

Cottam Solar Project

Supporting Environmental Information Report Change Application

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Issue Sheet

Report Prepared for: Cottam 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 [EN010133/CR1/C9.2] for the Cottam 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 21 November 2023.
- 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 likely environmental impacts and effects resulting from the Scheme during construction, operation and decommissioning are reported in the Environmental Statement [APP-035 to APP-057, REP-012, REP-014, REP2-008, REP-010, and REP2-010] submitted as part of the DCO application for the Scheme.
- 1.1.4 The application for the Scheme was submitted by the Applicant to the Planning Inspectorate on 12 January 2023. The application was accepted for Examination on 9 February and Examination commenced on 05 September 2023.

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-035 to APP-057, REP-012, REP-014, REP2-008, REP-010, and REP2-010] and associated documents as submitted to the Planning Inspectorate on 12 January 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:

- Change 1: an extension to the Order limits immediately to the south of Torksey Ferry Road for works to construct and operate the 400kV cable.
- Change 2: an extension to the Order limits to the east and west along Torksey Ferry Road to accommodate access during construction and (for some parts of the road) during operation and extension to the Order limits immediately to the north of the eastern extension along Torksey Ferry Road (into EDF owned land) to accommodate access during construction;
- Change 3: a small extension to the Order Limits along A156 High Street, Marton in proximity to the Cable Route Corridor construction access point reference AC108 for a visibility splay.
- Change 4: a change to the route of the cable to run to the south of West Farm, Normanby by Stow.
- Change 5: an extension to the Order Limits to the east of Stone Pit Lane to allow for flexibility in the location of the construction access for the transportation of abnormal loads relating to the Cottam 1 substation.

2.1.2 For the purposes of this Supporting Environmental Information Report, Changes 1 and 2 are considered as one change because they are part of the same contiguous area although the reasons for including the two sections are different.

2.1.3 The locations of the Order limits changes are shown in Appendix A. Further details are provided below.

2.2 Changes 1 and 2: Cable Route and Construction Access at Torksey Ferry Road

2.2.1 This change involves an extension to the Order limits to the south of Torksey Ferry Road which is required for works to construct and operate the 400kV cable.

2.2.2 The need for this change has arisen from discussions between the Applicant and stakeholders for the existing Cottam Substation; specifically, EDF Energy (Thermal Generation) Limited, Uniper UK Limited and National Grid Electricity Transmission Plc.

2.2.3 During discussions on voluntary land agreements and protective provisions for works and proposals at the Cottam Substation, EDF has indicated preferences for the location of cable routes within the substation area and for the routes with the other solar schemes to be coordinated. EDF has also indicated preferences on proposed accesses that would minimise impacts on existing and proposed future works at the former power station, to the extent currently known. Uniper has also

provided comments on the routing of the cables and on the topic of access to the Cottam Substation for the Scheme which has also driven the Applicant's proposed change request.

- 2.2.4 There are constraints on the western side of Cottam substation including above and below ground utilities. Collaboration between the Applicant and the developers of the Gate Burton Energy Park and Tillbridge Solar Project and liaison with landowners including EDF has identified that a single connection corridor for all three cables is likely to be preferred following detailed design, rather than multiple corridors. The Order limits extension south of Torksey Ferry Road is being submitted because it provides space for a single corridor that can accommodate all three connection cables (Change 1). This will allow the three cables for the Tillbridge, Gate Burton and Cottam solar projects to follow the same route into Cottam substation should all projects come forward and during detailed design, to provide an opportunity to minimise cumulative effects.
- 2.2.5 There is a watercourse (Seymour Drain) to the south of Torksey Ferry Road. For the purposes of assessment, in the worst-case scenario, it is assumed that the western crossing (see Appendix A) will be an open cut crossing. The crossing further to the east will be via a horizontal directional drilling method (HDD) (see Appendix A). In order to provide access for installation of the cable to the land to the south for construction vehicles, an existing access onto Shortleys Road will be upgraded which will require the widening of an existing structure crossing Shortleys Road.
- 2.2.6 The extension along Torksey Ferry Road and to the north of Torksey Ferry Road is included to enable construction access to the Substation using Torksey Ferry Road (Change 2). Torksey Ferry Road is designated as a Byway Open to All Traffic (BOAT13) that runs to the south of Cottam substation. The BOAT is currently used by pedestrians, horse-riders, light goods vehicles and 4x4s. The road upgrade will comprise compacted aggregate placed on top of the existing road. BOAT13 will remain open throughout the construction phase, except during a portion of the road upgrade works where the duration of any closure would be up to a maximum of 4 weeks.

Scheme Alone Scenario

Construction phase

- 2.2.7 The description of the cable installation works remains as set out in Chapter 4 of the Environmental Statement [REP-012] with the cable being installed within a maximum 25m width construction spread which will be located on the south side of Torksey Ferry Road. A running track or 'haul road' will be included. The trench is anticipated to be max. 1.42m wide and max. 2.5m deep, in accordance with the Design and Access Statement [APP-342 - APP-345].

Operational Phase

- 2.2.8 The land will be reinstated and available for future agricultural use. Hedgerows will be reinstated.

Cumulative Scenario

Cumulative Construction Phase

- 2.2.9 In the cumulative scenario, the cables for three projects (the Scheme, Gate Burton Energy Park and Tillbridge Solar Project) will be installed. For assessment, the assumption is that the whole area which varies from approx. 60m to 120m width, will be disturbed. The wider area is to allow the cables to turn north towards Cottam substation whilst avoiding existing constraints at the Cottam Substation, including a bund.

Cumulative Operational Phase

- 2.2.10 The land will be reinstated and will be available for agricultural use.

2.3 **Change 3: Visibility splay at Cottam Cable Route Corridor Access AC108**

- 2.3.1 Change 3 comprises a small extension to the Order Limits along A156 High Street, Marton in proximity to the Cable Route Corridor construction access point reference AC108.
- 2.3.2 A review of the construction access points to ensure coordination with the access points for the Gate Burton Energy Park has indicated that construction access AC108 requires a longer visibility splay to the north.
- 2.3.3 This extension would mean that the Order Limits for the Scheme would match those of Gate Burton in this location.

2.4 **Change 4: Cable route at Normanby by Stow, Stow**

- 2.4.1 Change 4 consists of a change to the route of the cable to run to the south of West Farm, Normanby by Stow.
- 2.4.2 Following representations submitted to the ExA relating to the proximity of the cable route to the residential dwellings at West Farm and West Farm Cottages, the Applicant has reached agreement with the landowners to the east and west of Normanby Road to allow the route to be altered to run to the south of West Farm.
- 2.4.3 The proposed new route will run from the crossing of the River Till in a south-westerly direction across field F2 (within the current Order Limits), cross Normanby Road approximately 100 metres to the north of the junction with Coates Lane and rejoin the existing proposed cable route approximately 500m to the west of Normanby Road. The length of the proposed new section of cable route is approximately 950 metres.
- 2.4.4 The area was assessed within the archaeological desk-based assessment submitted as part of the Scheme application [APP-109]. The results of the desk-based assessment, supported by additional Geophysical Survey, indicate the new cable route will avoid settlement activity associated with a deserted medieval village, and so this change on route is considered the more optimal option from a Cultural Heritage perspective.

2.5 Change 5: Abnormal Load Access 13 at Stone Pit Lane, Willingham by Stow

- 2.5.1 Change 5 comprises an extension to the Order Limits to the east of Stone Pit Lane to allow for flexibility in the location of the construction access for the transportation of abnormal loads relating to the Cottam 1 substation.
- 2.5.2 The landowner has indicated that an underground storage tank and other underground apparatus is located in this area but the exact location is unknown. The landowner is concerned that the construction of an access roadway and the movement of heavy loads could potentially pose a risk of damage to this underground equipment. Agreement has been reached with the landowner for the relocation of the access route elsewhere in the same field to the east of Stone Pit Lane and to the north of field G1, and potentially within fields to the north and south of Cot Garth Lane. As the precise location of the underground tank and pipelines has not yet been determined, it is proposed that the whole of the field and areas to the north and south of Cot Garth Lane is included within the Order Limits.

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-037], 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 [REP-014].

Construction, Operation, and Decommissioning

Order Limits Changes 1 to 5

- 3.3.2 The additional cable laying and road upgrade work comprising the proposed changes has been reviewed. 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. This applies through the construction, operational, and decommissioning phases of the Scheme. The results remain as outlined in Chapter 7: Climate Change [REP-014] of the ES.

Cumulative

Order Limits Changes 1 to 5

- 3.3.3 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.
- 3.3.4 The 'cumulative effects' section of the Climate Change ES Chapter (Section 7.11 of [REP-014]) has considered potential cumulative effects from the West Burton, 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.
- 3.3.5 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 [REP-014] of the ES.

3.4 Landscape and Visual Impact

Baseline

Order Limits Changes 1 to 2

- 3.4.1 The landscape and visual baseline within the existing Cable Route Corridor and a 0.5km study area radius to either side is described in Chapter 8: Landscape and Visual Impact Assessment [REP2-008], as well as in Appendices 8.2 and 8.3 [REP-

020 and REP2-012]. This study area includes the area in which Changes 1 and 2 are located. Site surveys were conducted in 2022 and 2023.

Order Limits Change 3

- 3.4.2 The landscape and visual baseline within the existing Cable Route Corridor and a 0.5km study area radius to either side is described in Chapter 8: Landscape and Visual Impact Assessment [REP2-008], as well as in Appendices 8.2 and 8.3 [REP-020 and REP2-012]. This study area includes the area in which Change 3 is located. Site surveys were conducted in 2022 and 2023.

Order Limits Change 4

- 3.4.3 The landscape and visual baseline for the Cottam 1 Site includes a 2km and 5km study area around the site, as described in Chapter 8: Landscape and Visual Impact Assessment [REP2-008], as well as in Appendices 8.2 and 8.3 [REP-020 and REP2-012]. This study area includes the area in which Change 4 is located. Site surveys were conducted in 2022 and 2023.

Order Limits Change 5

- 3.4.4 The landscape and visual baseline for the Cottam 1 Site includes a 2km and 5km study area around the site, as described in Chapter 8: Landscape and Visual Impact Assessment [REP2-008], as well as in Appendices 8.2 and 8.3 [REP-020 and REP2-012]]. This study area includes the area in which Change 5 is located. Site surveys were conducted in 2022 and 2023.

Construction

Order Limits Changes 1 to 2

- 3.4.5 The change will result in an increase in construction activity in the area south of Torksey Ferry Road where the cable route enters the Substation, and construction upgrades to Torksey Ferry Road to the east and west along the road. For the construction activity, there will be an appreciation of the digging and the presence of machinery along the Cable Route Corridor as it is installed, especially given the narrow and confined nature of the route, but this would be of a short-term duration. During this time the installation would appear as a visual and physical interruption for vehicles, pedestrians and recreational users passing along Torksey Ferry Road. There would also be the temporary removal of existing vegetation comprising roadside hedgerows where present and localised changes to the landform to facilitate the cable installation works.
- 3.4.6 Embedded Mitigation measures are set out in the Outline Landscape and Ecological Management Plan (OLEMP) [EN010133/CR1/C7.3_C_CR]. The objective is to minimise vegetation removal and maximise the retention of habitats where possible. The restoration of habitats and the replanting of removed vegetation, where feasible, will be carried out at the completion of construction works. Other key issues include the visibility of construction works compound areas and parking

for workers, associated traffic, and likely localised and temporary changes to the visual amenity for local receptor groups, namely recreational users.

