 4

3.4.29 The extension to the Order Limits along A156 High Street, Marton would not require any changes to the physical environment. The extension to the Order Limits along A156 High Street, Marton would not give rise to any new or different likely significant landscape or visual effects during the Decommissioning phase for the Scheme.

Order Limits Change 5

3.4.30 The extension to the Order Limits to utilise the existing main vehicular access road to West Burton Power Station from Gainsborough Road would not require any changes to the physical environment. The extension to the Order Limits would not

give rise to any new or different likely significant landscape or visual effects during the Decommissioning phase for the Scheme.

Cumulative

Order Limits Change 1

- 3.4.31 Overall, there is no change to the conclusion of the cumulative assessment of effects on landscape and visual amenity as a result of the Order Limits Change 1.

Order Limits Change 2

- 3.4.32 Overall, there is no change to the conclusion of the cumulative assessment of effects on landscape and visual amenity as a result of the Order Limits Change 2.

Order Limits Change 3

- 3.4.33 Overall, there is no change to the conclusion of the cumulative assessment of effects on landscape and visual amenity as a result of the Order Limits Change 3.

Order Limits Change 4

- 3.4.34 Overall, there is no change to the conclusion of the cumulative assessment of effects on landscape and visual amenity as a result of the Order Limits Change 4.

Order Limits Change 5

- 3.4.35 Overall, there is no change to the conclusion of the cumulative assessment of effects on landscape and visual amenity as a result of the Order Limits Change 5.

3.5 Ecology and Biodiversity

Baseline

Order Limits Changes 1 to 5

- 3.5.1 The assessment to inform the ecological baseline of the extended Order Limits lies within the Study Area (up to 2km either side of the Order Limits and now including the extended Order Limits) that is described in **Chapter 9 Ecology and Biodiversity [APP-047]** and accompanying appendices **Environmental Statement Appendices 9.1 - 9.12 [APP-077-88]**.
- 3.5.2 Change 1 comprises an extension to the Order Limits along the road from the West Burton 1 Site to the A1500 Tillbridge Lane, north of Broxholme. The habitats within the extension comprise developed land; sealed surface of the single-track road and bordering grass verges (other neutral grassland) which are present on both sides of the road and measure approximately 2m in width. Habitats adjacent to the extended Order Limits include native hedgerow to the east of the road and a parcel of other broadleaved woodland to the west which had been planted and was immature.
- 3.5.3 Change 2 comprises an extension to the Order Limits to the east of the Lincoln-Gainsborough railway line within Stow Park. The habitats within the extension

comprise arable cropland, grass field margins (other neutral grassland) and a dry ditch. No hedgerows are present within the Change 2 extension.

- 3.5.4 Change 3 comprises an extension to the Order Limits along the Lincoln-Gainsborough railway line within the West Burton 3 Site. The extension allows for other methods of constructing the cable under the railway via Horizontal Directional Drilling. The habitats within the extension include strips of dense scrub and broadleaved woodland on either side of the railway line (built linear feature). The strip of woodland to the west of the railway line has been identified as deciduous woodland priority habitat under the Lincolnshire Biodiversity Action Plan.
- 3.5.5 Change 4 comprises a small extension to the Order Limits along A156 High Street, Marton in proximity to the Cable Route Corridor construction access point reference AC110. The habitats within the extension comprised developed land; sealed surface of the A156 road and associated pavement.
- 3.5.6 Change 5 comprises an extension to the Order Limits to include the existing main vehicular access road to West Burton Power Station from Gainsborough Road. The habitats within the extension comprise developed land; sealed surface of the access road with grass verges (other neutral grassland) adjacent to the Order Limits extension.
- 3.5.7 The presence of protected habitats and species within the Order Limits, as identified in **Chapter 9 Ecology and Biodiversity [APP-047]**, and potentially applicable to the extended Order Limits are considered in the following sections of this report, along with consideration for any required avoidance and mitigation. The assessment did not identify the presence of any additional Important Ecological Features which would change the overall assessment of importance of each feature presented in **Chapter 9 Ecology and Biodiversity [APP-047]**.

Construction

Order Limits Changes 1 to 5

- 3.5.8 There are no new Important Ecological Features (e.g. protected or notable habitats or species not previously identified and assessed within the Order Limits) associated with the extended Order Limits, although the extended Order Limits do contain habitats and features that could support protected species (such as trees with the potential to support roosting bats). However, mitigation to avoid impacts on these and other Important Ecological Features is already described in Section 9.6 in **Chapter 9 Ecology and Biodiversity [APP-047]** and the **Outline Ecological Protection and Mitigation Strategy [APP-326]** and remains applicable and appropriate within the extended Order Limits. Furthermore, pre-construction surveys are specified to ensure that any mitigation proposed is based on the latest information on the presence, or otherwise, and distribution of, protected species. Production, approval and implementation of a final ecological protection and mitigation strategy, substantially in accordance with the **Outline Ecological**

Protection and Mitigation Strategy [APP-326] is secured through requirement 8 of the draft DCO **[EN010132/CR1/WB3.1_D]**.

3.5.9 Therefore, there is no anticipated change to the assessment of construction impacts on Important Ecological Features as a result of the proposed changes and there are no new or different likely significant effects. The results remain as outlined in **Chapter 9 Ecology and Biodiversity [APP-047]** of the Environmental Statement, adopting mitigation as presented in the **Outline Ecological Protection and Mitigation Strategy [APP-326]**.

3.5.10 Order Limits Change 1 involves the creation of a passing place in the verge on both sides of the road, with hedgerow trimmed back or removed and hardcore/tarmac laid into the grass verge. Trimming back of hedgerow is also required in another location to allow an Abnormal Indivisible Load to pass along the unnamed road from the A1500 to the West Burton 1 Site. Temporary or permanent road widening into the grass verge is required where the existing road is less than 3m wide. Any impact will be temporary as trimmed hedgerows will be allowed to grow back, and any removed hedgerows will be replanted as set out within Appendix C of the Outline Landscape and Ecological Mitigation Plan (Change Request Version) **[EN010132/CR1/WB7.3_C]**. Measures within the **Outline Ecological Protection and Mitigation Strategy [APP-326]** covering the fence protection of hedgerows (Section 3), working in extremely dry/wet weather (Section 4), storage and use of fuels/chemicals (Section 4) and the movement of vehicles and plant (Section 4) will be employed to help avoid any accidental damage or degradation from pollution, sediment deposition or over-run during the construction phase. An Ecological Clerk of Works (ECoW) will oversee all necessary hedgerow habitat clearance work associated with Order Limits Change 1. The ECoW will ensure that all mitigation is followed, that all necessary measures to avoid impacts on nesting birds and other wildlife are carried out and that all replanting or translocation of hedgerows is also carried out. The ECoW will also be tasked with monitoring the success of all replacement planting and organising remedial action, where necessary.

