

# West Burton Solar Project

## Draft Statement of Common Ground with West Lindsey District Council Revision A

Prepared by: Lanpro Services  
April 2024

PINS reference: EN010132  
Document reference: EX5/WB8.3.2\_A

Planning Act 2008  
Infrastructure Planning (Examination Procedure) Rules 2010



## Contents

<b>1</b>	<b>INTRODUCTION</b>	<b>4</b>
1.1	PURPOSE OF THE DOCUMENT	4
1.2	PARTIES TO THIS STATEMENT OF COMMON GROUND	4
1.3	TERMINOLOGY	4
1.4	TOPIC REFERENCING FOR ALL MATTERS	5
<b>2</b>	<b>RECORD OF ENGAGEMENT</b>	<b>6</b>
2.1	SUMMARY OF CONSULTATION	6
<b>3</b>	<b>MATTERS AGREED</b>	<b>8</b>
3.1	MATTERS AGREED (AIR QUALITY)	8
3.2	MATTERS AGREED (ALTERNATIVES AND DESIGN EVOLUTION)	9
3.3	MATTERS AGREED (CLIMATE CHANGE)	9
3.4	MATTERS AGREED (CULTURAL HERITAGE)	10
3.5	MATTERS AGREED (ECOLOGY AND BIODIVERSITY)	10
3.6	MATTERS AGREED (GLINT AND GLARE)	11
3.7	MATTERS AGREED (LANDSCAPE AND VISUAL IMPACT)	12
3.8	MATTERS AGREED (NOISE AND VIBRATION)	13
3.9	MATTERS AGREED (OTHER ENVIRONMENTAL MATTERS)	13
3.10	MATTERS AGREED (PRINCIPLE OF DEVELOPMENT/GENERAL)	14
3.11	MATTERS AGREED (SOCIO-ECONOMICS, TOURISM AND RECREATION)	16
3.12	MATTERS AGREED (SOILS AND AGRICULTURE)	16
3.13	MATTERS AGREED (TRANSPORT AND ACCESS)	17
<b>4</b>	<b>MATTERS UNDER DISCUSSION</b>	<b>18</b>
4.1	MATTERS UNDER DISCUSSION (AIR QUALITY)	18
4.2	MATTERS UNDER DISCUSSION (ALTERNATIVES AND DESIGN EVOLUTION)	18
4.3	MATTERS UNDER DISCUSSION (CLIMATE CHANGE)	18
4.4	MATTERS UNDER DISCUSSION (CULTURAL HERITAGE)	19
4.5	MATTERS UNDER DISCUSSION (DRAFT DCO)	19
4.6	MATTERS UNDER DISCUSSION (ECOLOGY AND BIODIVERSITY)	20
4.7	MATTERS UNDER DISCUSSION (ENERGY NEED)	20
4.8	MATTERS UNDER DISCUSSION (GLINT AND GLARE)	20
4.9	MATTERS UNDER DISCUSSION (LANDSCAPE AND VISUAL IMPACT)	21
4.10	MATTERS UNDER DISCUSSION (NOISE AND VIBRATION)	24
4.11	MATTERS UNDER DISCUSSION (OTHER ENVIRONMENTAL MATTERS)	31
4.12	MATTERS UNDER DISCUSSION (PRINCIPLE OF DEVELOPMENT/GENERAL)	32
4.13	MATTERS UNDER DISCUSSION (SOCIO-ECONOMICS, TOURISM AND RECREATION)	35
4.14	MATTERS UNDER DISCUSSION (SOILS AND AGRICULTURE)	41
4.15	MATTERS UNDER DISCUSSION (TRANSPORT AND ACCESS)	41

<b><u>5</u></b>	<b><u>MATTERS NOT AGREED</u></b>	<b><u>44</u></b>
<b><u>6</u></b>	<b><u>SIGNATORIES</u></b>	<b><u>45</u></b>

## Issue Sheet

**Report Prepared for: West Burton Solar Project Ltd.  
Examination Deadline 5**

### **Statement of Common Ground West Lindsey District Council Revision A**

**Prepared by:**

Name: Stephen Flynn

Title: Planner

**Approved by:**

Name: Jane Crichton

Title: Associate Director MRTPI

Revision	Date	Prepared by:	Approved by:
0	24/11/2023	SF	JC
A	11/04/2024	SF	JC

## **1 Introduction**

### **1.1 Purpose of the Document**

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared as part of the proposed West Burton Solar Project Development Consent Order (the Application) made by West Burton Solar Project Ltd (the Applicant) to the Secretary of State for Energy Security & Net Zero (the Secretary of State) pursuant to the Planning Act 2008 (PA 2008).
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available in the deposit locations and/or the Planning Inspectorate website.
- 1.1.3 This SoCG has been produced to confirm to the Examining Authority (ExA) where agreement has been reached between the parties, and where agreement has not yet been reached. SoCGs are an established means in the DCO consenting process of allowing all parties to identify and focus on specific issues that may need to be addressed during the examination.

### **1.2 Parties to this Statement of Common Ground**

- 1.2.1 This SoCG has been prepared by (1) West Burton Solar Project Ltd. as the Applicant and (2) West Lindsey District Council. West Lindsey District Council is a host authority for the three Sites, referred to as West Burton 1, 2, and 3, that will house the PV panels, BESS and associated development.
- 1.2.2 Collectively, West Burton Solar Project Ltd. and West Lindsey District Council are referred to as ‘the parties’.

### **1.3 Terminology**

- 1.3.1 In the tables in **Sections 3 - 5** of this SoCG:
- “Agreed” indicates where the issue has been resolved.
  - “Not Agreed” indicates a final position, and
  - “Under discussion” indicates where these points will be the subject of ongoing discussion wherever possible to resolve, or refine, the extent of disagreement between the parties.

## 1.4 Topic Referencing for All Matters

1.4.1 All matters agreed, under discussion and not agreed have been given unique references which relate to the topic matter. The referencing system is defined as follows:

**Table 1.1: Topic Referencing**

Topic	Unique Identifying Code
Air Quality	AIR-xx
Alternatives and Design Evolution	ALT-xx
Climate Change	CC-xx
Cultural Heritage	CUL-xx
Development Consent Oder	DCO-xx
Ecology and Biodiversity	ECO-xx
Glint and Glare	GLI-xx
Landscape and Visual Impact	LAN-xx
Noise and Vibration	NOI-xx
Other Environmental Matters	OEM-xx
Principle of Development/General	PD-xx
Socio-economics, Tourism and Recreation	STR-xx
Soils and Agriculture	SOI-xx
Transport and Access	TRA-xx

## 2 Record of Engagement

### 2.1 Summary of Consultation

2.1.1 The parties have been engaged in consultation since September 2021. Scheme. A summary of the meetings and correspondence that has taken place between West Burton Solar Project and West Lindsey District Council in relation to the Application is outlined in **Table 2.1**.

**Table 2.1: Record of Engagement**

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
<b>Principle of Development</b>		
9 <sup>th</sup> September 2021	Initial Project kick off meeting	The range of topics addressed in the SoCG.
22 <sup>nd</sup> September 2021	Member briefing	The range of topics addressed in the SoCG.
Since February 2022	Monthly meetings with Planning Officers.	The range of topics addressed in the SoCG.
8 <sup>th</sup> June 2023	West Lindsey DC relevant representation <b>[RR-350]</b>	Policy framework and decision making Cumulative impacts Project specific impacts Mitigation

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
		Draft DCO
14 <sup>th</sup> February 2024	Meeting with Planning Officers	To discuss outstanding Statement of Common Ground issues
<b>Hydrology</b>		
27/07/23	Section 42 Consultation	<p>Flood Risk Assessment and Drainage Strategy [APP-090] and ES Chapter 10: Hydrology, Flood Risk and Drainage <b>[APP-048]</b>.</p> <p>West Lindsey District Council stated that Flood Risk Assessments (FRA) had to be undertaken and that FRA will need to maintain the predevelopment surface water regime post development.</p>

2.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) West Burton Solar Project Ltd. and (2) West Lindsey District Council in relation to the issues addressed in this SoCG.