- 3.4.7 Temporary, minor and not significant landscape effects during construction works impacting on Local Landscape Character Area (RLCT) 3a Floodplain Valleys at a broad-grained scale will remain as described in the ES (sheet C6.3.8.2.2.2.8 of [REP-020]). Additional effects due to the widening of the area of construction are not considered significant, as described in the ES, due to the small scale, and short duration, of the proposed works. Additional effects on the fine-grained landscape receptors (Land Use, Topography and Watercourses, Communications and Infrastructure, Settlements, Industry, Commerce and Leisure, Public Rights of Way and Access, Nationally and Locally Designated Landscapes, Scheduled Monuments, Listed Buildings, Conservation Areas and Registered Parks and Gardens and Ancient Woodlands and Natural Designations) due to the widening of the area of construction and the extension east to west are not considered significant, as described in the ES, due to the small scale, and short duration, of the proposed works.
- 3.4.8 Significant adverse and temporary visual effects during construction as described in paragraph 8.11.71 of Chapter 8: Landscape and Visual Impact Assessment [REP2-008] are likely to remain at Moderate-Major due to the small extension to the area within which construction work will take place. This effect therefore remains significant, as identified and described in the ES. These visual effects will affect mainly recreational users of PRoW specifically PRoW NT|Rampton| BOAT12, NT|Rampton|BOAT13, and NT|Rampton|FP6. The visual receptors to the north of Torksey Ferry Road comprise the PRoW which are set in close context with Cottam Power Station which will remain as the primary visual influence. South of Torksey Road, the PRoW network is set within arable and pastoral farmland where smaller scale fields and intermittent woodland blocks, which help close down visibility towards Torksey Ferry Road and associated construction works. The visibility from the PRoW is therefore influenced by the close and dominant proximity of the Cottam Power Station, the low-lying terrain and the pastoral and arable land use that provide visual containment.
- 3.4.9 The nature of the above effects on receptors is consistent across the Study Area and relative to the extent of change and the nature of the receiving landscape at the points of change. Visual effects of receptors and their proximity and relationship to the change in view are also broadly consistent across the Study Area.
- 3.4.10 There are no new significant effects caused by Order Limits Changes 1 and 2, during the construction period for the Scheme.
- Order Limits Change 3
- 3.4.11 The change will comprise a small extension to the Order Limits along A156 High Street, Marton requiring a longer visibility splay. There would be no removal of exiting vegetation or localised changes to landform.

- 3.4.12 Embedded Mitigation measures are set out in the Outline Landscape and Ecological Management Plan (OLEMP) [EN010133/CR1/C7.3_C_CR]. The objective is to minimise vegetation removal and maximise the retention of habitats where possible.
- 3.4.13 There are no new significant effects caused by Order Limits Change 3, during the construction period for the Scheme.
- Order Limits Change 4
- 3.4.14 The change will comprise a change to the route of the cable, to run to the south of West Farm, Normanby by Stow.
- 3.4.15 Embedded mitigation measures are set out in the Outline Landscape and Ecological Management Plan (OLEMP) [EN010133/CR1/C7.3_C_CR]. Following installation of the below ground cable, each designated work area will be backfilled and the ground will be reinstated to match the existing conditions pre-construction.
- 3.4.16 Temporary, minor-moderate adverse (not significant) effects during construction impacting on Residential Receptor R73 East Farm will remain as described in the ES. Temporary, minor-moderate adverse (not significant) effects during construction impacting on Residential Receptor R73 East Farm will remain as described in paragraph 8.11.72 of Chapter 8: Landscape and Visual Impact Assessment [REP2-008]. Temporary, negligible (not significant) effects during construction impacting on Residential Receptor R74 will remain as described in the ES. Temporary, negligible (not significant) effects during construction impacting on Transport Receptor T097 will remain as described in the ES. Residential Receptor R78 (Flat Tops will experience minor- moderate adverse effects during construction and this is not described in the ES.
- 3.4.17 There are no new significant effects caused by Order Limits Change 4, during the construction period for the Scheme .
- Order Limits Change 5
- 3.4.18 This change will comprise an extension of the Order Limits to the east of Stone Pit Lane to allow for flexibility in the location of construction access for the transportation of abnormal loads relating to the Cottam 1 Substation.
- 3.4.19 At present, the ES describes temporary, negligible (not significant) effects during construction impacting on Transport Receptors T083 (Cot Garth Lane) and T085 (Stone Pit Lane) (sheets C6.3.8.3.4.3.16 and C6.3.8.3.4.3.18 within [REP2-012]). As a result of Change 5, there are anticipated to be moderate significant adverse effects at the construction year of assessment for Transport Receptors T083 and T085 due to the temporary removal of hedgerows at the junction of Stone Pit Lane and Cot Garth Lane (sheets C6.3.8.3.4.3.16 and C6.3.8.3.4.3.18 within [EN010133/CR1/C6.3.8.3_B_CR]). These hedgerows will be reinstated once the substation has been constructed as set out in the Outline Landscape and Ecological Management Plan (OLEMP) [EN010133/CR1/C7.3_C_CR].

- 3.4.20 There are therefore new significant effects for Transport Receptors T083 and T085 that are not described in the ES, during the construction period for the Scheme. However, these significant adverse effects are only of temporary duration, and are mitigated by the fact that the hedgerows that are required to be temporarily removed will be reinstated.
- 3.4.21 Such effects on transport receptors are not unusual for developments where hedgerows are being removed for construction purposes. The hedgerow removal in itself confers less magnitude of change as the removal of sections of hedgerow is relatively minor in contrast to the length of the transport routes, it is the opening up of broader views into the Scheme temporarily that increases the magnitude of change and as a result the significance of effects. Operation
- Order Limits Changes 1 to 2
- 3.4.22 The change will not result in any noticeable changes during the operation of the Scheme. During operation, the installation would not appear as a large visual and physical interruption above ground along Torksey Ferry Road, and the removal of existing vegetation would have been re-instated where practicable. Although such vegetation would at this stage not yet be mature, there would however be a perception of positive change through landscape mitigation with the appreciation of new landscape in place
- 3.4.23 Embedded mitigation measures are set out in the Outline Landscape and Ecological Management Plan (OLEMP) [EN010133/CR1/C7.3_C_CR]. Following installation of the below ground cable, each designated work area will be backfilled and the ground will be reinstated to match the existing conditions pre-construction.
- 3.4.24 Temporary, neutral, negligible and not significant landscape effects during operation impacting on Local Landscape Character Area (RLCT) 3a Floodplain Valleys at a broad-grained scale will remain as described in the ES (sheet C6.3.8.2.2.2.8 of [REP-020]). Additional effects on the fine-grained landscape receptors are not considered significant, as described in the ES, due to the relative lack of visibility of the proposed works above ground level and such visibility being limited to hedgerow removal and replacement with new hedgerow and hedgerow tree planting. Overall, there is no change to the assessment of operational impacts on the landscape and visual amenity as a result of the Order Limits Changes 1 to 2. The results remain as outlined in Chapter 8: Landscape and Visual Impact Assessment [REP2-008] of the ES.
- Order Limits Change 3
- 3.4.25 There are no new significant effects caused by Order Limits Change 3 during the operation of the Scheme.
- Order Limits Change 4
- 3.4.26 There are no new significant effects caused by Order Limits Change 4 during the operation of the Scheme.

Order Limits Change 5

- 3.4.27 New significant effects that are not described in the ES have been identified as a result of Change 5, at assessment year operation (Year 1) for Transport Receptors T083 and T085. This is due to the temporary removal of hedgerows at the junction of Stone Pit Lane and Cot Garth Lane. These hedgerows will be reinstated, and their removal will be of a temporary nature. This removal will be mitigated by the reinstatement of the hedgerow after the construction of the cable route is complete, and therefore there will be no significant effects caused by Change 5 by assessment year operation (Year 15).

Decommissioning

Order Limits Changes 1 to 2

- 3.4.28 Overall, there is no change to the assessment of decommissioning impacts on landscape and visual amenity as a result of the Changes 1 and 2. Following installation, the land will be returned to original use following the decommissioning of the Scheme. The results remain as outlined in Section 8.7 Chapter 8: Landscape and Visual Impact Assessment [REP2-008] of the ES.

Order Limits Change 3

- 3.4.29 There are no new significant effects caused by Order Limits Change 3 during the decommissioning of the Scheme.

Order Limits Change 4

- 3.4.30 There are no new significant effects caused by Order Limits Change 4 during the decommissioning of the Scheme.

Order Limits Change 5

- 3.4.31 There are no new significant effects caused by Order Limits Change 5 during the decommissioning of the Scheme.

Cumulative

Order Limits Changes 1 to 2

- 3.4.32 Temporary, negligible (not significant) landscape effects during decommissioning impacting on the broad-grained landscape receptors, Local Landscape Character Area (RLCT) 3a: Floodplain Valleys will remain as described in the ES. Temporary, negligible (not significant) landscape effects during decommissioning impacting on the broad-grained landscape receptors, Local Landscape Character Area (RLCT) 3a: Floodplain Valleys will remain as described in the ES (sheet C6.3.8.2.2.2.8 of [REP-020]). Additional effects on fine-grained landscape receptors, as described in the ES, due to the widening of the area of construction are not considered significant due to the scale and short duration of the proposed works.
- 3.4.33 Overall, there is no change to the conclusion of the cumulative assessment on landscape and visual amenity as a result of the Order Limits Changes 1 to 2. The

results remain as outlined in Section 8.10 Chapter 8: Landscape and Visual Impact Assessment [REP2-008] of the ES.

Order Limits Change 3

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

Order Limits Change 4

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

Order Limits Change 5

- 3.4.36 Overall, there is no change to the conclusion of the cumulative assessment of 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 C6.2.9 ES Chapter 9 Ecology and Biodiversity [APP-044] and accompanying appendices ES Appendices 9.1 - 9.12 [APP-078-89].
- 3.5.2 The baseline was further defined by walkover surveys that were undertaken on 26th – 27th October 2022, 20th July 2023 and 10th October 2023, to identify ecological receptors. The Applicant has also worked with the Gate Burton Energy Park and Tillbridge Solar Project to collate ecological information and, where relevant, these data were obtained and reviewed as part of the desk-based study which has informed the assessment of the ecological baseline presented in this document.
- 3.5.3 Change 1 comprises an extension to the Order Limits immediately to the south of Torksey Ferry Road for works to construct and operate the underground 400kV cable and associated development. The habitats recorded within the Change 1 area comprised three fields of arable cropland, one field of a willow *Salix sp.* biofuel crop, strips of modified grassland, ditches and native hedgerows. Two trees with low potential to support roosting bats were recorded adjacent to Torksey Ferry Road.
- 3.5.4 Change 2 comprises an extension to the Order Limits to the east and west along Torksey Ferry Road to accommodate access during construction and (for some parts of the road) during operation. This also includes land to the north of Torksey Ferry Road (into EDF land) to accommodate access during construction. The habitats recorded within the Change 2 area comprised developed land; the sealed surface of Torksey Ferry Road and an existing access track into EDF land north of Torksey Ferry Road that comprised artificial unvegetated, unsealed surface. The track is bordered by other neutral grassland to the south.

- 3.5.5 Change 3 comprises a small extension to the Order Limits along A156 High Street, Marton in proximity to the Cable Route Corridor construction access point reference AC108. The habitats recorded within the Change 3 area comprised developed land and sealed surface.
- 3.5.6 Change 4 consists of a change to the route of the cable to run to the south of West Farm, Normanby by Stow. The habitats recorded within the Change 4 area comprised one field of arable cropland and one field of modified grassland which were bisected by a double native hedgerow and a strip of other neutral grassland. The fields were bounded by species-rich native hedgerows to the south and east. Two trees with high bat roost potential and two trees with moderate bat roost potential were recorded within in section of the extended Order Limits.
- 3.5.7 Change 5 comprises an extension to the Order Limits to the east of Stone Pit Lane to allow for flexibility in the location of the construction access for the transportation of abnormal loads relating to the Cottam 1 substation. The habitats recorded within the Change 5 area comprised sections of one arable cropland field and one modified grassland field that were bounded by species-rich and species-poor native hedgerows.
- 3.5.8 The surveys of the extended Order Limits did not identify any new Important Ecological Features that have not already been assessed within C6.2.9 ES Chapter 9 Ecology and Biodiversity [APP-044]. However, Change 2 and Change 5 bring the Order Limits closer to three Local Wildlife Sites (LWS) that have been identified as Important Ecological Features. The Order Limits associated with Change 2 are now adjacent to Cottam Wetlands LWS (previously 500m east), and 260m from Torksey Ferry Road Ditch LWS (previously 990m). The Order Limits associated with Change 5 are now 25m from Willingham Parish Fields LWS (previously 170m).
- 3.5.9 The presence of protected habitats and species within the Order Limits, as identified in C6.2.9 ES Chapter 9 Ecology and Biodiversity [APP-044], 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 walkover surveys within the extended Order Limits did not identify the presence of any additional Important Ecological Features which would change the overall assessment of importance of each feature presented in C6.2.9 ES Chapter 9 Ecology and Biodiversity [APP-044].