3.5.11 Order Limits Change 3 involves installing the cable beneath the railway using horizontal directional methodology. Method Statement 7 of the **Outline Ecological Protection and Mitigation Strategy [APP-326]** includes protective measures to ensure avoidance of direct damage or degradation of important ecological receptors. The drive and reception pits will be sited away from the woodland and scrub habitats which are present along both sides of the railway.

Operation

Order Limits Changes 1 to 5

3.5.12 No impacts to Important Ecological Features are anticipated within the extended Order Limits during operation of the Scheme and the assessment of likely significant effects remains the same as presented in **Chapter 9 Ecology and Biodiversity [APP-047]**.

- 3.5.13 Overall, there is no change to the assessment of operational impacts on ecology and nature conservation as a result of the proposed changes. The assessment of likely significant effects remains the same as presented in **Chapter 9 Ecology and Biodiversity [APP-047]**.

[Decommissioning](#)

Order Limits Changes 1 to 5

- 3.5.14 Any impacts arising upon Important Ecological Features from decommissioning would require mitigating in line with legislation and policy at the time of decommissioning. However, **Chapter 9 Ecology and Biodiversity [APP-047]** did not predict that the decommissioning of the Scheme will have any impacts on Important Ecological Features, and this remains valid for the extended Order Limits.

- 3.5.15 Therefore, there is no change to the assessment of decommissioning impacts on ecology and nature conservation as a result of the proposed changes. The results remain as outlined in **Chapter 9 Ecology and Biodiversity [APP-047]** of the Environmental Statement.

[Cumulative](#)

Order Limits Changes 1 to 5

- 3.5.16 Overall, there is no change to the assessment of cumulative impacts on ecology and nature conservation as a result of the proposed changes. The results remain as outlined in **Chapter 9 Ecology and Biodiversity [APP-044]** of the Environmental Statement.

3.6 Hydrology, Flood Risk and Drainage

[Baseline](#)

Order Limits Changes 1 to 5

- 3.6.1 The water environment baseline falls within the study area described in **Chapter 10: Hydrology Flood Risk and Drainage [APP-048]** and **Chapter 10: Hydrology Flood Risk and Drainage Addendum [REP1-073]**, and in terms of Water Framework Directive (WFD) waterbodies within **Water Framework Directive Assessment [APP-328]**. A summary of the baseline conditions is provided below.
- 3.6.2 The baseline is unchanged from that presented in these documents given that it is located within the existing study area for the Order Limits. The baseline was based on a site walkover (completed in 2022) and desk study of publicly available information (e.g. Environment Agency websites relating to the Water Environment).
- 3.6.3 Change 1 is partially within Flood Zones 2 and 3 on the EA Flood Map within an area that is at a very low risk of surface water flooding. Based on the nature of the proposed development at this location (inclusion of existing public highway for construction access) it can be concluded that the area is at Low to Very Low risk from fluvial, artificial and groundwater sources based on a review of **Chapter 10: Hydrology Flood Risk and Drainage Addendum [REP1-073]** and Annex B of the

Flood Risk Assessment and Drainage Strategy Report for the Cable Route [APP-090].

- 3.6.4 Changes 2, 3 and 5 are entirely within Flood Zone 1 on the EA Flood Map, the change areas are also identified as being very low to low risk of surface water flooding. Based on the nature of the proposed development (amendment of cable route and inclusion of existing access) it can be concluded that the area is at Low to Very Low risk from fluvial, artificial and groundwater sources based on a review of **Chapter 10: Hydrology Flood Risk and Drainage Addendum [REP1-073]** and Annex B of the **Flood Risk Assessment and Drainage Strategy Report for the Cable Route [APP-090]**.
- 3.6.5 Change 4 is located wholly within Flood Zone 2 on the EA Flood Map for and within a very low risk of surface water flooding. Based on the nature of the proposed development at this location (temporary extension of a visibility splay for construction access) it can be concluded that the area is at Low to Very Low risk from fluvial, artificial and groundwater sources based on a review of **Chapter 10: Hydrology Flood Risk and Drainage Addendum [REP1-073]** and Annex B of the **Flood Risk Assessment and Drainage Strategy Report for the Cable Route [APP-090]**.

Construction

Order Limits Changes 1 to 5

- 3.6.6 Given the mitigation is secured through the design of the Scheme and through the **Outline Construction Environmental Management Plan [REP1-035]** (secured via requirement 13 of the draft DCO **[EN010132/CR1/WB3.1_D]**), there is not considered to be any change to the assessment of construction impacts on the water environment as a result of the proposed changes. The results remain as outlined in **Chapter 10: Hydrology Flood Risk and Drainage [APP-048]** of the Environmental Statement and **Chapter 10: Hydrology Flood Risk and Drainage Addendum [REP1-073]**. There will therefore be no new or different likely significant effects, as a result of Changes 1 to 5.

Operation

Order Limits Changes 1 to 5

- 3.6.7 Overall, given the mitigation measures set out in Section 8 of **Chapter 10: Hydrology Flood Risk and Drainage [APP-048]** of the Environmental Statement, there is no change to the assessment of operational impacts on the water environment as a result of the proposed changes. The results remain as outlined in **Chapter 10: Hydrology Flood Risk and Drainage [APP-048]** of the ES and **Chapter 10: Hydrology Flood Risk and Drainage Addendum [REP1-073]** of the Environmental Statement. There will be no new or different likely significant effects.

Decommissioning

Order Limits Changes 1 to 5

- 3.6.8 A detailed Decommissioning Environmental Management Plan (DEMP) (secured through requirement 21 of the draft DCO [EN010132/CR1/WB3.1_D]) will be prepared prior to decommissioning to identify required measures to prevent pollution and flooding during this phase of the Scheme.
- 3.6.9 Overall, there is no change to the assessment of decommissioning impacts on the water environment as a result of the proposed changes. The results remain as outlined in **Chapter 10: Hydrology Flood Risk and Drainage [APP-048]** of the ES and **Chapter 10: Hydrology Flood Risk and Drainage Addendum [REP1-073]** of the ES. There will be no new or different likely significant effects.