### 3 Matters Agreed

Tables 3.1 to 3.12 below detail by topic the matters agreed with West Lindsey District Council.

#### 3.1 Matters Agreed (Air Quality)

Table 3.1

Main Topic	Sub-topic	Details of Matters Agreed
AIR-01 Air Quality	Baseline Conditions	The baseline conditions which are detailed within Section 17.5 of <b>Chapter 17: Air Quality [APP-055]</b> are representative of the site conditions.
AIR-02 Air Quality	Methodology and Assessment	The methodology adopted within the Air Quality assessment [ <b>APP-133 to APP-136</b> ] has been derived from the information obtained through consultation and engagement with stakeholders and by reviewing any relevant guidance and studies. The assessment methodology is detailed within Section 17.4 of <b>Chapter 17: Air Quality [APP-055]</b> and is considered acceptable.
AIR-03 Air Quality	Methodology and Assessment (Construction Vehicles)	As detailed within the Air Quality assessment [ <b>APP-133 to APP-136</b> ] the proposed construction vehicle numbers will not exceed the relevant IAQM/EPUK thresholds e.g., 100 HGV Annual Average Daily Traffic (AADT), therefore there is no requirement for detailed construction air quality modelling and assessment has been scoped out of <b>Chapter 17: Air Quality [APP-055]</b> . This approach is considered acceptable.
AIR-04 Air Quality	Methodology and Assessment (Operational Vehicles)	As detailed within the Air Quality assessment [ <b>APP-133 to APP-136</b> ] the proposed operational vehicle numbers will be limited and will not exceed the relevant IAQM/EPUK thresholds (e.g., 100 HGV Annual Average Daily Traffic (AADT), therefore there is no requirement for detailed air quality modelling and assessment has been scoped out of <b>Chapter 17: Air Quality [APP-055]</b> . This approach is considered acceptable.

Main Topic	Sub-topic	Details of Matters Agreed
AIR-05 Air Quality	Mitigation	The proposed mitigation measures set out within Section 17.8 of <b>Chapter 17: Air Quality [APP-055]</b> are acceptable.

### 3.2 Matters Agreed (Alternatives and Design Evolution)

3.2.1 No matters under agreed.

### 3.3 Matters Agreed (Climate Change)

**Table 3.2**

Topic	Sub-topic	Details of Matters Under Discussion
CC-01 Climate Change	ES Chapter 7: Baseline	Whether or not the baseline conditions detailed in Chapter 7: Climate Change of the Environmental Statement <b>[REP1-012]</b> are representative of the baseline site conditions.
CC-02 Climate Change	ES Chapter 7: Methodology	Whether or not the assessment methodology detailed in Chapter 7: Climate Change of the Environmental Statement <b>[REP1-012]</b> is considered acceptable.
CC-03 Climate Change	ES Chapter 7: Mitigation	Section 7.9 of Chapter 7: Climate Change of the Environmental Statement <b>[REP1-012]</b> has not identified the need for any additional mitigation or enhancement measures

### 3.4 Matters Agreed (Cultural Heritage)

**Table 3.3**

Main Topic	Sub-topic	Details of Matters Under Discussion
CUL-01 Cultural Heritage	ES Chapter 13: Baseline	Whether the baseline conditions detailed in <b>6.2.13 Environmental Statement - Chapter 13_Cultural Heritage [APP-051]</b> are representative of the baseline site and study area conditions.
CUL-02 Cultural Heritage	ES Methodology	Whether the assessment methodology detailed in <b>6.2.13 Environmental Statement - Chapter 13_Cultural Heritage [APP-051]</b> is considered acceptable.

### 3.5 Matters Agreed (Ecology and Biodiversity)

**Table 3.4**

Main Topic	Sub-topic	Details of Matters Under Discussion
ECO-01 Ecology and Biodiversity	Baseline	Whether the baseline conditions detailed in <b>6.2.9 Environmental Statement - Chapter 9_Ecology and Biodiversity [APP-047]</b> are representative of the baseline site conditions.
ECO-02 Ecology and Biodiversity	ES Methodology	Whether the assessment methodology detailed in <b>6.2.9 Environmental Statement - Chapter 9_Ecology and Biodiversity [APP-047]</b> is considered acceptable.
ECO-03 Ecology and Biodiversity	ES Conclusions	Whether the conclusions of the assessment detailed in <b>6.2.9 Environmental Statement - Chapter 9 Ecology and Biodiversity [APP-047]</b> are considered acceptable.

### 3.6 Matters Agreed (Glint and Glare)

Table 3.5

Main Topic	Sub-topic	Details of Matters Agreed
GLI-01 Glint and Glare	Methodology and Assessment	As agreed with West Lindsey District Council, the baseline conditions detailed at Section 16.5 of <b>6.2.16 Environmental Statement - Chapter 16_Glint and Glare [APP-054]</b> and within Section 5 of <b>6.3.16.1 Environmental Statement - Appendix 16.1 Solar Photovoltaic Glint and Glare Study [APP-132]</b> are representative of the baseline site conditions for the Scheme.
GLI-02 Glint and Glare	Baseline Conditions	The assessment methodology adopted in the Glint and Glare assessment has been agreed with West Lindsey District Council and has been derived from the information obtained through consultation with stakeholders and by reviewing any relevant guidance and studies. The assessment methodology is detailed within Section 16.4 of <b>6.2.16 Environmental Statement - Chapter 16_Glint and Glare [APP-054]</b> and within Appendix A of <b>6.3.16.1 Environmental Statement - Appendix 16.1 Solar Photovoltaic Glint and Glare Study [APP-132]</b> . The methodology used in the report has been used in other 1,000 glint and glare assessments and has been tested for NSIP solar schemes before. Therefore, it is considered to be acceptable.
GLI-03 Glint and Glare	Significance of Impacts and Mitigation Measures	No significant impacts are predicted because: <ul style="list-style-type: none"> <li>• Where effects are predicted to have a 'Moderate' impact or higher the Applicant has proposed mitigation in the form of screening to significantly obstruct the visibility of the reflective area;</li> <li>• Where effects are predicted to have a 'Low' impact mitigation is not recommended.</li> <li>• Therefore, once the proposed mitigation strategy is in place, the overall impact of the Scheme upon the nearby identified receptors is predicted to be 'Minor/Negligible Adverse', in EIA terms.</li> </ul>

Main Topic	Sub-topic	Details of Matters Agreed
		Further information can be found in Section 16.8 and 16.9 of <b>6.2.16 Environmental Statement - Chapter 16_Glint and Glare [APP-054]</b> and Section 7 of <b>6.3.16.1 Environmental Statement - Appendix 16.1 Solar Photovoltaic Glint and Glare Study [APP-132]</b> .

### 3.7 Matters Agreed (Landscape and Visual Impact)

Table 3.6

Main Topic	Sub-topic	Details of Matters Agreed
LAN-01 Landscape and Visual Impact	Study Area/Scope of Assessment	The existing Study Areas/Scope of Assessment set out within Section 8.5 of <b>6.2.8 Environmental Statement - Chapter 8_Landscape and Visual Impact Assessment [APP-046]</b> are sufficient to inform the assessment baseline conditions.
LAN-02 Landscape and Visual Impact	Baseline Conditions	The description of the existing baseline landscape and visual conditions set out within Section 8.5 of <b>6.2.8 Environmental Statement - Chapter 8_Landscape and Visual Impact Assessment [APP-046]</b> and <b>6.3.8.2 Environmental Statement - Appendix 8.2 Assessment of Potential Landscape Effects [APP-073]</b> and <b>6.3.8.3 Environmental Statement - Appendix 8.3 Assessment of Potential Visual Effects [APP-074]</b> , is accurate and sufficient to inform the assessment.