Construction

Order Limits Changes 1 to 5

- 3.5.10 The extended Order Limits resulting from Change 2 and Change 5 bring the construction works closer to three non-statutory designated sites (Torksey Ferry Road Ditch LWS, Cottam Wetlands LWS and Willingham Parish Fields LWS). The construction works and access associated with Change 2 will be limited to within and immediately to the south of the existing Torksey Ferry Road carriageway and verges (whereby any vegetation clearance in the latter would minimise impacts as much as

is practicable and outside of these designated sites), as well as an existing EDF access track. All of the construction works and accesses are located outside of Cottam Wetlands LWS and it is not considered that these activities will result in any direct damaging or fragmentation impacts to this LWS. However, mitigation will be implemented to prevent any accidental vehicle over-run and to avoid indirect impacts, such as those arising from dust release or run-off, which are described in the C7.19 Outline Ecological Protection and Mitigation Strategy [APP-356]. These measures include Method Statement 1: Toolbox Talks, Method Statement 2: Installation of Biodiversity (Protection) Fencing, Method Statement 3: Pollution Prevention Measures and Method Statement 11: Construction Phase Monitoring. No significant effects on any designated site were reported in ES Chapter 9 [APP-044] during the construction and the operational phases of the Scheme and the extended Order Limits are not considered likely to result in any new impacts to these designated sites.

- 3.5.11 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 and watercourses with the potential to support Water Vole *Arvicola amphibius* and Otter *Lutra lutra*). However, mitigation to avoid impacts on these and other Important Ecological Features is already described in C6.2.9 ES Chapter 9 Ecology and Biodiversity [APP-044] and the C7.19 Outline Ecological Protection and Mitigation Strategy [APP-356] 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.
- 3.5.12 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 C6.2.9 ES Chapter 9 Ecology and Biodiversity [APP-044] of the ES, adopting mitigation as presented in the C7.19 Outline Ecological Protection and Mitigation Strategy [APP-356].

Operation

Order Limits Changes 1 to 5

- 3.5.13 No impacts to Important Ecological Features are anticipated within the extended Order Limits during operation of the Scheme and the assessment of significant effects remains the same as presented in C6.2.9 ES Chapter 9 Ecology and Biodiversity [APP-044].
- 3.5.14 Overall, there is no change to the assessment of operational impacts on ecology and nature conservation as a result of the proposed changes. The results remain as outlined in C6.2.9 ES Chapter 9 Ecology and Biodiversity [APP-044].

Decommissioning

Order Limits Changes 1 to 5

- 3.5.15 Any impacts arising upon Important Ecological Features from decommissioning would require mitigating in line with legislation and policy at the time of decommissioning. However, C6.2.9 ES Chapter 9 Ecology and Biodiversity [APP-044] 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.
- 3.5.16 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 C6.2.9 ES Chapter 9 Ecology and Biodiversity [APP-044] of the ES.

Cumulative

Order Limits Changes 1 to 5

- 3.5.17 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 C6.2.9 ES Chapter 9 Ecology and Biodiversity [APP-044] of the ES.

3.6 Hydrology, Flood Risk and Drainage

Baseline

Order Limits Changes 1 to 2

- 3.6.1 The water environment baseline falls within the study area described in Chapter 10: Hydrology Flood Risk and Drainage [APP-045], and in terms of Water Framework Directive (WFD) waterbodies within Water Framework Directive Assessment [APP-358].
- 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 Of principal importance to the Order limits extension is the location of the WFD designated Seymour Drain alongside Torksey Ferry Road. This watercourse initially flows north at the western extent of the extended Order limits to Torksey Ferry Road (approximately 485m east of Rampton), from where it then flows east immediately adjacent to the road on its southern side. It is then culverted north beneath the road (to the south of the Cottam Power Station cooling towers) and continues north into the power station site.
- 3.6.4 The Seymour Drain Catchment (trib of Trent) waterbody (GB104028058340) is heavily modified and is at Moderate Ecological Potential (WFD Cycle 3, 2022) and fails to achieve Good Potential as a result of physical modification, point source sewage discharges, and diffuse pollution from poor soil management. Environment

Agency monitoring data suggests that water quality is impacted by surrounding agricultural land uses.¹ Site surveys have shown that the watercourse consists of a straightened, artificial channel of around 1.5 m width, has steep incised banks and a bed dominated by fine sediments. In terms of its importance for impact assessment, Seymour Drain is considered a high importance receptor for water quality and low importance receptor in terms of morphology.

- 3.6.5 There are also low importance (for water quality and morphology) ephemeral drains located alongside the northern side of Torksey Ferry Road, and perpendicular to the road, south of Cottam Power Station. These are heavily modified, artificial watercourses and are tributaries of Seymour Drain.
- 3.6.6 The extension of the Order limits is wholly underlain by Mercia Mudstone Group bedrock. In terms of superficial deposits, alluvium is present at the eastern extent of the extension with Holme Pierrepont Sand and Gravel Member under the western extent. The area is Secondary B aquifer. These are mainly lower permeability layers that may store and yield limited amounts of groundwater through characteristics like thin cracks (called fissures) and openings or eroded layers. The WFD groundwater body beneath the site is the Lower Trent Erewash – Secondary Combined groundwater body (GB40402G990300), which is at Good Overall Status.
- 3.6.7 There is a groundwater abstraction south of Cottam Power Station approximately 220m south of Torksey Ferry Road that is from the river gravel deposits for the purposes of mineral washing (NGR SK 82207 78587). Overall, groundwater is considered a medium importance receptor here as a Secondary aquifer. Groundwater supports some industrial abstraction and is also WFD designated and at Good Status.
- 3.6.8 The route along Torksey Ferry Road is partially within Flood Zones 2 and 3 on the EA Flood Map for Planning and partially within a very low to high risk of surface water flooding. Based on the nature of the proposed development it can be concluded that the Cable Route is at Low to Very Low risk from fluvial, artificial and groundwater sources based on a review of Annex B of the Flood Risk Assessment and Drainage Strategy Report for the Cable Route [APP-091].
- 3.6.9 For full baseline details refer to Chapter 10: Hydrology Flood Risk and Drainage [APP-045].
- 3.6.10 Order Limits Changes 3 to 5
- 3.6.11 The areas defined by the Changes 3 to 5 are included and assessed as part of the Flood Risk Assessment and Drainage Strategy Report for the Cable Route [APP-091]. A summary of the baseline conditions is provided below.

¹ Environment Agency, 'Seymour Drain Catchment (trib of Trent) Water Body' (<https://environment.data.gov.uk/catchment-planning/WaterBody/GB104028058340>)

- 3.6.12 The water environment baseline falls within the study area described in Chapter 10: Hydrology Flood Risk and Drainage [APP-045], and in terms of Water Framework Directive (WFD) waterbodies within Water Framework Directive Assessment [APP-358].
- 3.6.13 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).
- 3.6.14 Change 3 is 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 (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 Annex B of the Flood Risk Assessment and Drainage Strategy Report for the Cable Route [APP-091].
- 3.6.15 Change 4 is almost entirely within Flood Zone 1 and partially within Flood Zone 2 and 3 on the EA Flood Map associated with a small tributary of the River Till the tributary is also identified as being at high to low risk of surface water flooding. Based on the nature of the proposed development (amendment of cable route) 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 Annex B of the Flood Risk Assessment and Drainage Strategy Report for the Cable Route [APP-091].
- 3.6.16 Change 5 is located wholly within Flood Zone 1 on the EA Flood Map for and within a very low risk of surface water flooding. Based on the nature of the proposed development (extension of an area for abnormal load 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 Annex B of the Flood Risk Assessment and Drainage Strategy Report for the Cable Route [APP-091].

Construction

Order Limits Changes 1 to 5

- 3.6.17 Upgrades to Torskey Ferry Road, A156 High Street, Marton and / or Stone Pit Lane and the cable installation have the potential to cause water quality deterioration in Seymour Drain and other surrounding drains during construction given its close proximity to the works. This might include pollution relating to deposition or spillage of soils, sediment, oils, fuels, or other construction chemicals, or through uncontrolled site run-off, or break out of drilling fluids when crossing watercourses using non-intrusive techniques. However, this can be managed following best practice measures for management of runoff, sediments and spillages as outlined in the Outline CEMP [REP2-024].
- 3.6.18 Direct works to watercourses for cable crossings or culverting also have the potential to cause adverse morphological impacts. It is currently assumed that the western cable crossings of Seymour Drain would use an open-cut approach due to

local constraints that limit the potential for HDD. The eastern crossing of Seymour Drain would use HDD and be trenchless.

- 3.6.19 Launch and receiving pits would be required for HDD and would be no closer than 10m from the water's/channel edge. Nonetheless, there would be a risk of sediment mobilisation in runoff and for chemical spillages to occur that could enter the channel if not managed accordingly. There is also a chance of 'frack-out' events (i.e. hydraulic fluid break out) from drilling to the watercourse if not appropriately mitigated for site specific conditions. A site-specific hydraulic fracture risk assessment will be produced prior to commencing works to define the mitigation required based on ground conditions. Water quality monitoring will also be undertaken prior to, during, and following on from the construction activity to ensure any spillages or other pollution is identified. These mitigation requirements will be outlined in a Water Management Plan (WMP) which is already a commitment post-consent as stated within the Outline CEMP [REP2-024].
- 3.6.20 For the open-cut cable crossings, there would be a risk of sediment disturbance when trenching through the channel, plus potential for construction runoff and spillages entering the watercourse, given the direct nature of the work. However, mitigation measures will be in place, including over-pumping or fluming of the flow, reinstatement of the channel as found (based on a pre-works hydromorphological survey), and implementation of good industry practice measures which are outlined in the Outline CEMP [REP2-024]. Please refer to paragraph 10.7.1 of Chapter 10: Hydrology Flood Risk and Drainage [APP-045] of the ES for further details.
- 3.6.21 Given this embedded and good industry practice mitigation, and that all watercourses alongside Torksey Ferry Road are low importance receptors for morphology, adverse significant effects are not considered to be likely.
- 3.6.22 Cable routes beneath watercourses may transgress below the water table over part of their routes. The profile of the cable ducting is considered to be small compared to the spatial and vertical extent of the secondary groundwater aquifers beneath the Order limits extension, and therefore is considered to have a negligible impact on groundwater flow. As such, no impediments to baseflow in the River Trent or small watercourses on the Order limits are anticipated.
- 3.6.23 Flood risk to the alternative route along Torksey Ferry Road remains the same as the existing proposed access based on a review of the Flood Risk Assessment and Drainage Strategy Report [APP-090].
- 3.6.24 Given the mitigation is secured through the design of the Scheme and through the Outline CEMP [REP2-024], 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-045] of the ES. There will therefore be no new or different likely significant effects, as a result of the changes.