Cumulative

Order Limits Changes 1 to 5

- 3.6.10 Overall, there is no change to the assessment of cumulative impacts on the water environment as a result of the proposed changes 1 to 5. The results remain as outlined in **Chapter 10: Hydrology Flood Risk and Drainage [APP-048]** of the Environmental Statement and **Chapter 10: Hydrology Flood Risk and Drainage Addendum [REP1-073]** of the ES. There will be no new or different likely significant cumulative effects.

3.7 Ground Conditions and Contamination

Baseline

Order Limits Change 1

- 3.7.1 A summary of the baseline conditions is provided below.
- 3.7.2 The Order Limits extension for Change 1 is indicated to be directly underlain by superficial Till and bedrock of the Charmouth Mudstone Formation which are both classified as a Secondary Undifferentiated Aquifers.
- 3.7.3 The closest hydrological receptor is a drainage ditch which runs along the adjacent roadway and in the southern area of the Change area.
- 3.7.4 The area of Change 1 comprises agricultural land. Historical mapping indicates the area has remained in its current use throughout time and no significant potential sources of contamination have been identified.
- 3.7.5 Potential human health and controlled water receptors remain unchanged.

Order Limits Changes 2 and 3

- 3.7.6 The area included in the Order Limit Changes 2 and 3 were included and assessed as part of the Cable Route Corridor Preliminary Risk Assessment (**Chapter 11: Ground Conditions and Contamination [APP-049]**). A summary of the baseline conditions is provided below.

- 3.7.7 The Order Limits extension for Change 1 is indicated to be directly underlain by bedrock of the Scunthorpe Mudstone Formation which is classified as a Secondary B Aquifer.
- 3.7.8 The closest hydrological receptors are a series of drainage ditches adjacent to the eastern and northern boundaries of the Order Limit changes.
- 3.7.9 The area of Change 2 comprises agricultural land surrounding Stow Park. A railway line is present adjacent to the western boundary. Historical mapping indicates the area has remained in its current use.
- 3.7.10 The area of Change 3 comprises a vehicular access track under an existing railway line. Historical mapping indicates the area has remained in its current use.
- 3.7.11 Potential human health and controlled water receptors remain unchanged.

Order Limits Change 4

- 3.7.12 The area of Change 4 was included and assessed as part of the Cable Route Corridor Preliminary Risk Assessment (**Chapter 11: Ground Conditions and Contamination [APP-049]**). A summary of the baseline conditions is provided below.
- 3.7.13 The Order Limits extension is predominantly underlain by superficial deposits of Alluvium and the Holme Pierrepont Sand and Gravel Member; these are classified as Secondary A Aquifers which are receptors to any potential land contamination. Bedrock comprises Mercia Mudstone Group, which is classified as Secondary B Aquifer, also a receptor.
- 3.7.14 The closest hydrological receptors are a series of drainage ditches adjacent to the Order Limit changes. The closest significant receptor is the River Trent located to the west of the Change 4 area.
- 3.7.15 The area of Change 4 comprises a section of the A156 (High Street). Historical mapping indicates the area has remained in its current use.
- 3.7.16 Potential human health and controlled water receptors remain unchanged.

Order Limits Change 5

- 3.7.17 The area of Change 5 was included and assessed as part of the Cable Route Corridor Preliminary Risk Assessment (**Chapter 11: Ground Conditions and Contamination [APP-049]**). A summary of the baseline conditions is provided below.
- 3.7.18 The Order Limits extension for Change 5 is indicated to be directly underlain by bedrock of the Mercia Mudstone Group which is classified as a Secondary B Aquifer.
- 3.7.19 The closest hydrological receptor is a pond located within the wider West Burton Power Station area. The closest significant receptor is the River Trent located to the east of Change 5.
- 3.7.20 The Change 5 area currently forms an access road to the power station. Cooling towers are present to the north, the power station to the east and agricultural land to the south.

3.7.21 A review of historical maps indicates that the area comprised agricultural land prior to development of its current use as an access road for the power station noted by 1976. No further alterations are noted. West Burton Power Station remains the main potential source of contamination, which is already identified in ES **Chapter 11: Ground Conditions and Contamination [APP-049]**.

3.7.22 A large number of regulated activities are located in proximity of the Change 5 area. These include waste management facilities, mineral sites, discharge consents and pollution controls associated with the Power Station.

3.7.23 Potential human health and controlled water receptors remain unchanged.

Construction

Order Limits Changes 1 to 5

3.7.24 Effects identified in **Chapter 11: Ground Conditions and Contamination [APP-049]** of low, to low to moderate, remain unchanged as a result of the Order Limits extension, given the nature of the proposed development, which comprise upgrades to the existing road infrastructure.

3.7.25 Measures contained within the Outline Construction Environmental Management Plan **[REP1-034]** (secured via requirement 13 of the draft DCO **[EN010132/CR1/WB3.1_D]**) will limit the potential for soil derived dusts and contaminant (if present) migration to occur during construction.

Operation

Order Limits Changes 1 to 5

3.7.26 Overall, there is no significant change to the effects identified on ground conditions as a result of the proposed change. The results remain as outlined in **Chapter 11: Ground Conditions and Contamination [APP-049]** of the Environmental Statement.

Decommissioning

Order Limits Changes 1 to 5

3.7.27 Potential decommissioning effects will be similar to those set out for the construction phase, and therefore are unchanged from the effects outlined in **Chapter 11: Ground Conditions and Contamination [APP-049]**.

Cumulative

Order Limits Changes 1 to 5

3.7.28 Overall, there is no change to the assessment of cumulative impacts on ground conditions as a result of the proposed changes. The results remain as outlined in **Chapter 11: Ground Conditions and Contamination [APP-049]**.

3.8 Minerals

[Baseline](#)

Order Limits Changes 1 to 5

- 3.8.1 The Minerals baseline is unchanged from that detailed in Chapter 12 Minerals [APP-050] of the Environmental Statement. The Order Limits Changes are all located within the existing study area.

[Construction](#)

Order Limits Changes 1 to 5

- 3.8.2 The proposed Changes do not affect any safeguarded mineral resources.

[Operation](#)

Order Limits Changes 1 to 5

- 3.8.3 The proposed Changes do not affect any safeguarded mineral resources.

[Decommissioning](#)

Order Limits Changes 1 to 5

- 3.8.4 The proposed Changes do not affect any safeguarded mineral resources.

[Cumulative](#)

Order Limits Changes 1 to 5

- 3.8.5 Overall, there is no change to the assessment of cumulative impacts on Mineral Resources as a result of the proposed Changes. The results remain as outlined in **Chapter 12 Minerals [APP-050]** of the Environmental Statement. There will be no new or different likely significant cumulative effects.