### 3.8 Matters Agreed (Noise and Vibration)

Table 3.7

Main Topic	Sub-topic	Details of Matters Under Discussion
NOI-01 Noise and Vibration	Baseline Conditions	The outcomes of the baseline noise monitoring detailed within Section 15.4 of <b>6.2.15 Environmental Statement - Chapter 15_Noise and Vibration [APP-053]</b> and <b>6.3.15.1 Environmental Statement - Appendix 15.1 Noise Survey Information [APP-129]</b> are representative of the sound levels in the vicinity of the Sites and experienced by nearby sensitive receptors. As such, the conditions described in Section 15.5 of 6.2.15 Environmental Statement Chapter 15 Noise and Vibration <b>[APP-053]</b> are representative of the baseline site conditions.

### 3.9 Matters Agreed (Other Environmental Matters)

Table 3.8

Main Topic	Sub-topic	Details of Matters Agreed
OEM-01 Other Environmental Matters	Major Accidents and Disasters (fire safety)	The assessment undertaken and relevant mitigation measures provided with regard to fire safety as set out in Section 21.6 of <b>6.2.21 Environmental Statement - Chapter 21_Other Environmental Matters [APP-059]</b> and as set out in <b>7.9 Outline Battery Storage Safety Management Plan [REP3-032]</b> have been carried out in a robust and proportionate manner and are considered acceptable. The location and scale of the BESS is suitable to address the concerns of WLDC with regard to impact on residential dwellings and publicly accessible locations. The design of the BESS is suitable to address the requirements of the Lincolnshire Fire and Rescue Service.

Main Topic	Sub-topic	Details of Matters Agreed
OEM-02 Other Environmental Matters	Telecommunications, Utilities and Television Receptors	The information provided within Section 21.3 of <b>6.2.21 Environmental Statement - Chapter 21_Other Environmental Matters [APP-059]</b> is sufficient, and the protective mitigation measures set out in <b>7.1 Outline Construction Environmental Management Plan [APP-309]; 7.14 Outline Operational Environmental Management Plan [APP-323]</b> and <b>7.15 Crossing Schedule [APP-324]</b> are appropriate and therefore acceptable.
OEM-03 Other Environmental Matters	Major Accidents and Disasters (excluding fire safety)	The scope and methodology of the assessment undertaken throughout the ES and signposted within Section 21.6 of <b>6.2.21 Environmental Statement - Chapter 21_Other Environmental Matters [APP-059]</b> including the identification of likely significant effects and likely significant cumulative effects has been carried out in a robust and proportionate manner and is considered acceptable.

### 3.10 Matters Agreed (Principle of Development/General)

Table 3.9

Main Topic	Sub-topic	Details of Matters Agreed
PD-01 General	Site description	The Site description set out at ES Chapter 3: The Development Site <b>[APP-041]</b> is accurate.
PD-02 General	Planning History	The relevant planning history for the Scheme insofar as it relates to land within West Lindsey District is set out at <b>Planning Statement Revision B [REP4-048]</b> , Appendix 1: Planning Application History Search West Burton Sites and Appendix 2: Planning Application History Search Cable Route Corridor respectively.
PD-03 General	Legislation and policy	The updated National Policy Statements were published on 22 November 2023 and designated by the Secretary of State on 17 January 2024. Section 1.6 of NPS EN-1 (November 2023) sets out the transitional provisions and states that for DCO applications submitted prior to the

		<p>designation of the November 2023 NPSs (such as the Scheme), the 2011 suite of NPSs will continue to have effect and therefore the DCO application for the Scheme will be determined under s105 of the Planning Act 2008.</p> <p>The extent to which the updated NPS's are relevant is a matter for the relevant Secretary of State to consider within the framework of the Planning Act 2008 and with regard to the specific circumstances of each Development Consent Order application. The NPSs designated in January 2024 will be an important and relevant consideration for the Secretary of State in determining the application for the Scheme.</p> <p>The Scheme has been assessed against the relevant and up to date West Lindsey District Council and Lincolnshire County Council planning policies as set out within Section 6 of the <b>Planning Statement Revision B [REP4-048]</b> noting that any references to the draft Central Lincolnshire Local Plan now mean the Central Lincolnshire Local Plan DPD (Development Plan Document) adopted 13 April 2023</p>
<p>PD-04 General</p>	<p>Need for large scale solar</p>	<p>The principle of the need for large scale solar projects is established in national planning policy, as detailed in Section 4 of the <b>Planning Statement Revision B [REP4-048]</b> and the Statement of Need <b>[APP-320]</b>; The overarching need case for the deployment of low carbon energy generation infrastructure is agreed.</p>



### 3.11 Matters Agreed (Socio-Economics, Tourism and Recreation)

**Table 3.10**

Main Topic	Sub-topic	Details of Matters Agreed
STR-01 Socio-Economics, Tourism and Recreation	Methodology	The methodology used in the assessment of socio-economic, tourism and recreation impacts as set out in Section 18.4 of <b>6.2.18 Environmental Statement - Chapter 18 Socio Economics Tourism and Recreation [APP-056]</b> is appropriate, given that there is no standard methodology for the assessment of socio-economic and associated impacts for EIA.
STR-02 Socio-Economics, Tourism and Recreation	Cumulative Assessment and Methodology	The cumulative assessment of socio-economic, tourism and recreation effects as set out in Section 18.10 of <b>6.2.18 Environmental Statement - Chapter 18 Socio Economics Tourism and Recreation [APP-056]</b> has been carried out in a robust and sufficiently detailed manner.

### 3.12 Matters Agreed (Soils and Agriculture)

**Table 3.11**

Main Topic	Sub-topic	Details of Matters Agreed
SOI-01 Soils and Agriculture	Baseline Conditions	The baseline conditions detailed at Section 19.8 of <b>6.2.19 Environmental Statement - Chapter 19 Soils and Agriculture [APP-057]</b> and within <b>6.3.19.1 Environmental Statement - Appendix 19.1 Agricultural Land Quality, Soil Resources and Farming Circumstances Report [APP-137]</b> are representative of the baseline site conditions.
SOI-02 Soils and Agriculture	Methodology and Assessment	The methodology and assessment undertaken in relation to soils detailed within Section 19.6 of <b>6.2.19 Environmental Statement - Chapter 19 Soils and Agriculture [APP-057]</b> is considered acceptable.

Main Topic	Sub-topic	Details of Matters Agreed
SOI-03 Soils and Agriculture	Proposed Mitigation	The proposed mitigation measures set out within Section 19.10 of <b>6.2.19 Environmental Statement - Chapter 19_Soils and Agriculture [APP-057]</b> are considered acceptable. It is agreed that a Soil Management Plan secured through a DCO requirement is the appropriate mechanism to deliver mitigation.
SOI -04 Soils and Agriculture	Cumulative Impacts	The cumulative impacts detailed in Section 19.11 of <b>6.2.19 Environmental Statement - Chapter 19_Soils and Agriculture [APP-057]</b> are considered to be properly assessed.

### 3.13 Matters Agreed (Transport and Access)

Table 3.12

Main Topic	Sub-topic	Details of Matters Agreed
TRA-01 Transport and Access	Methodology	The methodology adopted within Section 14.4 of <b>6.2.14 Environmental Statement - Chapter 14_Transport and Access [APP-052]</b> has been derived from the information obtained through consultation and engagement with stakeholders and by reviewing relevant policy, guidance and studies and is considered acceptable.
TRA-02 Transport and Access	Baseline Assessment	The baseline conditions which are detailed in Section 14.5 of <b>6.2.14 Environmental Statement - Chapter 14_Transport and Access [APP-052]</b> are representative of the baseline site conditions.
TRA-03 Transport and Access	Mitigation	The proposed mitigation measures set out within Section 10.6 of <b>6.2.14 Environmental Statement - Chapter 14_Transport and Access [APP-052]</b> are acceptable providing they are as set out in paragraph 7.2 (point xxv) of the <b>Outline Construction Traffic Management Plan [REP4-036]</b> which states that a Joint CTMP should be implemented in the event that the construction schedules associated with this Scheme and other schemes in the area overlap.