Operation

Order Limits Changes 1 to 5

- 3.6.25 It is assumed that current drainage arrangements from Torksey Ferry Road are that runoff is directed into Seymour Drain or other nearby drains. Upgrades to the road, especially those that increase the impermeable area, have the potential to increase runoff of pollutants from the road and thereby adversely affect water quality in Seymour Drain. Any upgrades to the road will incorporate suitable drainage arrangements in line with good industry practice and include attenuation for road derived pollutants, to ensure no adverse effects on Seymour Drain or other surrounding drains, secured through the outline Construction Environmental Management Plan [REP2-024]. Following implementation of an appropriate drainage design following good industry practice, no adverse effects are anticipated.
- 3.6.26 It is unknown at this stage whether any upgrades or widening would be required to the existing culvert of Seymour Drain beneath Torksey Ferry Road or whether structures maybe required on or over the drainage ditches in the vicinity of Torksey Ferry Road, A156 High Street, Marton and / or Stone Pit Lane. In the case of Seymour Drain, it is assumed as a worst case that a culvert extension of up to 2m is required. Any upgrade to the structure would follow environmentally sensitive design principles. The structure would be designed appropriately to maintain connectivity along the watercourses for aquatic species and riparian mammals, where these are shown to be present. The culvert should be set 150 mm below bed level to allow sedimentation and a naturalised bed to form, which will maintain longitudinal connectivity for aquatic fauna. Length-for-length watercourse enhancements would be required for the extension and for any new structures that may be needed on adjacent ditches to mitigate the impacts, and to ensure compliance against WFD objectives (see Water Framework Directive Assessment [APP-358]). The requirements will be outlined in a WFD Mitigation and Enhancement Strategy, which is already a commitment post-DCO consent, as stated within the Outline CEMP [REP2-024].
- 3.6.27 Overall, given the proposed mitigation, 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-045] of the ES. There will be no new or different likely significant effects.

Decommissioning

Order Limits Changes 1 to 5

- 3.6.28 A detailed Decommissioning Environmental Management Plan (DEMP) (secured through requirement 21 of the DCO [REP2-004]) will be prepared prior to decommissioning to identify required measures to prevent pollution and flooding during this phase of the Scheme.
- 3.6.29 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-045] of the ES. There will be no new or different likely significant effects.

Cumulative

Order Limits Changes 1 to 5

- 3.6.30 Overall, there is no change to the assessment of cumulative 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-045] of the ES. There will be no new or different likely significant cumulative effects.

3.7 Ground Conditions and Contamination

Baseline

Order Limits Changes 1 to 2

- 3.7.1 The areas included in the Order Limit Changes 1 and 2 are included and assessed as part of the Cable Route Corridor Preliminary Risk Assessment (Chapter 11: Ground Conditions and Contamination [APP-108]). A summary of the baseline conditions is provided below.
- 3.7.2 The extension of the Order Limits are in a similar context to the adjacent areas already described in Chapter 21: Other Environmental Matters [APP- 056] from a geological and hydrogeological point of view. The Order limits extension is predominantly underlain by superficial deposits of Alluvium (beneath Torksey Ferry Road upgrade area) 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.
- 3.7.3 The hydrological receptors in this portion of the Order Limits include Seymour Drain, which flows north at the western extent of the extended Order limits to Torksey Ferry Road, from where it then flows east immediately adjacent to the road on its southern side. It is then culverted north beneath the road (to the south of the Cottam Power Station cooling towers) and continues north into the power station site. However, the River Trent is considered the most sensitive receptor, located approximately 40 m from the Torksey Ferry Road upgrade area south at its closest point.
- 3.7.4 Current land use in the additional areas is generally consistent with land uses already identified in Chapter 21: Other Environmental Matters [APP- 056] with the cable installation construction additional area lying on agricultural land and the Torksey Ferry Road extents within existing roads.
- 3.7.5 A review of historical maps indicates that historical land use comprises roadways, with Torskey Ferry Road visible in the first available map dated 1885, and agricultural land. Cottam Power Station remains the main potential source of contamination, which is already identified in ES Chapter 11: Ground Conditions and

Contamination [APP-046]. This is first visible on maps dated 1974 and is located immediately north of the additional areas, partially within the Order Limits. It is noted in particular that the eastern extent of Torksey Ferry Road is adjacent to the south of coal or ash storage areas associated with the power station and north of a pumping station.

- 3.7.6 A large number of regulated activities are located within, or in proximity of, the additional areas. These include waste management facilities, mineral sites, discharge consents associated with the Power Station; in particular, a landfill is partially located within Order limits extension in the Torksey Ferry Road upgrade area to the west, and a significant number of landfills and historical landfills are adjacent to the north and south.
- 3.7.7 Other potential sources of contamination include a historical sand pit (potentially infilled) adjacent to the updated Order Limits to the south, the existing Torksey Ferry Road, agricultural land and a potential farm adjacent to the westernmost portion of the Order limit extension.
- 3.7.8 Potential human health and controlled water receptors remain unchanged.
Order Limits Changes 3 and 4
- 3.7.9 The area included in the Order Limit Changes 3 and 4 are included and assessed as part of the Cable Route Corridor Preliminary Risk Assessment (Chapter 11: Ground Conditions and Contamination [APP-108]). A summary of the baseline conditions is provided below.
- 3.7.10 The Order limits extension is predominantly underlain by superficial deposits of Alluvium (Change 3) and the Holme Pierrepont Sand and Gravel Member (Change 4); 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.
- 3.7.11 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 Change 3.
- 3.7.12 The area of Change 3 comprises a section of the A156 (High Street) and Change 4 comprises an area of agricultural land. Historical mapping indicates both areas have remained in their current use.
- 3.7.13 Potential human health and controlled water receptors remain unchanged.
Order Limits Changes 5
- 3.7.14 A summary of the baseline conditions is provided below.
- 3.7.15 The Order limits extension for Change 5 is indicated to be directly underlain by bedrock of the Scunthorpe Mudstone Formation which is classified as a Secondary B Aquifer.

- 3.7.16 The closest hydrological receptor is a drainage ditch which runs along Cot Garth Lane in the central area.
- 3.7.17 The area of Change 5 comprises agricultural land and Cot Garth Lane. Historical mapping indicates the area has remained in its current use throughout time and no significant potential sources of contamination have been identified.
- 3.7.18 Potential human health and controlled water receptors remain unchanged.

Construction

Order Limits Changes 1 to 5

- 3.7.19 Risks identified in Chapter 21: Other Environmental Matters [APP- 056] 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 temporary excavations for the installation of cables or upgrades to the existing road infrastructure.
- 3.7.20 Measures contained within the Outline Construction Environmental Management Plan [REP2-024] will limit the potential for soil derived dusts and contaminant (if present) migration to occur during construction.
- 3.7.21 In addition, as previously detailed, a watching brief will be carried out during works across the Cottam Power Station area.

Operation

Order Limits Changes 1 to 5

- 3.7.22 Overall, there is no significant change to risks during operations identified on ground conditions as a result of the proposed changes. The results remain as outlined in Chapter 21: Other Environmental Matters [APP- 056] of the ES.

Decommissioning

Order Limits Changes 1 to 5

- 3.7.23 Potential decommissioning effects will be similar to those set out for the construction phase, and therefore are unchanged from the effects outlined in Chapter 21: Other Environmental Matters [APP- 056] of the ES.

Cumulative

Order Limits Changes 1 to 5

- 3.7.24 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 21: Other Environmental Matters [APP- 056] of the ES.

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-047]. The Order Limits Changes are all located within the existing study area.

Construction, Operation, and Decommissioning

Order Limits Changes 1 and 2

3.8.2 The area of Changes 1 and 2 affect additional sand and gravel deposits safeguarded in the Nottinghamshire Minerals Local Plan. Given the history of mineral extraction in the area (the former Rampton Quarry lies east of the Change 1 area and south of Torksey Ferry Road, south of the Change 2 area) the potential for the affected sand and gravel deposits to be of commercial quality is likely to be high.

3.8.3 The mineral resources within the Change 1 area are partially constrained by the existence of Torksey Ferry Road. The additional area of affected sand and gravel deposit is relatively small. Whilst the Installation of the cable may disturb a small additional area of sand and gravel, there will be no significant impact in terms of safeguarded sand and gravel deposits. In this case the installation of a cable would not become another constraint to future mineral extraction as the deposit is already bisected by Torksey Ferry Road.

3.8.4 The sand and gravel deposits within the area of Change 2 are already largely constrained by the existence of Torksey Ferry Road and infrastructure associated with the Cottam Power Station and thus already effectively sterilised.

3.8.5 Changes 1 and 2 remain outside the area of the former Rampton Quarry. The changes do not affect the delivery of the approved restoration scheme for the Quarry. The impact of Scheme on the developing ecological interest being created as part of the restoration of Rampton Quarry has been assessed as part of ES Chapter 9 Ecology and Biodiversity [APP-044].

Order Limits Changes 3, 4 and 5

3.8.6 Changes 3, 4 and 5 do not affect any safeguarded mineral resources.

Cumulative

Order Limits Changes 1 to 5

3.8.7 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-047] of the ES. There will be no new or different likely significant cumulative effects.

3.9 Cultural Heritage

Baseline

Order Limits Change 1

3.9.1 The cultural heritage baseline for Change 1 falls within the study area described in Chapter 13: Cultural Heritage [APP-048] of the ES. Assets previously located within the study area are now located within the extended Order limits.

- 3.9.2 There is one non-designated heritage asset recorded on the Historic Environment Record (HER) that is located within the extended Order limits, comprising a field boundary at Rampton (MNT6166) located south of Torksey Ferry Road, which runs alongside a former trackway depicted on historical mapping dating from the early 19th century. Air photo mapping has identified that c.55m of this boundary ditch cuts across the south-western corner of the Change 1 area and has also identified another short stretch of an undated ditch within the extended order limits within the same field further to the east adjacent to Nightleys Road. These features are depicted in Field 51 on Figure 7 of the Air Photo Mapping and LiDAR Mapping and Interpretation report (Environmental Statement Appendix 13.4 [APP-124]).
- 3.9.3 Geophysical survey within the extended Order limits identified an anomaly alongside the field boundary (MNT6166) recorded on the HER and also identified two other linear features representing possible former field boundaries as shown on Figure 45 in Geophysical Survey Fieldwork Reports Part 13 [APP-122]. The geophysical survey also identified another possible archaeological ditch in the field to the east of Nightleys Road (Field 152), and another linear feature of potential archaeological interest in the most easterly field of the Change 1 area, as depicted in Field 154 on Figure 47 of the same report [APP-122].
- 3.9.4 All of the hedgerows within the Change 1 area are deemed to be ‘Historically Important’ under the terms of the Hedgerow Regulations (1997), due to their being an integral part of a field system pre-dating the Enclosure Acts (meaning an Enclosure Act mentioned in the Short Titles Act; the earliest of these was made in 1845), as depicted on a map held at the County Records Office (in this instance, the Rampton tithe map of 1839).
- 3.9.5 With regards to the setting of heritage assets, the extended Order limits for Change 1 brings the extent of construction works slightly closer to designated Listed Buildings in Rampton, which are two Grade I listed buildings, namely, the Church of All Saints (NHLE 1233879) and its gateway and boundary walls (NHLE 1276407); and three Grade II listed buildings, namely, Gateway 19m west of Church of All Saints (NHLE 1233880), Manor Farmhouse (NHLE 1233878) and Rose Cottage (NHLE 1276406). However, as there would be no intervisibility between these Listed Buildings and the Order Changes 1 area there would be no adverse impacts upon their settings. However, in addition, the Scheduled Monument *Fleet Plantation Moated Site* (NHLE 1008594) is located directly adjacent to the south-eastern extent of the extended Order limits boundary and consequently its setting could be affected during groundworks in the Change 1 area.
- 3.9.6 There is the potential for previously unrecorded archaeological remains to survive within the extended Order limits.
- 3.9.7 Consultation was undertaken with Historic England who advised that a phase of trial trenching should be carried out in order to further inform the baseline and identify the presence / absence of archaeological remains that may be associated with the Scheduled Monument.

3.9.8 Consultation was also undertaken with Bassetlaw District Council (BDC) (on behalf of Nottinghamshire County Council (NCC)) and Lincolnshire County Council's (LCC) Archaeological Advisor who also advised that a phase of trial trenching should be carried out in order to further inform the baseline and identify the presence / absence of archaeological remains in the extended Order limits.