3.9 Cultural Heritage

[Baseline](#)

Order Limits Change 1

- 3.9.1 There are no known heritage assets within the Change 1 area, and it is considered unlikely that any previously undiscovered archaeological remains would be impacted as a result of the proposed change to the Order Limits and no above ground heritage assets, or their settings would be affected.

Order Limits Change 2

- 3.9.2 Geophysical anomalies interpreted as large enclosures or field system of unknown date were identified to the south of agricultural buildings belonging to Stow Park Farm. A further geophysical anomaly thought to be caused by a land drain was also identified as a soilmark by the air photo and LiDAR mapping and interpreted as a ditch of unknown date. It is possible that a nearby findspot of Roman artefacts, recorded on the HER as comprising Roman coins, beads and Samian ware pottery

are contemporaneous (AR32 and AR33 **6.3.13.2 Environmental Statement - Appendix 13.2 Archaeological Geophysical Survey Reports - Part 4 of 6 [APP-112]**). Parts of the geophysical anomalies are located within the current Order Limits. **6.3.13.7 Environmental Statement - Appendix 13.7 Archaeological Mitigation WSI [APP-122]** (secured through requirement 12 of the draft DCO **[EN010132/CR1/WB3.1_D]**), details a programme of archaeological mitigation in the form of 'strip, map and sample' to record any buried remains that may be impacted upon during the installation of the cable route. The widening of the Cable Route Corridor proposed for Order Limits Change 2, would result in all identified geophysical anomalies being located within the Order Limits.

- 3.9.3 There are no above ground heritage assets within the Change 2 area, and it is considered that there would be no new or different likely significant effects upon above ground heritage assets as a result of the proposed changes beyond those identified in **6.2.13 Environmental Statement - Chapter 13 Cultural Heritage [APP-051]**.

Order Limits Changes 3

- 3.9.4 There are no known heritage assets within the Change 3 area, and it is considered unlikely that any previously undiscovered archaeological remains, heritage assets or their settings would be impacted as a result of the proposed change to the Order Limits.

Order Limits Changes 4

- 3.9.5 There are no known heritage assets within the Change 4 area, and it is considered unlikely that any previously undiscovered archaeological remains, would be impacted as a result of the proposed change to the Order Limits, and no above ground heritage assets, or their settings would be affected.

Order Limits Changes 5

- 3.9.6 There are no known heritage assets within the Change 5 area, and it is considered unlikely that any previously undiscovered archaeological remains would be impacted as a result of the proposed change to the Order Limits, and no above ground heritage assets, or their settings would be affected.

Construction

Order Limits Changes 1 to 5

- 3.9.7 There is no anticipated change to the assessment of construction impacts on heritage assets as a result of the proposed changes and there are no new or different likely significant effects to those identified in **6.2.13 Environmental Statement - Chapter 13 Cultural Heritage [APP-051]**.

Operation

Order Limits Changes 1 to 5

- 3.9.8 It was reported in the Environmental Statement (paragraphs 13.7.15 and 13.7.43) that it is not expected that the operation of the Scheme will result in any further intrusive activities, and as such, no adverse impact to archaeological remains is anticipated during this phase. The operational phase of the Scheme within the extended Order Limits is not considered to result in any new impacts to archaeological remains. Similarly, no new or different likely significant effects upon above ground heritage assets as a result of the proposed changes have been identified beyond those discussed in **6.2.13 Environmental Statement - Chapter 13 Cultural Heritage [APP-051]**.
- 3.9.9 Overall, there is no change to the assessment of operational impacts on cultural heritage assets as a result of the proposed changes and there are no new or different likely significant effects. The results remain as outlined in **6.2.13 Environmental Statement - Chapter 13 Cultural Heritage [APP-051]**.

Decommissioning

Order Limits Changes 1 to 5

- 3.9.10 There is no anticipated change to the assessment of decommissioning on heritage assets as a result of the proposed changes and there are no new or different likely significant effects to those identified in **6.2.13 Environmental Statement - Chapter 13 Cultural Heritage [APP-051]**.

Cumulative

Order Limits Changes 1 to 5

- 3.9.11 There is no anticipated change to the assessment of cumulative effects to heritage assets as a result of the proposed changes and there are no new or different likely significant effects to those identified in **6.2.13 Environmental Statement - Chapter 13 Cultural Heritage [APP-051]**.

3.10 Transport and Access

Baseline

Order Limits Changes 1 to 5

- 3.10.1 The baseline is unchanged from that detailed in section 14.5 of **Chapter 14 Transport and Access [APP-052]** of the Environmental Statement.

Construction

Order Limits Change 1

- 3.10.2 The proposed change will ensure that temporary passing places can be delivered on the access road to the West Burton 1 Site from the A1500 (Accesses AC1, AC2, AC118

and AC119). The principle of the passing places has been agreed with Lincolnshire County Council, subject to detailed design following the making of the DCO.

- 3.10.3 The change will not result in any amendments to the construction vehicle trip generation, routing or access to the Scheme. Therefore, there is no change to the assessment of construction impacts on traffic and transport as a result of the proposed changes. The results remain as outlined in **Chapter 14: Transport and Access [APP-052]** of the Environmental Statement. There will be no new or different likely significant effects.

Order Limits Change 2

- 3.10.4 Overall, there is no change to the assessment of construction impacts on traffic and transport as a result of the proposed change. The results remain as outlined in **Chapter 14: Transport and Access [APP-052]** of the Environmental Statement. There will be no new or different likely significant effects.

Order Limits Change 3

- 3.10.5 Overall, there is no change to the assessment of construction impacts on traffic and transport as a result of the proposed change. The results remain as outlined in **Chapter 14: Transport and Access [APP-052]** of the Environmental Statement. There will be no new or different likely significant effects.

Order Limits Change 4

- 3.10.6 A review of the construction access points to ensure coordination with the access points for the Gate Burton Energy Park and Cottam Solar Project has indicated that construction access AC110 requires a longer visibility splay to the north. The Order Limits have therefore been adjusted to encompass the required visibility splay.

- 3.10.7 The change will not result in any amendments to the construction vehicle trip generation, routing or access to the Scheme. Therefore, there is no change to the assessment of construction impacts on traffic and transport as a result of the proposed changes. The results remain as outlined in **Chapter 14: Transport and Access [APP-052]** of the Environmental Statement.

Order Limits Change 5

- 3.10.8 The existing main vehicular access road to West Burton Power Station from Gainsborough Road will be included within the Order Limits, in association with the grid connection at West Burton Power Station. The existing access and access road is already designed to accommodate large vehicles, and no changes to the form or alignment of the access are required.