## 4 Matters Under Discussion

Tables 4.1 to 4.10 below detail by topic the matters under discussion with West Lindsey District Council.

### 4.1 Matters Under Discussion (Air Quality)

4.1.1 No matters under discussion.

### 4.2 Matters Under Discussion (Alternatives and Design Evolution)

Table 4.1

Main Topic	Sub-topic	Details of Matters Agreed
ALT-01 Alternatives and Design Evolution	Site Selection Assessment	The methodology used in <b>6.3.5.1 Environmental Statement - Appendix 5.1 Site Selection Assessment [APP-071]</b> is appropriate given that there is no standard methodology for the site selection of solar farms and NPS EN-1 4.4.3 states <i>“the consideration of alternatives in order to comply with policy requirements should be carried out in a proportionate manner”</i> .
ALT-02 Alternatives and Design Evolution	ES Chapter 5: Alternatives and Design Evolution	The scope of <b>6.2.5 Environmental Statement - Chapter 5 Alternatives and Design Evolution [APP-043]</b> including the assessment of alternatives and description of design evolution has been carried out in a proportionate manner and is considered acceptable.

### 4.3 Matters Under Discussion (Climate Change)

4.3.1 No matters under discussion.

#### 4.4 Matters Under Discussion (Cultural Heritage)

Table 4.2

Main Topic	Sub-topic	Details of Matters Under Discussion
CUL-03 Cultural Heritage	ES Conclusions	Whether the conclusions of the assessment detailed in <b>6.2.13 Environmental Statement - Chapter 13_Cultural Heritage [APP-051]</b> are considered acceptable.
CUL-04 Cultural Heritage	Cumulative Impacts	Whether the cumulative impacts detailed in <b>6.2.13 Environmental Statement - Chapter 13_Cultural Heritage [APP-051]</b> are considered acceptable.
CUL-05 Cultural Heritage	Shared Cable Corridor Route	Whether the construction details of the shared cable corridor detailed in <b>6.2.13 Environmental Statement - Chapter 13_Cultural Heritage [APP-051]</b> are considered acceptable.

#### 4.5 Matters Under Discussion (Draft DCO)

Table 4.3

Main Topic	Sub-topic	Details of Matters Under Discussion
DCO-01 General	Schedule 17	<b>WLDC:</b>  The period does not adequately allow for the consideration of a significant volume of complex information (including environmental) that also required consultation with, and the consideration of representations by, statutory bodies. The proliferation of NSIP solar projects occurring within the West Lindsey District with similar consenting and construction timescales is highly likely to result in significant volumes of information being submitted for approval for a range of projects, placing a significant demand upon the approval authority to robustly assess and determine the submissions.

Main Topic	Sub-topic	Details of Matters Under Discussion
		<p><b>Applicant:</b></p> <p>The Applicant considers the drafting to be reasonable and acceptable, and considers that it represents an appropriate balance between providing the local authority with sufficient time to consider the application, in the context of the urgent need to deliver low carbon energy infrastructure</p>

#### 4.6 Matters Under Discussion (Ecology and Biodiversity)

Table 4.4

Main Topic	Sub-topic	Details of Matters Under Discussion
ECO-04 Ecology and Biodiversity	Cumulative Impacts	Whether the cumulative impacts detailed in <b>6.2.9 Environmental Statement - Chapter 9_Ecology and Biodiversity [APP-047]</b> are considered acceptable.

#### 4.7 Matters Under Discussion (Energy Need)

4.7.1 No matters under discussion.

#### 4.8 Matters Under Discussion (Glint and Glare)

4.8.1 No matters under discussion.

## 4.9 Matters Under Discussion (Landscape and Visual Impact)

Table 4.5

Main Topic	Sub-topic	Details of Matters Under Discussion
LAN-03 Landscape and Visual	Assessment Methodology and Significance Criteria	The assessment methodology and significance criteria set out within Section 8.4 of <b>6.2.8 Environmental Statement - Chapter 8_Landscape and Visual Impact Assessment [APP-046]</b> and <b>6.3.8.1 Environmental Statement - Appendix 8.1 LVIA Methodology [APP-072]</b> , provides an appropriate approach to assessing the potential likely significant effects on receptors and the assessment methodology has been prepared with consideration of the appropriate and relevant guidance.
LAN-04 Landscape and Visual	Cumulative Impacts	<p>Please refer to the Relevant Representation received from West Lindsey District Council <b>[RR-350]</b>, and <b>WB8.1.2 The Applicant’s Responses to Relevant Representations [EN010132/EX1/WB8.1.2]</b> (WLDC-02).</p> <p>“Cumulative impacts of concern will relate to construction, operational and decommissioning impacts across a range of matters including, inter alia, landscape and visual effects, land use (loss of agricultural land), public access and recreation, noise, traffic and transport, cultural heritage and ecology.”</p> <p>Applicant comment:</p> <p>With regard to the cumulative effects of the Scheme, <b>6.2.8 Environmental Statement - Chapter 8_Landscape and Visual Impact Assessment [APP-046]</b> (the ‘LVIA’) assesses the impacts of the Scheme alongside the proposed Gate Burton, Cottam and Tillbridge Solar proposals and concludes that significant adverse effects would not occur on landscape character and visual amenity over an extensive area.</p>

Main Topic	Sub-topic	Details of Matters Under Discussion
		<p>The cumulative effects with the Cottam proposal are illustrated on <b>6.4.8.17.1 Environmental Statement - Figure 8.17.1 - Cumulative Development Augmented ZTV - Cottam [APP-277]</b>. The Cottam proposals are located to the northeast of the settlements of Stow and Willingham. The conclusion in the LVIA is that the cumulative effects arising from the West Burton and Cottam projects projects would not occur due to the significant distance between the projects. The LVIA concludes that in respect of Regional Character Areas and Individual Contributors to Landscape Character, there is potential for cumulative effects, but that these would be ‘Not Significant’ in EIA terms. The LVIA sets out for example, with regard to Viewpoint LCC-A-Middle Street (para.8.10.86) that <i>“There may be opportunities (depending upon weather and atmospheric visibility) for successional glimpses of the West Burton and Cottam Sites. However, if available, this would be very glimpsed, transient and filtered by vegetation across the landscape and would be regarded as two detached solar schemes in two separate land parcels.”</i></p> <p>The cumulative effects with the Gate Burton proposals are illustrated on <b>6.4.8.17.2 Environmental Statement - Figure 8.17.2 - Cumulative Development Augmented ZTV - Gate Burton [APP-278]</b>. The Gate Burton proposals located to the west of the settlements of Willingham by Stow, Kexby and Upton. The conclusion in the LVIA is that the cumulative effects arising from West Burton and Gate Burton would not occur due to the significant distance between the projects. The LVIA concludes that in respect of Regional Character Areas and Individual Contributors to Landscape Character, there is potential for cumulative effects, but that these would be ‘Not Significant’ in EIA terms. The LVIA sets out for example, with regard to transport receptor T058/Northern Railway – Saxilby to Gainsborough (para.8.10.88) that <i>“The route continues north through the Gate Burton Energy Park development, with users having views of the surrounding array as they pass through”, but that the effects would be Not Significant.”</i></p> <p>The cumulative effects with the Tillbridge proposals are illustrated on <b>6.4.8.17.3 Environmental Statement - Figure 8.17.3 - Cumulative Development Augmented ZTV - Tillbridge [APP-279]</b>. The Tillbridge proposals are located to the west and east of the</p>