3.9.9 A scheme of trial trenching was subsequently agreed with Historic England and LCC's Archaeological Advisor, comprising the excavation of 11 evaluation trenches within the three fields of the Change 1 area, and this was undertaken in October 2023. Unfortunately, six of the trenches that had been agreed could not be excavated due to access availability and site conditions, but five trenches were excavated in the field immediately to the north of the *Fleet Plantation Moated Site* Scheduled Monument (NHLE 1008594). One of the five trenches contained possible archaeological remains, comprising a single pit of unknown date or function. No artefacts or ecofacts were recovered. The trench containing the undated pit was targeting one of the linear features previously identified as of potential archaeological interest by the geophysical survey report (as depicted in Field 154 on Figure 47 [APP-122]). No evidence for this feature was identified within the evaluation trench, and it was identified as due to a geological variation in the subsoil rather than of archaeological origin.

Order Limits Change 2

3.9.10 There are no known heritage assets within the Change 2 area, and it is considered unlikely that any previously undiscovered archaeological remains would be present due to the previous impacts of road construction.

3.9.11 However, all of the hedgerows within the Change 2 area are deemed to be 'Historically Important' under the terms of the Hedgerow Regulations (1997), due to their being an integral part of a field system pre-dating the Enclosure Acts (meaning an Enclosure Act mentioned in the Short Titles Act; the earliest of these was made in 1845), as depicted on a map held at the County Records Office (in this instance, the Rampton tithe map of 1839).

Order Limits Change 3

3.9.12 There are no known heritage assets within the Change 3 area, and it is considered unlikely that any previously undiscovered archaeological remains would be present due to the previous impacts of road construction.

Order Limits Change 4

3.9.13 Change 4 is within an area identified on the Lincolnshire HER as *Normanby by Stow Shrunken Medieval Village* (HER MLI52445), comprising probable earthwork crofts, hollow ways, field system and boundaries, and medieval ridge and furrow. Whilst the previously proposed cable route also passed through this HER polygon, this was further to the north and followed an extant trackway to the west of Normanby Road, though having the potential to impact earthworks and buried archaeological remains associated with probable crofts in the area to the west of Normanby Road.

The new cable route passes across a hollow way identified by the Air Photograph and LiDAR Assessment (ES Appendix 13.4 AP and LiDAR Reports – APP-124], identified as AR16 in Chapter 13: Cultural Heritage [APP-048]), as well as other earthwork boundary banks to the east of Normanby Road and blocks of ridge and furrow earthworks. However, analysis of LiDAR data indicates that the earthworks recorded from air photographs to the east of Normanby Road have now been almost totally levelled, presumably by more recent ploughing, and the geophysical survey did not identify any evidence for buried archaeological remains in this vicinity within the Change 4 area to the west of Normanby Road (Figures 114-16 in Geophysical Survey Fieldwork Reports Part 5 [APP-114]). However, analysis of LiDAR data indicates that the block of ridge and furrow to the east of Normanby road within the Change 4 area does survive as earthworks.

- 3.9.14 In addition, all of the hedgerows within the Order Limits Changes 4 area are deemed to be ‘Historically Important’ under the terms of the Hedgerow Regulations (1997), due to their being an integral part of a field system pre-dating the Enclosure Acts (meaning an Enclosure Act mentioned in the Short Titles Act; the earliest of these was made in 1845), as depicted on a map held at the County Records Office (in this instance, the Stowe tithe map of 1838).

Order Limits Change 5

- 3.9.15 There are no known heritage assets within the Change 5 area, though this is immediately adjacent to enclosure ditches and field systems of Romano-British date identified by geophysical survey in 2021 (ES Appendix 13.2 part 2, Figure 11 [APP-111] and part 6, Figure 125 [APP-115]) and confirmed by excavation in 2022 (ES Appendix 13.6 p.43-55, p.119-20; Fig. 2.3 & Figs 3.17-3.18 [APP-129]). There is a possibility that archaeological remains associated with this Romano-British settlement activity could continue into the field to the north and therefore be affected by groundworks in the Change 5 area.
- 3.9.16 All of the hedgerows within the Change 5 area are deemed to be ‘Historically Important’ under the terms of the Hedgerow Regulations (1997), due to their being an integral part of a field system pre-dating the Enclosure Acts (meaning an Enclosure Act mentioned in the Short Titles Act; the earliest of these was made in 1845), as depicted on a map held at the County Records Office (in this instance, the Willingham by Stow enclosure map of 1780).

Construction

Order Limits Change 1

- 3.9.17 The construction phase of the Scheme within the extended Order limits has the potential to impact previously unrecorded archaeological remains.
- 3.9.18 As recommended by consultees, a programme of trial trenching has been undertaken in order to confirm the presence / absence of identified potential archaeological remains within the extended Order limits and their significance. This work was commissioned by AECOM to inform the Change Request Application for

the Gate Burton Energy Park DCO Application. The Change 1 area is included within the Shared Cable Route for both the Gate Burton Energy Park and the Cottam Schemes. As discussed in more detail in the baseline conditions section above, where access was possible five trenches have been excavated in the field to the north of *Fleet Plantation Moated Site* Scheduled Monument (NHLE 1008594) with largely negative results, the only feature recorded being an undated ditch of negligible significance. Following the submission of the interim excavation report to LCC's Archaeological Advisor, it has been agreed (in an email exchange between AECOM and LCC's Archaeological Advisor dated 8.11.2023) that a watching brief within the Change 1 area would be an appropriate response to mitigate the potential for previously unknown archaeological remains to be present along the cable route within this area. This approach has been agreed previously throughout the rest of the Cable Route Corridor, outside of the defined mitigation areas, where no significant archaeology has been identified, and allows for expanding the watching brief into a strip, map and record, should significant archaeological remains be identified during the watching brief.

- 3.9.19 These agreed mitigation measures will be included in an updated version of the Archaeological Mitigation WSI [APP-131] which it is anticipated will be submitted at Deadline 4. It is anticipated that following the implementation of these mitigation measures, the construction phase of the Scheme within the Change 1 area would be unlikely to result in any additional significant residual effects than those identified in in Chapter 13: Cultural Heritage [APP-048] of the ES.
- 3.9.20 It is considered that the construction phase of the Scheme within the Change 1 area would result in temporary impacts to the setting of the *Fleet Plantation Moated Site* (NHLE 1008594) due to the construction activity that would occur in close proximity to the scheduled area. As the monument is currently hidden from view within a plantation, and the effects would be of a short-term and temporary nature, it is considered that these changes to the monument's setting would result in '*Very minor changes to elements or to significance (or the ability to appreciate it) due to changes to setting*' in terms of the assessment criteria described in Table 13.1 in the Chapter 13: Cultural Heritage [APP-048]). For an asset of *High* value such as this Scheduled Monument, this would result in temporary, short-term effects of *Slight Adverse* significance, i.e., 'not significant' in EIA terms. Therefore, with regards to impacts to the setting of heritage assets, there are no new or different likely significant effects during construction resulting from the addition of Order Limits Change 1 to the Scheme than those identified in in Chapter 13: Cultural Heritage [APP-048] of the ES. In an email exchange dated 6.11.2023, Historic England agreed with the Gate Burton project team that a 20m stand-off from the Scheduled Monument for construction activities (and it can be confirmed that the Scheme will also adhere to this), and that a watching brief (scalable to a strip map and sample) would be appropriate mitigation for potential impacts to the Scheduled Monument or any previously unidentified archaeological remains associated with it. It is concluded that no additional significant effects upon the settings of designated heritage assets

would result from the addition of the extended Order Limits beyond those identified in in Chapter 13: Cultural Heritage [APP-048] of the ES.

Order Limits Change 2

- 3.9.21 There will be no additional impact to heritage assets during construction resulting from the addition of Change 2 to the Scheme, apart from any temporary hedgerow removal that is required which will impact upon historically important hedgerows (see paragraph 3.4.5 above).

Order Limits Change 3

- 3.9.22 There will be no additional impact to heritage assets during construction resulting from the addition of Change 3 to the Scheme.

Order Limits Change 4

- 3.9.23 The construction phase of the Scheme within the extended Order limits will have impacts upon the earthworks of ridge and furrow to the west of Normanby Road, as well as any previously unrecorded archaeological remains that might survive beneath the earthworks, should these be present. In addition, there is the potential for impacts to any buried archaeological remains associated with AR18 (*Normanby-by-Stow SMV*) that might survive to the east of Normanby Road within the re-aligned Cable Route Corridor within Order Limits Change 4. In addition, any hedgerow removal that is required will impact upon historically important hedgerows.

- 3.9.24 Appropriate mitigation measures will be included in an updated version of the Archaeological Mitigation WSI [APP-131] including archaeological monitoring and the subsequent reinstatement of affected earthworks.

- 3.9.25 With regards to physical impacts to archaeological remains, following the implementation of the mitigation measures, it is considered that the construction phase of the Scheme within the Change 4 area would be unlikely to result in any additional significant residual effects, and the significance of effects at AR18 (*Normanby-by-Stow SMV*) are likely to remain as outlined in Chapter 13: Cultural Heritage [APP-048] of the ES.

Order Limits Change 5

- 3.9.26 The construction phase of the Scheme within the Change 5 area has the potential to impact previously unrecorded archaeological remains, specifically any that might be associated with the Romano-British settlement activity previously recorded within the field immediately to the south (AR22). In addition, any hedgerow removal that is required will impact upon historically important hedgerows.

- 3.9.27 With consideration to baseline information provided in ES Chapter 13 [APP-048], if archaeological deposits are located within the Order Limits Change 5 area, such as potential features associated with AR22 (*Romano-British settlement*), it is anticipated that they will be up to Medium value and could be appropriately mitigated should any impacts be identified.

3.9.28 Appropriate mitigation measures will be detailed in an updated Archaeological Mitigation WSI [APP-131] and could include further evaluation by means of geophysical survey pre-construction. The results of the geophysical survey could help to microsite the cable route within the Change 5 area to avoid any concentration of archaeological remains and/or inform an appropriate strategy for further mitigation, for example an archaeological watching brief if a negligible level of archaeological remains are identified, or a strip, map and sample if archaeological deposits are identified. If archaeological evaluation in the form of geophysical survey is not able to be completed, strip, map and sample should be undertaken in any areas proposed for ground disturbance in advance of the Scheme. The methodology for intrusive mitigation works would be in line with that detailed in the Archaeological Mitigation WSI [APP-131].

Operation

Order Limits Changes 1 to 5

3.9.29 It was reported in the ES that it is not expected that the operation of the Scheme will result in any further intrusive activities, and as such, no 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.

3.9.30 With regards to the setting of heritage assets, the ES reported the potential for significant effects at a single designated heritage asset (*Thorpe Medieval Settlement* Scheduled Monument) during the operational phase of the Scheme. The operational phase of the Scheme within the extended Order limits is not considered to result in any new impacts to the setting of heritage assets.

3.9.31 Overall, there is no change to the assessment of operational impacts on cultural heritage as a result of the proposed changes and there are no new or different likely significant effects. The results remain as outlined in Chapter 13: Cultural Heritage [APP-048] of the ES.

Decommissioning

Order Limits Changes 1 to 5

3.9.32 Paragraph 13.11.3 of Chapter 13: Cultural Heritage [APP-048] reported that a well-designed decommissioning scheme would not have any impact beyond the already disturbed footprint of the Scheme and will take into account areas of archaeological activity that have been preserved in-situ; therefore, it is not anticipated that decommissioning activities would have a direct physical impact upon archaeological remains. The decommissioning phase of the Scheme within the extended Order limits is not considered to result in any new impacts to archaeological remains.

3.9.33 With regards to the setting of heritage assets, paragraph 13.11.3 of Chapter 13: Cultural Heritage [APP-048] reported that during the decommissioning phase, there would be temporary impacts to the setting of designated heritage assets).