- 3.10.9 As per other accesses on the Cable Route Corridor, as described from paragraph 14.7.50 of **Chapter 14: Transport and Access [APP-052]**, the access is likely to be in use for approximately 90 days. It is forecast the access will generate up to eight arrivals and eight departures per day for the delivery of material and equipment. Around half of these will be HGV trips and half LGV trips. There will also be around 10 construction workers per access, arriving by car and shuttle bus.

3.10.10 HGV trips will largely consist of 10m tipper trucks. However, there will be a small number of abnormal load movements associated with cable drum.

3.10.11 The change will not result in any material change to the construction vehicle trip generation. The access is situated close to access AC101 with the same construction vehicle route. It will only be in use for approximately 90 days of the construction period. Therefore, there is no change to the assessment of construction impacts on traffic and transport as a result of the proposed changes. The results remain as outlined in **Chapter 14: Transport and Access [APP-052]** of the Environmental Statement.

Operation

Order Limits Change 1

3.10.12 Any temporary passing places will be returned to their original condition (or better) once construction is complete.

3.10.13 Overall, there is no change to the assessment of operational impacts on traffic and transport as a result of the proposed change. The results remain as outlined in **Chapter 14: Transport and Access [APP-052]** of the Environmental Statement. There will be no new or different likely significant effects.

Order Limits Change 2

3.10.14 Overall, there is no change to the assessment of operational impacts on traffic and transport as a result of the proposed change. The results remain as outlined in **Chapter 14: Transport and Access [APP-052]** of the Environmental Statement. There will be no new or different likely significant effects.

Order Limits Change 3

3.10.15 Overall, there is no change to the assessment of operational impacts on traffic and transport as a result of the proposed change. The results remain as outlined in **Chapter 14: Transport and Access [APP-052]** of the Environmental Statement. There will be no new or different likely significant effects.

Order Limits Change 4

3.10.16 Use of the vehicular access will not be required during the operational phase.

3.10.17 Overall, there is no change to the assessment of operational impacts on traffic and transport as a result of the proposed changes. The results remain as outlined in **Chapter 14: Transport and Access [APP-052]** of the Environmental Statement. There will be no new or different likely significant effects.

Order Limits Change 5

3.10.18 The use of the existing main vehicular access road to West Burton Power Station from Gainsborough Road will be required during the operational phase in order to undertake maintenance of the cable route and point of connection.

- 3.10.19 Overall, there is no change to the assessment of operational impacts on traffic and transport as a result of the proposed change. The results remain as outlined in **Chapter 14: Transport and Access [APP-052]** of the Environmental Statement. There will be no new or different likely significant effects.

[Decommissioning](#)

Order Limits Changes 1 to 5

- 3.10.20 Overall, there is no change to the assessment of decommissioning impacts on traffic and transport as a result of the proposed change. The results remain as outlined in **Chapter 14: Transport and Access [APP-052]** of the Environmental Statement. There will be no new or different likely significant effects.

[Cumulative](#)

Order Limits Changes 1 to 5

- 3.10.21 Overall, there is no change to the assessment of cumulative impacts on traffic and transport as a result of the proposed change. The results remain as outlined in **Chapter 14: Transport and Access [APP-052]** of the Environmental Statement. There will be no new or different likely significant effects.

3.11 Noise and Vibration

[Baseline](#)

Order Limits Changes 1 to 5

- 3.11.1 The baseline is unchanged from that detailed in section 15.5 of **Chapter 15 Noise and Vibration [APP-053]**.

[Construction](#)

Order Limits Changes 1 to 5

- 3.11.2 Overall, there is no change to the assessment of construction impacts on noise and vibration as a result of the proposed change. The results remain as outlined in **Chapter 15: Noise and Vibration [APP-053]** of the Environmental Statement. There will be no new or different likely significant effects.

[Operation](#)

Order Limits Changes 1 to 5

- 3.11.3 Overall, there is no change to the assessment of operational impacts on noise and vibration as a result of the proposed change. The results remain as set out in **Chapter 15: Noise and Vibration [APP-053]** of the Environmental Statement. There will be no new or different likely significant effects.

Decommissioning

Order Limits Changes 1 to 5

- 3.11.4 Overall, there is no change to the assessment of decommissioning impacts on noise and vibration as a result of the proposed change. The results remain as set out in **Chapter 15: Noise and Vibration [APP-053]** of the Environmental Statement. There will be no new or different likely significant effects.

Cumulative

Order Limits Changes 1 to 5

- 3.11.5 Overall, there is no change to the assessment of cumulative impacts on noise and vibration as a result of the proposed change. The results remain as set out in **Chapter 15: Noise and Vibration [APP-053]** of the Environmental Statement. There will be no new or different likely significant effects.

3.12 Glint and Glare

Baseline

Order Limits Changes 1 to 5

- 3.12.1 There is no change to the baseline for Glint and Glare, given no change to the solar panel array areas, the assessment remains unchanged as detailed in **Chapter 16: Glint and Glare [APP-051]**.

Construction

Order Limits Changes 1 to 5

- 3.12.2 As there are no proposed changes to the solar panel array areas on the Sites, there are no changes to the conclusions of the assessment of construction impacts. The results remain as outlined in **Chapter 16: Glint and Glare [APP-051]** of the Environmental Statement.

Operation

Order Limits Changes 1 to 5

- 3.12.3 As there are no proposed changes to the solar panel array areas on the Sites, there are no changes to the conclusions of the assessment of operational impacts. The results remain as outlined in **Chapter 16: Glint and Glare [APP-051]** of the Environmental Statement.

Decommissioning

Order Limits Changes 1 to 5

- 3.12.4 As there are no proposed changes to the solar panel array areas on the Sites, there are no changes to the conclusions of the assessment of decommissioning impacts. The results remain as outlined in **Chapter 16: Glint and Glare [APP-051]** of the Environmental Statement.

Cumulative

Order Limits Changes 1 to 5

- 3.12.5 There is no change to the assessment of cumulative effects on Glint and Glare as a result of the proposed changes, as there are no proposed changes to the solar panel array areas on the Sites. The results remain as outlined in **Chapter 16: Glint and Glare [APP-051]** of the Environmental Statement.

3.13 Air Quality

Baseline

Order Limits Changes 1 to 5

- 3.13.1 There is no change to the baseline for Air Quality. The assessment remains unchanged as detailed in **Chapter 17: Air Quality [APP-055]**.