Main Topic	Sub-topic	Details of Matters Under Discussion
		settlement of Springthorpe and situated between the settlements of Heapham, Hemswell Cliff and Glentworth. The conclusion of the LVIA is that the cumulative effects arising from West Burton and Tillbridge would not occur due to the significant distance between the projects. The LVIA concludes that in respect of Regional Character Areas and Individual Contributors to Landscape Character, there is potential for cumulative effects, but that these would be 'Not Significant' in EIA terms. The LVIA sets out for example, with regard to location and proximity (para.8.10.22) that <i>"The Tillbridge Solar Project continues from the northern extent of the Cottam 1 Site north towards the A631. The Cottam Solar Project is approximately 1.5km north of the West Burton 1 Site. The Tillbridge Solar Project is approximately 7.25km north of the West Burton 1 Site."</i>
LAN-05 Lighting and Glint and Glare	Glint and Glare	<p>Please refer to the Relevant Representation received from <b>West Lindsey District Council [RR-350]</b>, and <b>WB8.1.2 The Applicant's Responses to Relevant Representations [EN010132/EX1/WB8.1.2]</b> (WLDC-04).</p> <p><i>"Without prejudice to matters that are identified following a detailed assessment, WLDC expect the following matters to be scrutinised in detail through the examination phase:</i></p> <p><i>Landscape and Visual Effects (including lighting impacts and glint and glare)."</i></p> <p>Applicant's comments:</p> <p><b>6.2.8 Environmental Statement - Chapter 8_Landscape and Visual Impact Assessment [APP-046]</b> (the 'LVIA') provides landscape mitigation that seeks to enhance the visibility of the Scheme from public vantage points including transport routes, public footpaths, permissive footpaths and green lane network. This mitigation is aimed to benefit the community as a whole as well as tourists, visiting walkers, local residents, ornithologists and cyclists. The landscape mitigation measures will seek to provide new planting to mitigation the potential impacts and effects of glint and glare, which will include new native hedgerows and tree cover, and this will</p>



Main Topic	Sub-topic	Details of Matters Under Discussion
		also include their management and maintenance. Please refer to Table 3.7 where glint and glare is discussed in detail.

#### 4.10 Matters Under Discussion (Noise and Vibration)

Table 4.6

Main Topic	Sub-topic	Details of Matters Under Discussion
NOI-02 Noise and Vibration	WLDC LIR point NV1: Information has been taken from technical guidance documents to identify thresholds levels at which negligible, minor, moderate and major impacts occur. However, the mapping of these impact threshold levels for construction noise underestimates significance.	The magnitude of effect criteria for construction noise has been mapped incorrectly (Table 15.4) in <b>ES Chapter 15 Noise and Vibration [APP-053]</b> , however, the construction noise assessment has utilised the correct threshold value for significance of 65 dB and therefore the results of the assessment remain valid. Noise levels from potential construction activity associated with the Scheme were assessed in accordance with BS 5228-1:2009 + A1 2014 criteria which indicate if a significant effect is likely to occur at noise sensitive properties. Category A threshold value of 65dB is the lowest daytime LAeq,T threshold value. In addition, construction phase noise is temporary and transient and will only occur during the daytime. Furthermore, Best Practicable Means (BPM) will be implemented to reduce construction noise levels from the site, refer to <b>ES Appendix 15.3 Assessment of Key Effects [APP-131]</b>
NOI-03 Noise and Vibration	WLDC LIR point NV2: Further information is required explaining how this noise level was selected as no baseline	As stated in paragraph 15.4.21 of the <b>ES Chapter 15 [APP-053]</b> , the cable route corridor assessment has been based on fixed limits noise criteria, due to the impracticality of surveying the large area. Therefore, the threshold limit should be 70 dB for rural areas and not 65 dB as stated. The conclusion of the construction noise assessment remain

Main Topic	Sub-topic	Details of Matters Under Discussion
	noise surveys were undertaken along the cabling route	valid as all receptors are below the 70 dB threshold except for the three receptors highlighted in the ES chapter.
NOI-04 Noise and Vibration	WLDC LIR point NV3: Detailed information on the noise survey methodology and contextual information about the survey locations is not reported.	See additional information in Appendix to this Statement of Common Ground: 784-B031437 West Burton Solar Project Response’.
NOI-05 Noise and Vibration	WLDC LIR point NV4: Graphs presenting statistical information on the measured background sound levels at the long-term monitoring sites are presented in the ES chapter (e.g. Figure 15.1). No information is provided on how the data have been interpreted to select appropriate background sound levels for the	Statistical analysis has been used to inform the selection of representative background noise levels for each nearby long term measurement position. Where a clear modal value is presented, this value has been utilised. In some cases, lower background noise levels have been selected where a significant rise in the ‘number of occurrences’ is presented.

Main Topic	Sub-topic	Details of Matters Under Discussion
	operation phase assessment.	
NOI-06 Noise and Vibration	WLDC LIR point NV5: It is noted that maps of the short-term and long-term monitoring locations are provided, however, it is unclear how the measured noise levels have been mapped to receptor locations for the impact assessment	Baseline noise results from the nearest representative noise monitoring locations were assigned to receptors in the vicinity of the noise monitoring locations, figures and results are provided within <b>Appendix 15.1: Noise Survey Information [APP-129]</b> . <b>See also</b> , additional information in Appendix to this Statement of Common Ground: 784-B031437 West Burton Solar Project Response'
NOI-07 Noise and Vibration	WLDC LIR point NV6: The Planning Inspectorate accepted that operation phase vibration can be scoped out provided that potential sources of vibration are described in the ES chapter with details of any measures to be used to control emissions. This comment does not appear to have been	Operational vibration was scoped out of the ES and agreed.  The proposed electrical equipment will not emit significant levels of vibration and therefore, vibration levels will be imperceptible at the nearest receptors and also at the site boundary.

Main Topic	Sub-topic	Details of Matters Under Discussion
	<p>addressed. The Noise and Vibration ES chapter does not report any information on potential sources of operation phase vibration or include a statement confirming that there are no potential sources of vibration. Table 15.1 presents a summary of consultation comments and responses, and provides a response about construction vibration against the operation phase vibration comment from the Scoping Opinion. The construction vibration comment from the Scoping Opinion is omitted from this table.</p>	
<p>NOI-08 Noise and Vibration</p>	<p>WLDC LIR point NV7: The noise prediction methodology and outcomes reported in the ES Chapter and Appendix 15.3 (Doc. Ref.</p>	<p>The Applicant respectfully disagrees, <b>Chapter 15: Noise and Vibration [APP-053], Appendices 15.1 [APP-129] and 15.3 [APP-131]</b> provide the methodologies, input data and assumptions and detail the overall impacts at receptors. It is not clear from this comment what “pertinent information” WLDC consider is missing. The Applicant would be grateful if this could be specified so a fuller answer can be provided.</p>

Main Topic	Sub-topic	Details of Matters Under Discussion
	EN010132/APP/WB6.3.15.3) omit pertinent information.	
NOI-09 Noise and Vibration	WLDC LIR point NV8: Appendix 15.3 only presents results at the nearest vibration sensitive receptor. As a PPV level above 0.3 mm/s was predicted at West Burton 1, 2 and 3, further information is required to confirm how many additional properties located further away may also experience a similar impact.	<p>In terms of vibration, the test for significance would represent a vibration level of above 1.0mm/s as stated in Section 15.4.23 of <b>Chapter 15: Noise and Vibration [APP-053]</b>. None of the nearest sensitive receptors at West Burton 1, 2 and 3 are above this level and therefore vibration levels are considered not significant.</p> <p>Furthermore, the method of piling utilised in the calculation of vibration levels was vibratory piling, in the 'all operations' state. As stated in paragraph 15.4.6 - 15.4.7 of the ES Chapter <b>[APP-050]</b>.</p> <p>Although the exact method of piling is yet to be determined, it has been assumed that vibratory piling is the most likely choice for inserting the mounting structures. Table E.1 of BS 5228-2:2009+A1:2014 Part 2 describes a method for calculating the level of groundborne vibration arising from the mechanical works. The formula for vibratory piling contains a variable (sigma), which identifies the operational state. The variable can take three values; 1.3 = 'all operations', 1.2 = 'start up and run down' and 1.4 'steady state operation'. The value of 1.3 'all operations' was used in the calculation. Therefore to summarise, the method of piling was vibratory piling and the operational state was 'all operations', as described in the relevant BSI standard. It should be noted that the vibratory piling calculation predicts higher levels of vibration than the percussive piling calculation and therefore the method assumed represents the worst-case scenario.</p>
NOI-10 Noise and Vibration	WLDC LIR point NV9: The construction traffic assessment focusses on the noise impacts resulting from additional vehicles on the road network during	On a day-to-day basis, there are not expected to be any road closures to support construction vehicles accessing the Site. There may be very temporary 'rolling' road closures to support the movement of abnormal loads. These would typically last for a matter of minutes and will be undertaken outside of the network peak hours. They will not result in significant traffic diversions.