However, the impacts would be no greater than those reported during construction. It is uncertain at present whether the decommissioning phase of the Scheme within the extended Order Limits Change 1 would require any groundworks in the vicinity of *Fleet Plantation Moated Site* (NHLE 1008594). If these were required, it is considered that this would result in temporary impacts to the setting of the *Fleet Plantation Moated Site* (NHLE 1008594) due to the construction activity that would occur in close proximity to the scheduled area. As the monument is currently hidden from view within a plantation, it is considered that these changes to the monument's setting would result in 'Very minor changes to elements or to significance (or the ability to appreciate it) due to changes to setting' in terms of the assessment criteria described in Table 13.1 in Chapter 13: Cultural Heritage [APP-048]). For an asset of *High* value such as this Scheduled Monument, this would result in effects of *Slight Adverse* significance, i.e., 'not significant' in EIA terms. Therefore, with regards to impacts to the setting of heritage assets, there are no new or different likely significant effects during construction resulting from the addition of Order Limits Change 1 to the Scheme.

- 3.9.34 Overall, there is no change to the assessment of decommissioning impacts on cultural heritage as a result of the proposed changes and there are no new or different likely significant effects.

Cumulative

Order Limits Changes 1 to 5

- 3.9.35 The Cable Route Corridor has the potential to be shared with three other projects, West Burton (Ref. EN101032), Gate Burton (Ref. EN010131) and Tillbridge Solar Projects. The ES reported a worst case assumption that the cable could be laid anywhere within the Cable Route Corridor (except within avoidance areas where HDD is used) and therefore the cumulative effect with the Gate Burton, West Burton and Tillbridge Solar Projects will be the same as that assessed for the Scheme alone, assuming the cable is within the Order limits and has the same level of mitigation secured.
- 3.9.36 The same assumptions have been applied for the Scheme within the extended Order limits, noting that the cable corridor is not shared with West Burton here as that project connects into a different substation, and no new cumulative effects have been identified.
- 3.9.37 Overall, there is no change to the assessment of cumulative effects on cultural heritage as a result of the proposed changes and there are no new or different likely significant effects. The results remain as outlined in Chapter 13: Cultural Heritage [APP-048] of the ES.

3.10 Transport and Access

Baseline

Order Limits Changes 1 to 2

3.10.1 Torksey Ferry Road is a single carriageway road which runs to the south of Cottam Power Station and is not a through route for local traffic. For the area of Torksey Ferry Road being assessed, this carriageway is not an adopted road maintained by Nottinghamshire County Council and the carriageway is in poor condition. The carriageway features a byway open to all traffic, BOAT13, which serves to connect to other provisions in the area, notably FP6, FP20 and BOAT12 which are presented in Figure 13-5 of the Environmental Statement [APP-049].

Order Limits Change 3

3.10.2 The baseline is unchanged from that detailed in section 14.5 of Chapter 14 Transport and Access [APP-049].

Order Limits Change 4

3.10.3 The baseline is unchanged from that detailed in section 14.5 of Chapter 14 Transport and Access [APP-049].

Order Limits Change 5

3.10.4 The baseline is unchanged from that detailed in section 14.5 of Chapter 14 Transport and Access [APP-049].

Construction

Order Limits Changes 1 to 2

3.10.5 The proposed changes would result in construction vehicles travelling east on Torksey Ferry Road to access Cottam Power Station via an existing gated access. As per the ES, it is forecast that each 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. This is not expected to result in a material impact on the surrounding highway network, including Torksey Ferry Road.

3.10.6 To ensure that Torksey Ferry Road can be used during construction, the following works would be required:

- Existing field access points at AC101, as shown on C2.6_B_CR Access Plan [EN010133/CR1/C2.6_B_CR] will be upgraded to facilitate access to Torksey Ferry Road and the land parcels to the south.
- These access designs will be sized to accommodate a max-legal articulated vehicle of length 16.5m.
- The existing carriageway would be surveyed, defects identified and any defects in the existing carriageway repaired.
- Passing places would be provided at regular intervals along Torksey Ferry Road.

- Where existing culverts or structure crossings of the Seymour Drain are present, these crossings will be assessed to determine their structural capacity and where required widened or strengthened to accommodate the anticipated vehicle movements.

3.10.7 During construction, vehicles would join Torksey Ferry Road via an upgraded access point at location AC101, as shown on C2.6_B_CR Access Plan [EN010133/CR1/C2.6_B_CR] Public Rights of Way Plan [REP2-002] using the haul route along the shared Cable Route Corridor from Cottam Road to avoid vehicles travelling through Rampton. Construction vehicles would access the land to the south via Shortleys Road at location 17/05.

3.10.8 Due to the presence of construction traffic and the works in the land parcels to the south to install the cable route, the use of BOAT13, FP20 and BOAT12 will be managed where there is interface. It is proposed that these existing public rights of way will be maintained on their current alignment as much as practicable.

3.10.9 For Torksey Ferry Road, works will require the temporary closure of part of a circa. 1.7km section of PRoW NT | Rampton | BOAT13 for a maximum period of four weeks in order to carry out the upgrade works referred to above. Prior to construction, the duration of the closure will be reviewed depending on existing road condition, construction sequencing, final design and weather conditions during the works, to reduce this as far as possible. The Public Rights of Way Management Plan [EN010133/CR1/C6.3.14.3_C_CR] has been updated to reflect this.

3.10.10 In terms of potential effects, the proposal for construction vehicles to utilise the existing Cottam Power Station southern gate access is not expected to result in any significant effects.

3.10.11 Overall, 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-049] of the ES.

Order Limits Change 3

3.10.12 The proposed changes will ensure that the visibility splay from Access 108, as shown in Appendix C of the C6.3.14.2_B_CR ES Appendix 14.2 Outline Construction Traffic Management Plan [EN010133/CR1/C6.3.14.2_B_CR] is within the Order Limits. Overall, 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-049] of the ES.

Order Limits Change 4

3.10.13 Accesses AC114 and AC115, as shown in Appendix C of the C6.3.14.2_B_CR ES Appendix 14.2 Outline Construction Traffic Management Plan [EN010133/CR1/C6.3.14.2_B_CR] have been updated to align with the change in route of the cable. Overall, 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-049] of the ES.

Order Limits Change 5

- 3.10.14 At this stage, it is the intention that Access 013 as shown in Appendix B of the C6.3.14.2_B_CR ES Appendix 14.2 Outline Construction Traffic Management Plan [EN010133/CR1/C6.3.14.2_B_CR] will continue to be used for the transportation of abnormal loads relating to the Cottam 1 substation. The change in the Order Limits allows for the location of this access to be adjusted slightly, to retain flexibility. Overall, 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-049] of the ES.

Operation

Order Limits Changes 1 to 2

- 3.10.15 Given the very infrequent need for access and the nature of the vehicles using the access during operation (no HGV's), vehicles will travel through Rampton to join Torksey Ferry Road. The type of vehicle required during operation will adhere to the maximum weight restriction of 18 tonnes that is currently in place within the village of Rampton.
- 3.10.16 In terms of PRoW affected during the construction period, these will be reinstated following completion of the works.
- 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-049] of the ES. There will be no new or different likely significant effects.

Order Limits Change 3

- 3.10.18 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-049] of the ES. There will be no new or different likely significant effects.

Order Limits Change 4

- 3.10.19 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-049] of the ES. There will be no new or different likely significant effects.

Order Limits Change 5

- 3.10.20 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-049] of the ES. There will be no new or different likely significant effects.

Decommissioning

Order Limits Changes 1 to 2

- 3.10.21 Overall, there is no change to the assessment of decommissioning impacts on traffic and transport as a result of the proposed changes. The results remain as outlined in Chapter 14: Transport and Access [APP-049] of the ES. There will be no new or different likely significant effects.

Order Limits Change 3

- 3.10.22 Overall, there is no change to the assessment of decommissioning impacts on traffic and transport as a result of the proposed changes. The results remain as outlined in Chapter 14: Transport and Access [APP-049] of the ES. There will be no new or different likely significant effects.

Order Limits Change 4

- 3.10.23 Overall, there is no change to the assessment of decommissioning impacts on traffic and transport as a result of the proposed changes. The results remain as outlined in Chapter 14: Transport and Access [APP-049] of the ES. There will be no new or different likely significant effects.

Order Limits Change 5

- 3.10.24 Overall, there is no change to the assessment of decommissioning impacts on traffic and transport as a result of the proposed changes. The results remain as outlined in Chapter 14: Transport and Access [APP-049] of the ES. There will be no new or different likely significant effects.

Cumulative

Order Limits Changes 1 to 2

- 3.10.25 Overall, there is no change to the assessment of cumulative impacts on traffic and transport as a result of the proposed changes. The results remain as outlined in Chapter 14: Transport and Access [APP-049] of the ES. There will be no new or different likely significant effects.

Order Limits Change 3

- 3.10.26 Overall, there is no change to the assessment of cumulative impacts on traffic and transport as a result of the proposed changes. The results remain as outlined in Chapter 14: Transport and Access [APP-049] of the ES. There will be no new or different likely significant effects.

Order Limits Change 4

- 3.10.27 Overall, there is no change to the assessment of cumulative impacts on traffic and transport as a result of the proposed changes. The results remain as outlined in

Chapter 14: Transport and Access [APP-049] of the ES. There will be no new or different likely significant effects.

Order Limits Change 5

- 3.10.28 Overall, there is no change to the assessment of cumulative impacts on traffic and transport as a result of the proposed changes. The results remain as outlined in Chapter 14: Transport and Access [APP-049] of the ES. There will be no new or different likely significant effects.

3.11 Noise and Vibration

Baseline

Order Limits Changes 1 to 2

- 3.11.1 The study area includes noise and vibration sensitive receptors within 300m of the extended Order Limits. The only sensitive receptors within 300m of the extended Order Limits are properties in Rampton. These properties are in close proximity to the proposed Torksey Ferry Road upgrade works but are further than 300m from the extended Order Limits where cable laying and cable crossing activities would take place.

Order Limits Change 3

- 3.11.2 The baseline is unchanged from that detailed in section 15.5 of Chapter 15 Noise and Vibration [APP-050].

3.11.3

Order Limits Change 4

- 3.11.4 Change 4 to the Order Limits would move cabling works away from West Farm and towards residential properties at Flat Tops.

Order Limits Change 5

- 3.11.5 The baseline is unchanged from that detailed in section 15.5 of Chapter 15 Noise and Vibration [APP-050].

Construction

Order Limits Changes 1 to 2

- 3.11.6 Potential noise and vibration effects may occur due to construction activities associated with the Torksey Ferry Road upgrade. As properties in Rampton are located further than 300m from cable laying and cable crossing activities, no significant effects are anticipated from these activities. Construction traffic would access the site from the east and so would not affect properties in Rampton.
- 3.11.7 Typical plant for road upgrade works and associated sound data are presented in Table 4-1. Assuming that works would cover a stretch of road of approximately 50m length, over the course of a typical day, the resultant noise level at properties in Rampton which are located at the western end of Torksey Ferry Road upgrade

works, would be 74 dB L_{Aeq,T}. This is below the fixed noise limit of 75 dB as defined in BS 5228:2009+A1 2014² for urban areas near main roads and is therefore not significant.