Construction

Order Limits Changes 1 to 5

- 3.13.2 There is anticipated to be no change to the assessment of construction impacts on air quality as a result of the proposed changes. This applies through the construction, operational, and decommissioning phases of the Scheme. The results remain as outlined in **Chapter 17: Air Quality [APP-055]** of the Environmental Statement.

Operation

Order Limits Changes 1 to 5

- 3.13.3 There is anticipated to be no change to the assessment of operational impacts on air quality as a result of the proposed changes. This applies through the construction, operational, and decommissioning phases of the Scheme. The results remain as outlined in **Chapter 17: Air Quality [APP-055]** of the Environmental Statement.

Decommissioning

Order Limits Changes 1 to 5

- 3.13.4 There is anticipated to be no change to the assessment of decommissioning impacts on air quality as a result of the proposed changes. This applies through the construction, operational, and decommissioning phases of the Scheme. The results remain as outlined in **Chapter 17: Air Quality [APP-055]** of the Environmental Statement.

Cumulative

Order Limits Changes 1 to 5

- 3.13.5 Overall, there is no change to the assessment of cumulative impacts on air quality as a result of the proposed changes. The results remain as outlined in **Chapter 17: Air Quality [APP-055]** of the Environmental Statement.

3.14 Socio-Economics Tourism and Recreation

Baseline

Order Limits Changes 1 to 5

- 3.14.1 There are no changes to the baseline conditions. The assessment remains unchanged as detailed in Section 18.5 of **6.2.18 Environmental Statement - Chapter 18 Socio Economics Tourism and Recreation [APP-056]**.

Construction

Order Limits Changes 1 to 5

- 3.14.2 The changes have been reviewed and are not considered to give rise to any changes to the construction assessment outcomes for socio-demographic receptors, employment, economic effects, or any changes to effects to tourism and recreation receptors, including public rights of way. The results remain as outlined in Section 18.7 (paragraphs 18.7.4-18.7.70) of **6.2.18 Environmental Statement - Chapter 18 Socio Economics Tourism and Recreation [APP-056]**.

Operation

Order Limits Changes 1 to 5

- 3.14.3 The changes have been reviewed and are not considered to give rise to any changes to the assessment of operational impacts on socio-demographic receptors, employment, economic effects, or any changes to effects to tourism and recreation receptors, including public rights of way. The results remain as outlined in Section 18.7 (paragraphs 18.7.71-18.7.117) of **6.2.18 Environmental Statement - Chapter 18 Socio Economics Tourism and Recreation [APP-056]**.

Decommissioning

Order Limits Changes 1 to 5

- 3.14.4 The changes have been reviewed and are not considered to give rise to any changes to the assessment of decommissioning impacts on socio-demographic receptors, employment, economic effects, or any changes to effects to tourism and recreation receptors, including public rights of way. The results remain as outlined in Section 18.7 (paragraphs 18.7.118-18.7.158) of **6.2.18 Environmental Statement - Chapter 18 Socio Economics Tourism and Recreation [APP-056]**.

Cumulative

Order Limits Changes 1 to 5

- 3.14.5 The changes have been reviewed and are not considered to give rise to any changes to the assessment of cumulative impacts on socio-demographic receptors, employment, economic effects, or any changes to effects to tourism and recreation receptors, including public rights of way. The results remain as outlined in Section 18.10 of **6.2.18 Environmental Statement - Chapter 18 Socio Economics Tourism and Recreation [APP-056]**.

3.15 Soils and Agriculture

Baseline

Order Limits Changes 1 to 5

- 3.15.1 The baseline is unchanged from that described in section 19.8 of Environmental Statement **Chapter 19: Soils and Agricultural Land [APP-057]**.

Construction

Order Limits Changes 1 to 5

- 3.15.2 There is no change to the assessment of construction impacts on agricultural land as a result of the proposed changes. The results remain as outlined in **Chapter 19: Soils and Agriculture [APP-057]** of the Environmental Statement.

Operation

Order Limits Changes 1 to 5

- 3.15.3 There is no change to the assessment of operational impacts on agricultural land as a result of the proposed changes. The results remain as outlined in **Chapter 19: Soils and Agriculture [APP-057]** of the Environmental Statement.

Decommissioning

Order Limits Changes 1 to 5

- 3.15.4 There is no change to the assessment of decommissioning impacts on agricultural land as a result of the proposed changes. The results remain as outlined in **Chapter 19: Soils and Agriculture [APP-057]** of the Environmental Statement.

Cumulative

Order Limits Changes 1 to 5

- 3.15.5 There is no change to the assessment of cumulative impacts as a result of the proposed changes. The results remain as outlined in **Chapter 19: Soils and Agriculture [APP-057]** of the Environmental Statement.

3.16 Waste

Baseline

Order Limits Changes 1 to 5

- 3.16.1 There is no change to the baseline conditions for waste. As such, the baseline assessment detailed in Section 20.5 of **6.2.20 Environmental Statement - Chapter 20 Waste [APP-058]** is unchanged.

Construction

Order Limits Changes 1 to 5

- 3.16.2 Subject to the implementation of the measures included within the **Outline Construction Environmental Management Plan (CEMP) [REP3-018]**, **Outline**

Operational Environmental Management Plan (OEMP) [REP3-022], and **Outline Decommissioning Statement [REP3-026]** (secured through requirements 13, 14 and 21 of the draft DCO respectively **[EN010132/CR1/WB3.1_D]**) there is no change to the assessment of construction impacts on waste as a result of the proposed changes. The results of the assessment as outlined in **6.2.20 Environmental Statement - Chapter 20_Waste [APP-058]** therefore remain unchanged.

Operation

Order Limits Changes 1 to 5

- 3.16.3 Subject to the implementation of the measures included within the **Outline Construction Environmental Management Plan (CEMP) [REP3-018]**, **Outline Operational Environmental Management Plan (OEMP) [REP3-022]**, and **Outline Decommissioning Statement [REP3-026]** (secured through requirements 13, 14 and 21 of the draft DCO respectively **[EN010132/CR1/WB3.1_D]**) there is no change to the assessment of operational phase impacts on waste as a result of the proposed changes. The results of the assessment as outlined in **6.2.20 Environmental Statement - Chapter 20_Waste [APP-058]** therefore remain unchanged.