Main Topic	Sub-topic	Details of Matters Under Discussion
	<p>the construction phase. Noise impacts linked to traffic diversions as a result of temporary road closures has not been included in the assessment.</p>	
<p>NOI-11 Noise and Vibration</p>	<p>WLDC LIR point NV10: The operation phase results tables shown in Appendix 15.3.5 consistently show that the rating levels (specific sound level plus acoustic penalty) are higher at night than during the daytime (i.e. Table 15.3.11, Table 15.3.16, and Table 15.3.21). It is not clear from the Noise and Vibration chapter why the proposed development would emit more noise at night. The tabulated noise levels seem to contradict paragraph 15.7.68, which states that “the night-time noise levels are likely to be substantially lower in</p>	<p>Night-time rating levels are generally slightly higher than the daytime rating levels as night-time receptors are modelled at a height of 4.0m rather than 1.5m during the daytime. The nearer a receptor is to ground level, the more chance there is of direct noise being screened by the intervening topography.</p>

Main Topic	Sub-topic	Details of Matters Under Discussion
	practice”. Further clarification is required to confirm the level of impact.	
NOI-12 Noise and Vibration	WLDC LIR point NV11: The rationale behind the selection of the background sound levels used in Appendix 15.3.5 remains unclear in this section of the ES and can affect the stated outcomes of the assessment.	Baseline noise results from the nearest representative noise monitoring locations were assigned to receptors in the vicinity of the noise monitoring locations. These figures and results are provided within <b>Appendix 15.1: Noise Survey Information [APP-129]</b> .  See NOI-05 and NOI-06 above.
NOI-13 Noise and Vibration	WLDC LIR point NV12: Paragraphs 15.7.74 and 15.7.78 in the ES chapter state that the rating levels are below 35dB for West Burton 2 and West Burton 3, whereas Appendix 15.3.5 shows rating levels above 35dB (Table 15.3.16, Table 15.3.21). Further clarification is required to confirm the level of impact.	The Applicant agrees with this comment. The methodology adopted for low existing background noise levels particularly at night-time is set out in Paragraphs 15.4.36 - 15.4.40 of <b>Chapter 15: Noise and Vibration [APP-053]</b> . Rating levels at some of the receptors are predicted to be above 35 dB. However, existing night-time background levels are significantly below what is considered very low (30dB), therefore the absolute noise level assessment should be considered. Where daytime existing background noise levels are above 30 dB, the background comparison assessment indicates that all receptors fall below the significant adverse effect level
NOI-14	WLDC LIR point NV13:	Acoustic louvres were modelled to provide broadband attenuation of at least 10 dB. The performance of acoustic louvres will vary between manufacturers. However, a generic

Main Topic	Sub-topic	Details of Matters Under Discussion
Noise and Vibration	Appropriate types of noise mitigation measures are proposed to control noise emissions from the project, however, the stated performance requirement for the acoustic louvres is ambiguous. Clarification is required to confirm whether the 10dB noise reduction refers to the overall performance of the product or specific frequencies.	<p>acoustic louvre was utilised in the noise model and a reduction of 10dB was achieved. It is considered that a 10dB reduction is readily achievable and is not considered to be a constraint regarding embedded mitigation.</p> <p>See also, additional information in Appendix to this Statement of Common Ground: 784-B031437 West Burton Solar Project Response'</p> <p>The applicant's response on the specification of the acoustic louvres provides octave band noise reduction data for an acoustic louvre provided by Wakefield Acoustics. The example louvre provided will comfortably meet the noise reduction (10dB) specified in the ES chapter, the octave band data provided confirms that the 4000Hz tone will also be reduced sufficiently.</p> <p>Details of construction of the louvres is provided in the technical data sheet appended to the additional information document referenced above.</p>

#### 4.11 Matters Under Discussion (Other Environmental Matters)

4.11.1 No matters under discussion.



## 4.12 Matters Under Discussion (Principle of Development/General)

Table 4.7

Main Topic	Sub-topic	Details of Matters Under Discussion
PD-05 General	Project Components	<p><b>WLDC</b></p> <p>WLDC considers the project layout to be contrary to policy and unacceptable. This is due to the project representing poor design, resulting in the highly inefficient use of land that delivers a project that has multiple ad-hoc areas of infrastructure (included associated development such as converter stations) and construction access points, cable lengths and internal access roads. The impacts are that the project exerts significant adverse impacts across a wide geographical area, affecting a wide range of communities and being experienced for a significant distance when travelling through the landscape.</p> <p><b>Applicant</b></p> <p>The Applicant considers the project layout to be acceptable and has provided responses in relation to West Lindsey DC’s comments on siting, design and layout at 2.2 of <b>Applicant Responses to Local Impact Reports [REP3-037]</b> and at WLDC-11-WLDC-19 of <b>Applicant’s Responses to Written Representations Part 1 [REP3-034]</b>.</p>
PD-06 General	Cumulative Effects	<p><b>WLDC</b></p> <p><b>Applicant</b></p> <p>The approach taken to the cumulative assessment as set out in the Environmental Statement [<b>APP-038-APP-061; REP1-010; REP1-012; REP1-073, REP1-074 and REP3-010</b>], <b>Joint Report on Interrelationships between Nationally Significant</b></p>

Main Topic	Sub-topic	Details of Matters Under Discussion
		<p><b>Infrastructure Projects Revision C [REP4-055]</b> the <b>Technical Note on Cumulative Effects of Additional Scheme [REP4-069]</b> is acceptable.</p>
<p>PD-07 General</p>	<p>Policy</p>	<p><b>WLDC</b></p> <p>Deems the scheme to fail to accord with the National Policy Statements EN-1 and EN-3, and fails to accord with the adopted Central Lincolnshire Local Plan 2023. The key matters of non-compliance are:</p> <ul style="list-style-type: none"> <li>• Project site selection, design and non-efficient use of land.</li> <li>• Landscape visual effects.</li> <li>• Landscape character effects.</li> <li>• Insufficient information to ensure the co-ordination of construction impacts where two or more of the nearby NSIP applications.</li> <li>• Insufficient assessment of the impact of the project (in solus and cumulatively with other projects) on the wider impact of the loss of agricultural activity on the wider agricultural sector and supply chain.</li> <li>• Lack of guaranteed ‘availability’ of land for the production of food.</li> <li>• Impact upon a Scheduled Monument.</li> </ul> <p><b>Applicant</b></p> <p>The <b>Planning Statement Revision B [REP4-048]</b> has been revised to align with the latest national policy position. Appendix 3 of the <b>Planning Statement Revision B [REP4-048]</b> sets out the modifications to the November 2023 NPSs and outlines the Scheme’s compliance to these revisions.</p>