Table 4.1: Road Upgrade Works Plant

Plant	Sound Pressure Level dB at 10m	Percentage 'on' time
Dozer	75	50
Excavator	78	40
Vibratory Roller	80	50
Dump Truck	81	40

- 3.11.8 Potential levels of vibration from vibratory compaction have been estimated using the formulae presented in BS 5228 and the distances to nearest compaction activities.
- 3.11.9 Using the vibratory compaction (steady state) formula from Table E.1 of BS 5228-2, the minimum distance from receptor to compaction activity that will result in a greater than negligible effect is equal to 38m.
- 3.11.10 A typical level of vibration at a distance of 25m would be below the Significant Observed Adverse Effect Level (SOAEL); however, the SOAEL may be exceeded if a vibratory roller is used within 25m of properties in Rampton. BS 5228-2 states that the likely levels of vibration that would be experienced can be tolerated if prior warning and explanation is provided. A commitment to a communication strategy is made in the Outline Construction Environmental Management Plan (CEMP) [REP2-024]. As such, increased levels of vibration for short periods are considered acceptable and no significant vibration effects are identified.
- 3.11.11 To reduce noise and vibration emissions due to construction activities, measures to control noise as defined in Annex B of BS 5228-2 and measures to control vibration as defined in Section 8 of BS 5228-2 would be adopted where reasonably practicable. These embedded measures represent Best Practicable Means and are secured within the Outline CEMP [REP2-024].
- 3.11.12 Overall, there is no change to the assessment of construction impacts on noise and vibration as a result of the proposed changes. The results remain as outlined in

² The British Standards Institution, *BS 5228-1:2009+A1:2014: Code of practice for noise and vibration control on construction and open sites –Part 1: Noise*, 2014 ('BS 5228-1')
The British Standards Institution, *BS 5228-2:2009+A1:2014: Code of practice for noise and vibration control on construction and open sites –Part 2: Vibration*, 2014 ('BS 5228-2')

Chapter 15: Noise and Vibration [APP-050] of the ES. There will be no new or different likely significant effects.

Order Limits Change 3

- 3.11.13 Overall, there is no change to the assessment of construction impacts on noise and vibration as a result of the proposed changes. The results remain as outlined in Chapter 15: Noise and Vibration [APP-050] of the ES. There will be no new or different likely significant effects.

Order Limits Change 4

- 3.11.14 Potential noise and vibration effects would be similar but no worse than the effects identified for receptor CR08 (West Farm Cottages) in Chapter 15: Noise and Vibration [APP-050] of the ES.

- 3.11.15 Given that construction activities for the Cable Route Corridor are transient, it is considered unlikely that a major impact would be experienced for any prolonged duration due to the temporary nature of construction operations, therefore, the only mitigation required is the implementation of Best Practice Measures as described in Paragraph 15.6.3 of Chapter 15: Noise and Vibration [APP-050] of the ES and as secured in the Outline CEMP [REP2-024].

Order Limits Change 5

- 3.11.16 Overall, there is no change to the assessment of construction impacts on noise and vibration as a result of the proposed changes. The results remain as outlined in Chapter 15: Noise and Vibration [APP-050] of the ES. There will be no new or different likely significant effects.

Operation

Order Limits Changes 1 and 2

- 3.11.17 During the operational period, use of Torksey Ferry Road to the substation by the Applicant will be infrequent and generally likely to be in a 4x4 or small van. National Grid Energy Transmission will access the substation more frequently, but would do so through their existing arrangements with EDF. Traffic that will use Torksey Ferry Road as a result of the operation of the Scheme would therefore be minimal and would not result in a material change in noise levels. Consequently, there is no change to the assessment of operational impacts on noise and vibration as a result of the proposed changes. The results remain as set out in Chapter 15: Noise and Vibration [APP-050] of the ES. There will be no new or different likely significant effects.

Order Limits Changes 3 to 5

- 3.11.18 Overall, there is no change to the assessment of operational impacts on noise and vibration as a result of the proposed changes. The results remain as set out in Chapter 15: Noise and Vibration [APP-050] of the ES. There will be no new or different likely significant effects.

Decommissioning

Order Limits Changes 1 to 5

- 3.11.19 Overall, there is no change to the assessment of decommissioning impacts on noise and vibration as a result of the proposed changes. The results remain as set out in Chapter 15: Noise and Vibration [APP-050] of the ES. There will be no new or different likely significant effects.

Cumulative

Order Limits Changes 1 to 5

- 3.11.20 Overall, there is no change to the assessment of cumulative impacts on noise and vibration as a result of the proposed changes. The results remain as set out in Chapter 15: Noise and Vibration [APP-050] of the ES. 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, Operation, and Decommissioning

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. This applies through the construction, operational, and decommissioning phases of the Scheme. The results remain as outlined in Chapter 16: Glint and Glare [APP-051] of the ES.

Cumulative

Order Limits Changes 1 to 5

- 3.12.3 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 ES.

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-052].

Construction, Operation, and Decommissioning

Order Limits Changes 1 to 5

- 3.13.2 Following the implementation of the measures included within the Construction Environmental Management Plan (CEMP) [REP2-024], there is anticipated to be no change to the assessment of construction, operation and 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-052] of the ES.

Cumulative

Order Limits Changes 1 to 5

- 3.13.3 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-052] of the ES.
- 3.13.4 Consequently, there is no change to the assessment of cumulative effects on Air Quality as a result of the proposed changes. The results remain as outlined in Chapter 17: Air Quality [APP-052] of the ES.

3.14 Socio-Economics Tourism and Recreation

Baseline

Order Limits Changes 1 to 2

- 3.14.1 The socio-economics, tourism and recreation baseline for the extended Order Limits falls within the study area described in Section 18.5 of ES Chapter 18: Socio-Economics, Tourism and Recreation [APP-053]. With regard to Changes 1 and 2, Torksey Ferry Road has an existing public right of way, Rampton BOAT13 (byway open to all traffic), which is used by local residents to access a number of other public rights of way in the area including those along the River Trent.

Order Limits Changes 3 to 5

- 3.14.2 With regard to Changes 3, 4 and 5, there are no changes to the baseline conditions, the assessment remains unchanged as detailed in Section 18.5 of ES Chapter 18: Socio-Economics, Tourism and Recreation [APP-053].

Construction

Order Limits Changes 1 to 2

- 3.14.3 Changes 1 and 2 have been reviewed and are not considered to give rise to any changes to the assessment outcomes for socio-demographic receptors, employment, or economic effects.
- 3.14.4 Table 18.15 of ES Chapter 18: Socio-Economics, Tourism and Recreation [APP-053] identified the potential impacts to Rampton BOAT13 to be short-term temporary diversion or closure due to cable burying. As a result of proposed

changes, Rampton BOAT13 will experience greater impacts, including the temporary closure of part of a circa 1.7km section for a maximum period of four weeks and medium-term temporary access management due to its proposed use by cable construction traffic, as set out in the Outline Construction Traffic Management Plan [EN010133/CR1/C6.3.14.2_B_CR]. As a result, this would increase the magnitude and longevity of impact to a low medium-term negative impact, resulting in a moderate-minor adverse effect. This is not a significant effect and as such, the conclusions in the ES remain the same.

- 3.14.5 As a result, this increased impact on the desirability and use of Rampton BOAT13 may have secondary impacts on accessibility to adjoining public rights of way, and to recreational use of the River Trent to the southeast of Cottam Power Station, such as fishing. The magnitude of impacts have been reviewed, and it is not considered that the magnitude of impact on other tourism receptors, or recreational use of waterbodies is any greater than assessed in Section 18.7 of ES Chapter 18: Socio-Economics, Tourism and Recreation [APP-053]. As such, there are no further changes to significance of effects to tourism and recreation.

Order Limits Changes 3 to 5

- 3.14.6 Changes 3, 4 and 5 have been reviewed and are not considered to give rise to any changes to the assessment outcomes for socio-demographic receptors, employment, economic effects, or any changes to effects to tourism and recreation receptors, including public rights of way.

Operation

Order Limits Changes 1 to 5

- 3.14.7 There is no change 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, as a result of the proposed changes. The results remain as outlined in ES Chapter 18: Socio-Economics, Tourism and Recreation [APP-053].

Decommissioning

Employment

- 3.14.8 There is no change 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, as a result of the proposed changes. The results remain as outlined in ES Chapter 18: Socio-Economics, Tourism and Recreation [APP-053].

Cumulative

- 3.14.9 There is no change 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, as a result of the proposed

changes. The results remain as outlined in ES Chapter 18: Socio-Economics, Tourism and Recreation [APP-053].

3.15 Soils and Agriculture

Baseline

Order Limits Changes 1 to 5

- 3.15.1 The Soils and Agriculture baseline for the extended Order Limits falls within the study area described in Chapter 19: Soils and Agriculture [REP-010] of the ES.

Construction

Order Limits Changes 1 to 5

- 3.15.2 The Order limits extension involves small areas of agricultural land where the cable will be installed. The Outline Soil Management Plan [REP2-020] (Outline SMP) specifies that a soil survey of affected agricultural land must take place prior to any cable laying works, and specifies soil handling measures that will be adhered to during the construction works. 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 [REP-010] of the ES.

Operation

Order Limits Changes 1 to 5

- 3.15.3 The Order limits extension within agricultural land will be returned to agriculture after construction. 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 [REP-010] of the ES.

Decommissioning

Order Limits Changes 1 to 5

- 3.15.4 There is no change to the assessment of decommissioning impacts on employment, net decommissioning the results remain as outlined in Chapter 19: Soils and Agriculture [REP-010] of the ES.

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 [REP-010] of the ES.

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 ES Chapter 20: Waste [APP-055] is unchanged.

Construction, Operation, and Decommissioning

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) [REP2-024], Outline Operational Environmental Management Plan (OEMP) [REP2-032], and Outline Decommissioning Statement [APP-338] there is no change to the assessment of construction, operation and decommissioning impacts on waste as a result of the proposed changes. The results of the assessment as outlined in ES Chapter 20: Waste [APP-055] therefore remain unchanged.

Cumulative

Order Limits Changes 1 to 5

3.16.3 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 ES Chapter 20: Waste [APP-055].

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 ES assessment as set out in Section 3.13 of C6.3.2.2 ES Appendix 2.2 EIA Scoping Opinion [APP-064]. As such, no changes to the assessment set out in Section 21.2 of ES Chapter 21: Other Environmental Matters [APP-056] are proposed. That notwithstanding, it is noteworthy that Change 4 will increase the distance of the 400kV grid connection cable from less than 10m from the residential properties at West Farm, Normanby by Stow, to at least 30m from the nearest residential properties.

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 ES assessment as set out in Section 3.24 of C6.3.2.2 ES Appendix 2.2 EIA Scoping Opinion [APP-064]. 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 ES Chapter 21: Other Environmental Matters [APP-056].

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 ES Chapter 21: Other Environmental Matters [APP-056].

Human Health

3.17.4 Human Health has not been assessed as a distinct chapter in the ES. Rather, matters relating to human health are assessed in each of the following ES chapters:

- Chapter 10: Hydrology, Flood Risk and Drainage [APP-045];
- Chapter 11: Ground Conditions and Contamination [APP-046];
- Chapter 15: Noise and Vibration [APP-050];
- Chapter 16: Glint and Glare [APP-051];
- Chapter 17: Air Quality [APP-052];
- 18: Socio-Economics, Tourism and Recreation [APP-053];
- Chapter 20: Waste [APP-055]; and
- Chapter 21: Other Environmental Matters [APP-056], Section 21.4 Major Accidents and Disasters.

Baseline

3.17.5 As set out in Traffic and Access, the part of Torksey Ferry Road affected by Changes 1 and 2 is not an adopted road by Nottinghamshire County Council and the carriageway is in poor condition. This is a single carriageway road which runs to the south of Cottam Power Station and is not a through route for local traffic. The socio-economics and land use baseline (set out in section 18.5 of Chapter 18 of the ES [APP-053]) identifies an existing public right of way (Rampton BOAT13) along Torksey Ferry Road. This route is used by local residents to access a wider network of public rights of way and local amenities, namely FP6, FP20 and BOAT12. Properties in Rampton have been identified as additional noise sensitive receptors as they are within 300m of the extended Order Limits, which is in close proximity to the Torksey Ferry Road upgrade works.

3.17.6 There is no change to the air quality baseline as a result of proposed changes.

3.17.7 Based on the nature of the proposed development (sub surface cable) it can be concluded that the Cable Route is at Low to Very Low risk from fluvial, artificial and groundwater sources based on a review of Annex B of the Flood Risk Assessment and Drainage Strategy Report for the Cable Route [APP-091].