Decommissioning

Order Limits Changes 1 to 5

- 3.16.4 Subject to the implementation of the measures included within the **Outline Construction Environmental Management Plan (CEMP) [REP3-018]**, **Outline Operational Environmental Management Plan (OEMP) [REP3-022]**, and **Outline Decommissioning Statement [REP3-026]** (secured through requirements 13, 14 and 21 of the draft DCO respectively **[EN010132/CR1/WB3.1_D]**) there is no change to the assessment of decommissioning impacts on waste as a result of the proposed changes. The results of the assessment as outlined in **6.2.20 Environmental Statement - Chapter 20_Waste [APP-058]** therefore remain unchanged.

Cumulative

Order Limits Changes 1 to 5

- 3.16.5 Overall, there is no change to the assessment of cumulative impacts on waste as a result of the proposed changes. The results remain as set out in **6.2.20 Environmental Statement - Chapter 20 Waste [APP-058]**.

3.17 Other Environmental Topics

Electromagnetic Fields

Order Limits Changes 1 to 5

- 3.17.1 Assessment of electromagnetic fields was scoped out of the Environmental Impact Assessment as set out in Section 3.12 of **6.3.2.2 Environmental Statement - Appendix 2.2 EIA Scoping Opinion [APP-068]**. As such, no changes to the assessment set out in Section 21.2 of **6.2.21 Environmental Statement - Other Environmental Matters [APP-059]** are proposed.

Telecommunications, Television Reception and Utilities

Order Limits Changes 1 to 5

- 3.17.2 Assessment of impacts on Telecommunications, Television Reception and Utilities was scoped out of the Environmental Impact Assessment as set out in Section 3.19 of **6.3.2.2 Environmental Statement - Appendix 2.2 EIA Scoping Opinion [APP-068]**. Overall, there is no change to the assessment of construction, operational, decommissioning, and cumulative impacts on telecommunications, television reception and utilities as a result of the proposed changes. The results remain as outlined in Section 21.3 of **6.2.21 Environmental Statement - Other Environmental Matters [APP-059]**.

Light Pollution

Order Limits Changes 1 to 5

- 3.17.3 Overall, there is no change to the assessment of construction, operational, decommissioning, and cumulative impacts on light pollution as a result of the proposed changes. The results remain as outlined in Section 21.4 of **6.2.21 Environmental Statement - Other Environmental Matters [APP-059]**.

Human Health

- 3.17.4 Human Health has not been assessed as a distinct chapter in the Environmental Statement. Rather, matters relating to human health are assessed in each of the following chapters:
- Chapter 10: Hydrology, Flood Risk and Drainage **[APP-048]**;
 - Chapter 11: Ground Conditions and Contamination **[APP-049]**;
 - Chapter 15: Noise and Vibration **[APP-053]**;
 - Chapter 16: Glint and Glare **[APP-054]**;
 - Chapter 17: Air Quality **[APP-055]**;
 - 18: Socio-Economics, Tourism and Recreation **[APP-056]**;
 - Chapter 20: Waste **[APP-058]**; and
 - Chapter 21: Other Environmental Matters **[APP-059]**, Section 21.6 Major Accidents and Disasters.

Baseline

Order Limits Changes 1 to 5

- 3.17.5 Changes to the Hydrology, Flood and Drainage baseline as a result of proposed changes are explained in Section 3.6 of this document.
- 3.17.6 There are no changes to the baseline conditions for: Ground Conditions and Contamination; Noise and Vibration; Glint and Glare; Air Quality; Socio-Economics,

Tourism and Recreation; Waste; and Major Accidents and Disasters, as a result of proposed changes.

Construction

Order Limits Changes 1 to 5

- 3.17.7 Subject to the implementation of the relevant mitigation measures included within each of the relevant control documents for construction, as secured through the requirements in Schedule 2 to the draft DCO **[EN010132/CR1/WB3.1_D]**, there is no change to the assessment of construction impacts on human health impacts as a result of the proposed changes. The results of the assessment as outlined in Section 21.5 of **6.2.21 Environmental Statement - Other Environmental Matters [APP-059]** therefore remain unchanged.

Operation

Order Limits Changes 1 to 5

- 3.17.8 Subject to the implementation of the relevant mitigation measures included within each of the relevant control documents for operation and maintenance, as secured through the requirements in Schedule 2 to the draft DCO **[EN010132/CR1/WB3.1_D]**, there is no change to the assessment of operational impacts on human health impacts as a result of the proposed changes. The results of the assessment as outlined in Section 21.5 of **6.2.21 Environmental Statement - Other Environmental Matters [APP-059]** therefore remain unchanged.

Decommissioning

Order Limits Changes 1 to 5

- 3.17.9 Subject to the implementation of the relevant mitigation measures included within each of the relevant control documents for decommissioning and restoration of the land, as secured through requirement 21 in Schedule 2 to the draft DCO **[EN010132/CR1/WB3.1_D]**, there is no change to the assessment of decommissioning impacts on human health impacts as a result of the proposed changes. The results of the assessment as outlined in Section 21.5 of **6.2.21 Environmental Statement - Other Environmental Matters [APP-059]** therefore remain unchanged.

Cumulative

Order Limits Changes 1 to 5

- 3.17.10 Subject to the implementation of the relevant mitigation measures included within each of the relevant control documents for the Scheme, as secured through the requirements in Schedule 2 to the draft DCO **[EN010132/CR1/WB3.1_D]**, there is no change to the assessment of cumulative impacts on human health impacts as a result of the proposed changes at any stage of the Scheme's lifetime. The results of the assessment as outlined in Section 21.5 of **6.2.21 Environmental Statement - Other Environmental Matters [APP-059]** therefore remain unchanged.

Major Accidents and Disasters

- 3.17.11 Overall, there is no change to the assessment of construction, operational, decommissioning, and cumulative impacts on major accidents and disasters as a result of the proposed changes. The proposed changes to the Order Limits do not introduce any new risk of accidents or disasters. The results remain as outlined in Section 21.6 of **6.2.21 Environmental Statement - Other Environmental Matters [APP-059]**.

4 Alterations to Other Environmental Application Documents

4.1 Summary

4.1.1 The following documents relating to the Environmental Statement and management plans have been updated to reflect the Order Limits changes and have been submitted along with this Change Application. A full list of documents updated for the Change Application is provided in the **WB9.2 Change Application and Consultation Report [EN010132/CR1/WB9.2]** and **WB1.3_E Guide to the Application [EN010132/CR1/C1.3_E]**.

4.2 Transport Assessment

4.2.1 **WB6.3.14.1_B Transport Assessment [EN010132/CR1/WB6.3.14.1_B]** has been updated with details of the changed access arrangements.