Main Topic	Sub-topic	Details of Matters Under Discussion
		Section 1 of Appendix 4 of the <b>Planning Statement Revision B [REP4-048]</b> sets out the accordance of the Schem to the Central Lincolnshire Local Plan 2023.
PD-08 General	Project lifespan/Scope of DCO	<p><b>WLDC</b></p> <p>It is not accepted that the assessed impacts will remain unchanged with an increase in lifespan of 20 years to a total of 60 years. The applicant has not carried out an adequate assessment of the likely impact of the extension of the project lifespan of 20 years. It is noted that the ES chapter 23 has been updated, but the table that forms that chapter neither carried out an assessment and its function is to summarise the topic specific ES chapters which has equally not been updated. The ES chapters, particularly chapter 8 LVIA, does not provide an explanation of how the judgements of have been reached. Such an approach fails to follow the GLVIA methodology, particularly in terms how the assessor has treated the assessment of the duration of affects, and what weight is given to reversibility of effects over an period in excess of half a century</p> <p><b>Applicant</b></p> <p>The Applicant considers that the environmental impacts of the operational period being 60 years has been adequately assessed.</p> <p>The assessment of the environmental impacts of the Scheme of the operational period being 60 years has been adequately assessed in <b>Review of Likely Significant Effects at 60 Years [REP1-060]</b>. The Applicant confirms that the assessment methodology underpinning this review is as set out in <b>Chapter 2: EIA Process and Methodology [APP-040]</b> and, where applicable, the relevant chapter of the Environmental Statement</p>

#### 4.13 Matters Under Discussion (Socio-Economics, Tourism and Recreation)

**Table 4.8**

Main Topic	Sub-topic	Details of Matters Agreed
STR-03 Socio-Economics, Tourism and Recreation	Assessment Scope	The scope of the assessment undertaken within Sections 18.7, 18.9, and 18.10 of <b>6.2.18 Environmental Statement - Chapter 18 Socio Economics Tourism and Recreation [APP-056]</b> including the identification of likely significant effects and likely significant cumulative effects has been carried out in a robust and proportionate manner and is considered acceptable.
STR-04 Socio-Economics, Tourism and Recreation	Assessment of Likely Significant Effects	<p><b>WLDC</b></p> <p>WLDC consider that the project will have a significant negative impact on the local tourism sector, causing damage to its image and recovery.</p> <p>WLDC consider there is a lack of detail and clarity around the in-solus and cumulative assessment with regard to accommodation particularly.</p> <p>WLDC considers the assessment shows that there is insufficient accommodation space in the Local Impact Area during construction, but with limited consequential assessment of the implications of this lack of accommodation.</p> <p>WLDC comment there is no assessment of the wider impacts on the supplychain within the agricultural sector.</p> <p>WLDC considers that an assumption that the agricultural sector and jobs will simply re-establish post-decommissioning is false.</p> <p><b>Applicant</b></p> <p>The assessment of accommodation impacts were based on the Visit England Accommodation Stock Audit 2016, room occupancy rates for England in 2019, and Business Register and Employment Survey Data up to 2019. Data for 2020 and 2021 were not used due to the impact</p>

Main Topic	Sub-topic	Details of Matters Agreed
		<p>of the COVID -19 pandemic, whilst full year data for 2022 was not available at the time the assessment was published.</p> <p>The assessment of accommodation need is based on a worst -case scenario of 35.8% of the workforce for the Scheme requiring temporary accommodation within the Local Impact Area. The Applicant concurs that there is not sufficient accommodation stock for construction employment to be accommodated without displacement of visitors. The Applicant has therefore assessed the consequential loss of visitor spending as a result of this displacement on the tourism and visitor employment and economic sector. The Applicant has also considered the knock -on consequences of reduction in the desirability of the Local Impact Area for visitors as a result of the Scheme. The assessment does not determine any significant adverse effects to the tourism and visitor sector when assessed in -solus or cumulatively.</p> <p>The assessment of losses to the agricultural sector identifies a worst -case scenario over the lifetime of each project. As the in -solus and cumulative assessment has not anticipated any significant adverse impacts, a broader assessment of impacts upon the agricultural supply chain was not considered to be proportionate as no additional significant effects are anticipated at any stage of the assessed lifetime of the Scheme.</p> <p>The Applicant considers that it is a reasonable assumption for a similar level of agricultural employment to be reintroduced at the point the Scheme is restored to agricultural use. This is based on the assumption that the current level of employment needed to work the land for agriculture is not likely to be substantially different in the future. Furthermore, the Applicant seeks to reiterate that the farm businesses that are landowners for the Scheme area also have land beyond the Order Limits which will continue to be in agricultural use, and there are some (even if limited) opportunities for some level of continues agricultural (grazing) use on the Sites themselves. Even considering changes to business ownership, or changes to land ownership, the Applicant does not consider that at the end of the Scheme agricultural management of the land would have to be re-established instantaneously or from scratch, and would instead come</p>

Main Topic	Sub-topic	Details of Matters Agreed
		<p>about as a result of the Scheme land being re-integrated with neighbouring active agricultural activities.</p>
<p>STR-05 Socio-Economics, Tourism and Recreation</p>	<p>Assessment Outcomes – Agricultural Economy and Employment</p>	<p><b>WLDC</b></p> <p>WLDC questions the impacts on long-term indirect agricultural job losses. It is considered that the likelihood of jobs returning following a 40-60 year gap has not been adequately accounted for. The impact on the wider agricultural sector supply chain do not seem to have been accurately considered. This applies to the assessment of the Cottam Solar Project solely and cumulatively with other projects over the 40-60 year operational period. There is no level of certainty that jobs will simply return when the land use is restored when WLDC consider that the sector will have been materially harmed.</p> <p><b>Applicant</b></p> <p>The Applicant has assessed the level of impact on the agricultural economy and employment sector and the assumptions made in its determination of effects both in solus and cumulatively, and at the point of decommissioning and restoration of the land to agricultural use as set out in <b>Chapter 18 Socio Economics, Tourism and Recreation [APP-056]</b>.</p> <p>The cumulative assessment of losses to the agricultural sector identifies a total of 38 FTE agricultural jobs lost as a result of the cumulatively assessed projects set out in paragraph 18.10.10 of <b>Chapter 18 Socio Economics, Tourism and Recreation [APP-056]</b>. These are determined to be worst-case scenario job losses over the lifetime of each project. This is determined to be a long-term (albeit reversible) moderate-minor adverse and is therefore not significant in EIA terms.</p>

Main Topic	Sub-topic	Details of Matters Agreed
		<p>The projected economic impact of a loss of 38 FTE jobs in this sector is approximately £1.9million gross value added (GVA) per annum. This is equivalent to a long-term minor adverse effect. Again, this is not significant in EIA terms.</p> <p>The Applicant has not concluded any significant adverse effects to the agricultural economy or employment sector at any point during the Scheme’s lifetime in-solus or when assessed cumulatively. As such, it is not considered that there is material harm to this economic sector or that there are substantive barriers to agricultural employment recommencing following the restoration of the land after the Scheme is decommissioned.</p>
STR-06 Socio-Economics, Tourism and Recreation	Human Health	<p><b>WLDC</b></p> <p>In order to comply with development plan policies, a Health Impact Report should have been submitted with the application. The report is separate to the EIA, as its purpose goes beyond the scope of simply identifying ‘likely significant’ impacts, to the identification of all potential impact. A HIA would allow the assessor to be more qualitative in its assessment and seek to identify impacts that, although may not be ‘significant’ in EIA terms, will still be adverse impacts that every effort should be made to mitigate and taken into the overall planning balance.</p> <p><b>Applicant</b></p> <p>The “Health Impact Assessment for Planning Applications: Guidance Note” April 2023, is primarily to support policy S54 of the Central Lincolnshire Local Plan (2023) which states the requirements for a Health Impact Assessment for any development over 5 ha in area. Whilst the Applicant understands the Scheme is able to beneficially contribute towards the general themes of health and wellbeing the policy is written to achieve, this policy has not been considered by the Applicant as the policy is aimed almost entirely at TCPA planning applications and requirements at that scale. As the Scheme is an NSIP, the scoping for a HIA is to be determined by PINS. In the <b>EIA Scoping Opinion [APP-063]</b>, the Applicant’s approach to assessing health</p>

Main Topic	Sub-topic	Details of Matters Agreed
		<p>and wellbeing impacts was agreed with no requirement made for a separate HIA to be undertaken.</p> <p>The Applicant has submitted <b>ES Addendum 21.1: Human Health and Wellbeing Effects [REP4-077]</b> which provides a collation of human health and wellbeing impacts as assessed in the ES.</p>
STR-07 Socio-Economics, Tourism and Recreation	Cumulative Assessment Outcomes	<p><b>WLDC</b></p> <p>Whether the outcome of the cumulative assessment of socio-economic, tourism and recreation effects as set out in Section 18.10 of <b>ES Chapter 18 [APP-056]</b> is acceptable. WLDC consider that the cumulative impacts of projects will have an unacceptable significant negative impact on tourism and socio-economics (agricultural sector). Lack of clarity in the assessment as to what the impacts with other projects will be.</p> <p><b>Applicant</b></p> <p>The cumulative assessment of economic impacts to the tourism and visitor sector has determined a worst-case peak minor adverse impacts during construction, a long-term cumulative minor adverse impact during operation, and a peak moderate-minor adverse impact during decommissioning. This is based on a loss of spending from visitors as a result of displacement from accommodation by workers, and reductions to the desirability of the Till Valley and Trent Valley areas for visitors, as a result of the location of the cumulatively assessed projects. None of the assessed effects to the tourism and visitor sector (with regard to economic performance or employment) are significant in EIA terms.</p> <p>The cumulative assessment of losses to the agricultural sector identifies a total of 38 FTE agricultural jobs lost as a result of the cumulatively assessed projects set out in paragraph 18.10.10 of <b>Chapter 18 Socio Economics, Tourism and Recreation [APP-056]</b>. These are determined to be worst-case scenario job losses over the lifetime of each project. This is determined to be a long-term (albeit reversible) moderate-minor adverse and is therefore not significant in EIA terms. The projected economic impact of a loss of 38 FTE jobs in this sector is</p>



Main Topic	Sub-topic	Details of Matters Agreed
		approximately £1.9 million gross value added (GVA) per annum. This is equivalent to a long-term minor adverse effect. Again, this is not significant in EIA terms.
STR-08 Socio-Economics, Tourism and Recreation	Proposed Mitigation and Enhancement Measures	<p><b>WLDC</b></p> <p>WLDC consider clarity required on likely displacement of construction workers (in solus and cumulatively). Clarification on the implications of a wider displacement of workers upon other technical assessments in the ES (e.g. traffic and transport). WLDC consider lack of mitigation through control documents/management plans to demonstrate how construction activity will be managed (in solus and cumulatively).</p> <p><b>Applicant</b></p> <p>The Applicant has embedded mitigation to control and manage the level of construction activities to limit the requirement for accommodation, and to limit cumulative construction impacts through the measures set out in Table 3.8 of <b>WB7.1_C Outline Construction Environmental Management Plan [REP4-042]</b>. This is secured through Requirement 13 of Schedule 2 to <b>WB3.1_E Draft Development Consent Order Revision E [REP4-024]</b>. The applicant is confident that these measures provide sufficient scope to suitable manage the level of on-site activity from the Scheme in-solus, and can be used in co-ordination with neighbouring NSIP schemes to ensure that where construction activities overlap, that these are co-ordinated to avoid peak times for visitors to the Local Impact Area, or directed to locations with sufficient capacity.</p>

#### 4.14 Matters Under Discussion (Soils and Agriculture)

Table 4.9

Main Topic	Sub-topic	Details of Matters Under Discussion
SOI-05 Soils and Agriculture	Methodology and assessment in relation to the agri-food sector and the wider agricultural supply chain	<p><b>WLDC</b></p> <p>The assessment inadequately considers the baseline and subsequent assessment with regards to the impacts on the agri-food sector and the wider agricultural supply chain.</p> <p><b>Applicant</b></p> <p>The impacts of the Scheme on the agri-food sector and the wider agricultural supply chain are not within the scope of the <b>Chapter 19 Soil and Agriculture [APP-057]</b>. The potential impacts of the scheme on supply chains and economic sectors were considered within the ES Chapter on <b>Chapter 18 Socio-Economics, Tourism and Recreation [APP-056]</b>. The approach adopted with regard to agricultural supply chains is set out in response STR-04 within this document.</p>

#### 4.15 Matters Under Discussion (Transport and Access)

Table 4.10

Main Topic	Sub-topic	Details of Matters Under Discussion
TRA-04 Transport and Access	Mitigation	The proposed mitigation measures set out within Section 10.6 of <b>6.2.14 Environmental Statement - Chapter 14_Transport and Access [APP-052]</b> are considered acceptable.
TRA-05 Transport and Access	Cumulative Effects	<p><b>WLDC</b></p> <p>WLDC consider the design and layout of the project results in multiple access points and the use of more highways to construct and operate the project. The access points are a consequent of the scheme's design and layout, which WLDC considers unacceptable. The benefits of the</p>

Main Topic	Sub-topic	Details of Matters Under Discussion
		<p>project could be delivered with fewer such impacts had a better designed project been promoted.</p> <p>The current <b>Outline Construction Traffic Management Plan Revision D [REP4-038]</b> does not provide sufficient detail to demonstrate how construction traffic will be co-ordinated and managed in the event two or more projects are being constructed concurrently.</p> <p>Until an approach to co-ordination is proposed the design and layout of the project results in multiple access points and the use of more highways to construct and operate the project. The access points are a consequent of the scheme’s design and layout, which WLDC considers unacceptable. The benefits of the project could be delivered with fewer such impacts had a better designed project been promoted.</p> <p>WLDC consider the current oCTMP does not provide sufficient detail to demonstrate how construction traffic will be co-ordinated and managed in the event two or more projects are being constructed concurrently. Until an approach to co-ordination is proposed which also enables consideration of how to minimise cumulative traffic impacts further, the negative impact of traffic upon the amenity of communities remains unacceptable.</p> <p><b>Applicant</b></p> <p>HGVs associated with the cumulative schemes will be spread around the highway network. For example:</p> <ul style="list-style-type: none"> <li>• HGVs associated with the Cottam Scheme will use the A1500, Ingham Lane/Stow Lane, the A631 and B1205.</li> <li>• HGVs associated with the West Burton Scheme will use the A1500, A57 and B1241.</li> </ul>

Main Topic	Sub-topic	Details of Matters Under Discussion
		<ul style="list-style-type: none"> <li>• HGVs associated with the Gate Burton Scheme will utilise the A156; and</li> <li>• HGVs associated with the Tillbridge Scheme HGVs will utilise the A631.</li> </ul> <p>The key roads which will have a cumulative effect if all schemes are constructed at the same time are the A15, A1500 and A631. All of these roads are A-Roads which already support significant HGV movement. The local roads that have been identified as the construction vehicle routes for the Cottam Scheme will not be used by the other cumulative schemes.</p> <p>Therefore, the cumulative effects will not be significant in transport and access terms.</p> <p>Notwithstanding this, as set out in paragraph 7.2 (point xxv) of the <b>Outline Construction Traffic Management Plan Revision D [REP4-048]</b>, a Joint CTMP could be implemented in the event that the construction schedules associated with this Scheme and other schemes in the area overlap. Other Schemes that come forward in the area could be included as appropriate. This is also committed to in <b>the Joint Report on Interrelationships [REP4-059]</b> between the West Burton, Cottam, Gate Burton and Tillbridge Schemes.</p>

## **5 Matters Not Agreed**

5.1.1 There are no matters “not agreed” with West Lindsey District Council.

## 6 Signatories

6.1.1 The above SoCG is agreed between West Burton Solar Project Ltd. (the Applicant) and West Lindsey District Council as specified below.

Duly authorised for and on behalf of **West Burton Solar Project Ltd.**

Name:	
Job Title:	
Date:	
Signature:	

Duly authorised for and on behalf of **West Lindsey District Council**

Name:	
Job Title:	
Date:	
Signature:	