4.3 Outline Construction Traffic Management Plan

4.3.1 **WB6.3.14.2_C Outline Construction Traffic Management Plan [EN010132/CR1/WB6.3.14.2_C]** has been updated with details of the changed access arrangements.

5 Conclusions

5.1.1 As stated above, the five Order Limits changes have been assessed by the same technical specialists that delivered the Environmental Statement. The extent to which the changes are likely to lead to new or different significant environmental effects in line with the methodologies set out in the **ES Chapter 2: EIA Process and Methodology [APP-037]** has been considered.

5.1.2 This Supporting Environment Information Report concludes that the assessments do not change, and no new or different residual likely significant effects have been identified for all topics. In summary, the changes to significant effects are set out within Table 6.1 below.

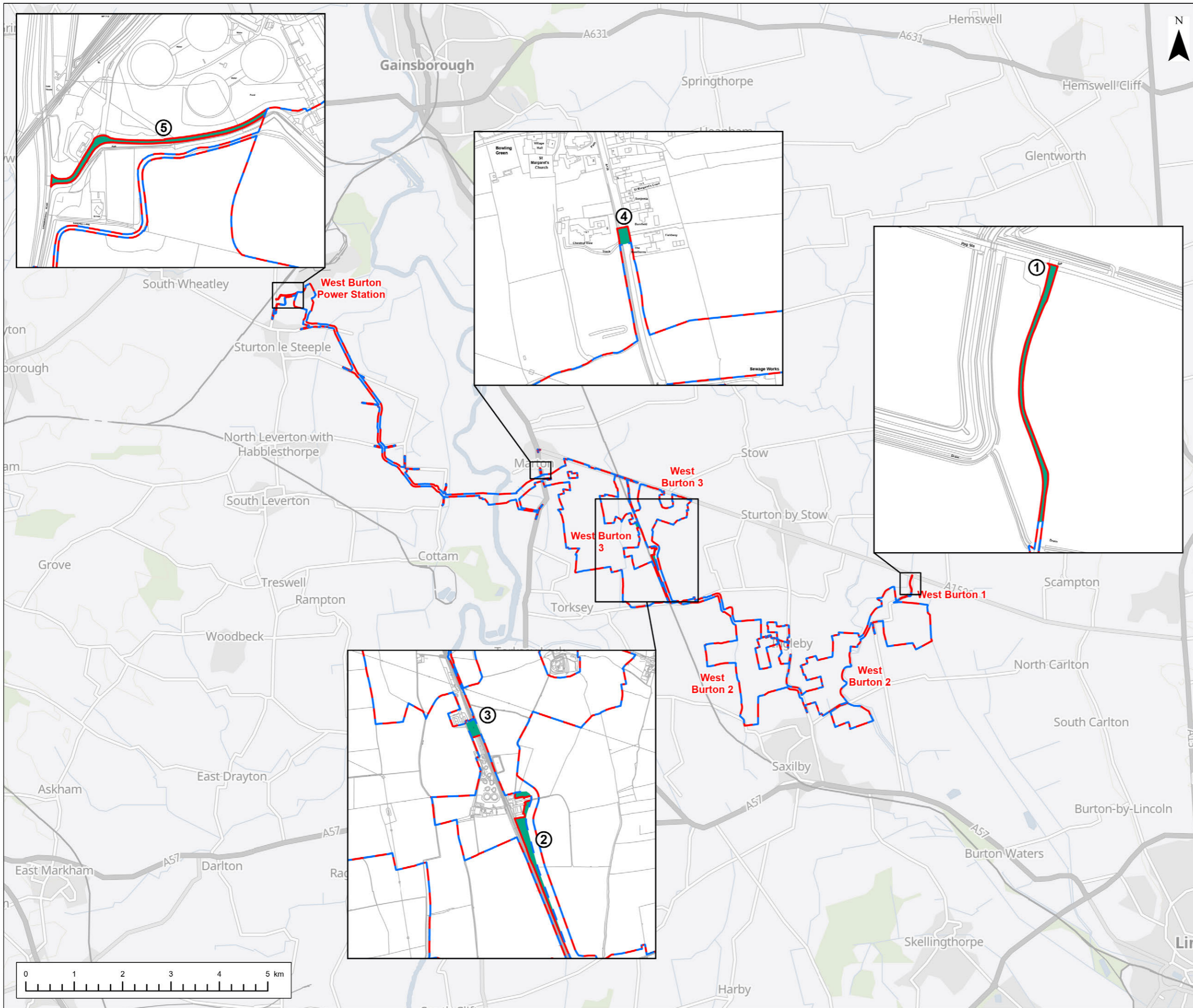
Table 6.1: Summary of changes to significant effects

Topic	Summary
Chapter 7: Climate Change	No new or different likely significant environmental effects
Chapter 8: Landscape and Visual Impact	No new or different likely significant environmental effects
Chapter 9: Ecology and Biodiversity	No new or different likely significant environmental effects
Chapter 10: Hydrology, Flood Risk and Drainage	No new or different likely significant environmental effects
Chapter 11: Ground Conditions and Contamination	No new or different likely significant environmental effects
Chapter 12: Minerals	No new or different likely significant environmental effects
Chapter 13: Cultural Heritage	No new or different likely significant environmental effects
Chapter 14: Transport and Access	No new or different likely significant environmental effects
Chapter 15: Noise and Vibration	No new or different likely significant environmental effects
Chapter 16: Glint and Glare	No new or different likely significant environmental effects
Chapter 17: Air Quality	No new or different likely significant environmental effects
Chapter 18: Socio-economics, Tourism and Recreation	No new or different likely significant environmental effects
Chapter 19: Soils and Agriculture	No new or different likely significant environmental effects

Chapter 20: Waste	No new or different likely significant environmental effects
Chapter 21: Other Environmental Matters <ul style="list-style-type: none"> • Electromagnetic Fields; • Telecommunications, Television Reception and Utilities; • Light Pollution; • Human Health; and • Major Accidents and Disasters 	No new or different likely significant environmental effects

5.1.3 As outlined in Section 4, environmental documents have been updated to reflect the changes and ensure mitigation measures also cover the new areas that are the subject of the Change Application.

Appendix A Order Limits Change



Key

- Proposed Order Limits
- Submitted Order Limits
- Changes to Order Limits**
- Additional Area
- 1 Change reference

Layers: Lanpro, 2023
 Base map: Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

Ref: P2983_LPR_ZZ_ON_DR_Z_0290	Date: 15/12/2023
Drawn by: AZ	Checked by: AVW

**Proposed Changes to Order Limits
December 2023**

WEST BURTON SOLAR PROJECT