3.17.8 There is no change to the Ground Conditions and Contamination baseline as a result of proposed changes.

3.17.9 There is no change to the Noise and Vibration baseline as a result of proposed changes.

- 3.17.10 There is no change to the Glint and Glare baseline as a result of proposed changes.
- 3.17.11 There is no change to the Socio-Economics, Tourism and Recreation baseline as a result of proposed changes.
- 3.17.12 There is no change to the Waste baseline as a result of proposed changes.
- 3.17.13 There is no change to the Other Environmental Matters baseline as a result of proposed changes.

Construction

- 3.17.14 There is no change to the air quality assessment for the construction phase as a result of proposed changes.
- 3.17.15 There is no change to the Ground Conditions and Contamination assessment for the construction phase as a result of proposed changes.
- 3.17.16 There is no change to the Noise and Vibration assessment for the construction phase as a result of proposed changes.
- 3.17.17 There is no change to the Glint and Glare assessment for the construction phase as a result of proposed changes.
- 3.17.18 There are no new or materially different significant effects that have been assessed for Socio-Economics, Tourism and Recreation during the construction phase as a result of proposed changes.
- 3.17.19 There is no change to the Waste assessment for the construction phase as a result of proposed changes.
- 3.17.20 There is no change to the assessment of Other Environmental Matters for the construction phase as a result of proposed changes.

Operation

- 3.17.21 There is no change to the air quality assessment for the operational phase as a result of proposed changes.
- 3.17.22 There is no change to the Ground Conditions and Contamination assessment for the operational phase as a result of proposed changes.
- 3.17.23 There is no change to the Noise and Vibration assessment for the operational phase as a result of proposed changes.
- 3.17.24 There is no change to the Glint and Glare assessment for the operational phase as a result of proposed changes.
- 3.17.25 There are no new or materially different significant effects that have been assessed for Socio-Economics, Tourism and Recreation during the operational phase as a result of proposed changes.
- 3.17.26 There is no change to the Waste assessment for the operational phase as a result of proposed changes.

- 3.17.27 There is no change to the Other Environmental Matters assessment for the operational phase as a result of proposed changes.
Decommissioning
- 3.17.28 There is no change to the air quality assessment for the decommissioning phase as a result of proposed changes.
- 3.17.29 There is no change to the Ground Conditions and Contamination assessment for the decommissioning phase as a result of proposed changes.
- 3.17.30 There is no change to the Noise and Vibration assessment for the decommissioning phase as a result of proposed changes.
- 3.17.31 There is no change to the Glint and Glare assessment for the decommissioning phase as a result of proposed changes.
- 3.17.32 There are no new or materially different significant effects that have been assessed for Socio-Economics, Tourism and Recreation during the decommissioning phase as a result of proposed changes.
- 3.17.33 There is no change to the Waste assessment for the decommissioning phase as a result of proposed changes.
- 3.17.34 There is no change to the Other Environmental Matters assessment for the decommissioning phase as a result of proposed changes.
Cumulative
- 3.17.35 There is no change to the cumulative assessment for air quality as a result of proposed changes.
- 3.17.36 There is no change to the cumulative assessment for Ground Conditions and Contamination as a result of proposed changes.
- 3.17.37 There is no change to the cumulative assessment for Noise and Vibration as a result of proposed changes.
- 3.17.38 There is no change to the cumulative assessment for Glint and Glare as a result of proposed changes.
- 3.17.39 There are no new or materially different cumulative significant effects that have been assessed for Socio-Economics, Tourism and Recreation as a result of proposed changes.
- 3.17.40 There is no change to the cumulative assessment for Waste as a result of proposed changes.
- 3.17.41 There is no change to the cumulative assessment for Other Environmental Matters as a result of proposed changes.
- Major Accidents and Disasters**
- 3.17.42 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 ES Chapter 21: Other Environmental Matters [APP-056].

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 is provided in the Change Application and Consultation Report [EN010133/CR1/C9.2]

4.2 Outline Construction Traffic Management Plan

4.2.1 C6.3.14.2_B_CR Outline Construction Traffic Management Plan [EN010133/CR1/C6.3.14.2_B_CR] has been updated with details of the changed access arrangements.

4.3 Public Rights of Way Management Plan

4.3.1 C6.3.14.3_C_CR Public Rights of Way Management Plan [EN010133/CR1/C6.3.14.3_C_CR] has been updated with details of the BOAT along Torksey Ferry Road.

4.4 Outline Landscape and Ecological Management Plan

4.4.1 The Hedgerow Removal Plans within C7.3_B_CR Outline Landscape and Ecological Management Plan [EN010133/CR1/C7.3_B_CR] have been updated to show the extent of temporary hedgerow removal potentially required to enable construction access. For Changes 1 and 2, sections for removal HR46-HR52 have been added. For Change 4, section HR2 has been deleted and sections HR45 and HR45 have been added. For Change 5, sections HR38-HR43 have been added.

5 Conclusions

- 5.1.1 As stated above, the five Order limits changes have been assessed by the same environmental specialists that delivered the ES. 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] have been considered.
- 5.1.2 This Supporting Environment Information Report concludes that the assessments do not change, and no new residual significant impacts have been identified for all topics except Landscape and Visual Impact. In relation to Landscape and Visual Impact, there are new significant effects for Transport Receptors T083 and T085 that are not described in the ES. In summary, the changes to significant effects are set out within Table 6.1 below.

Table 6.1: Summary of changes to significant effects

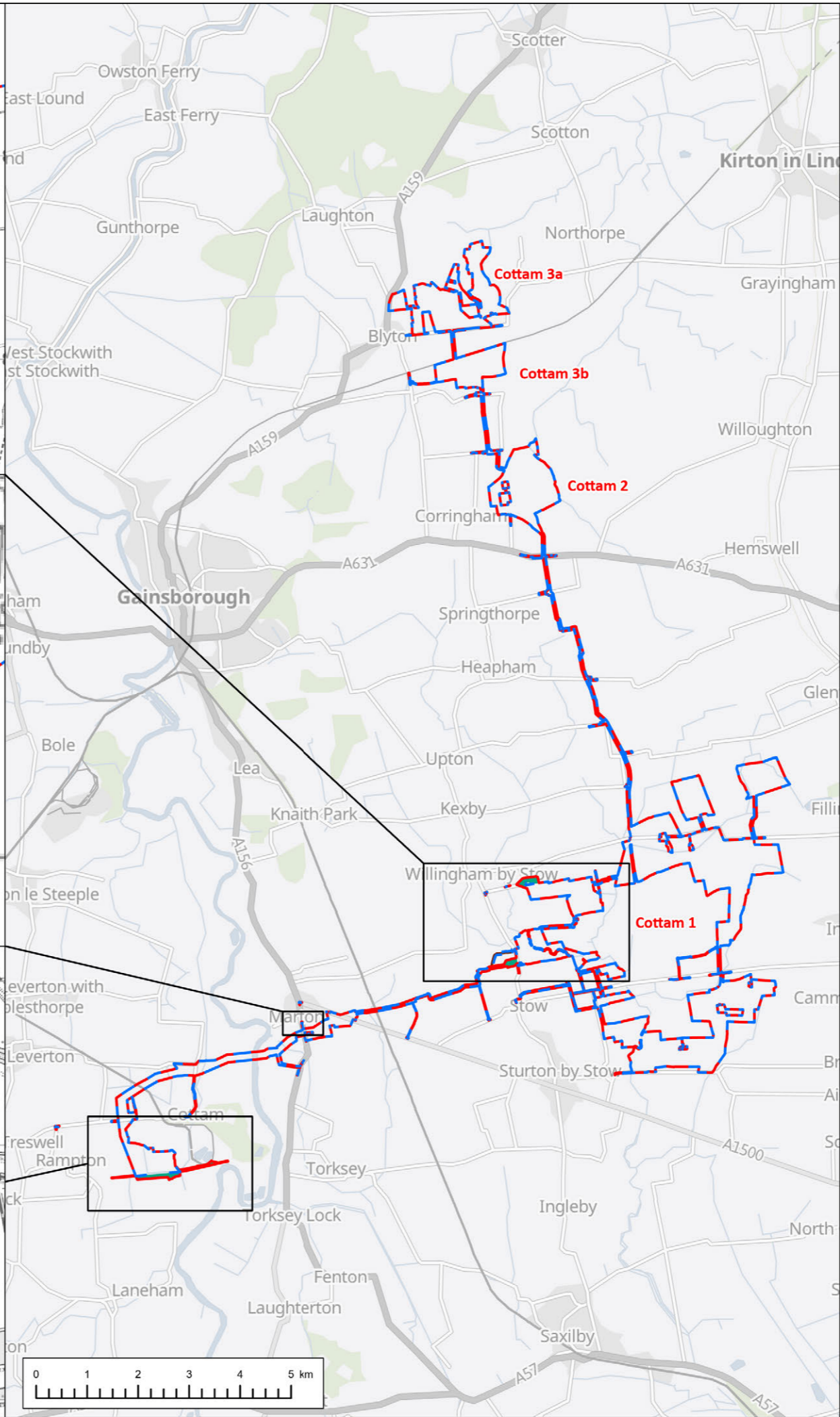
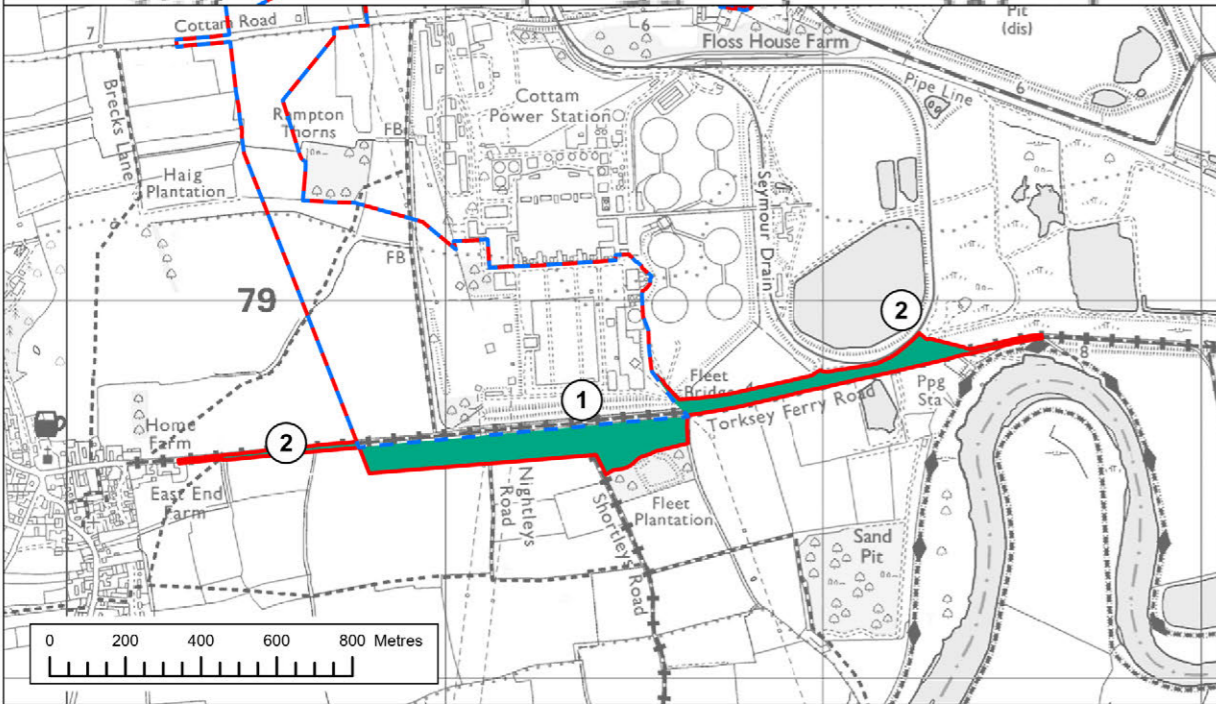
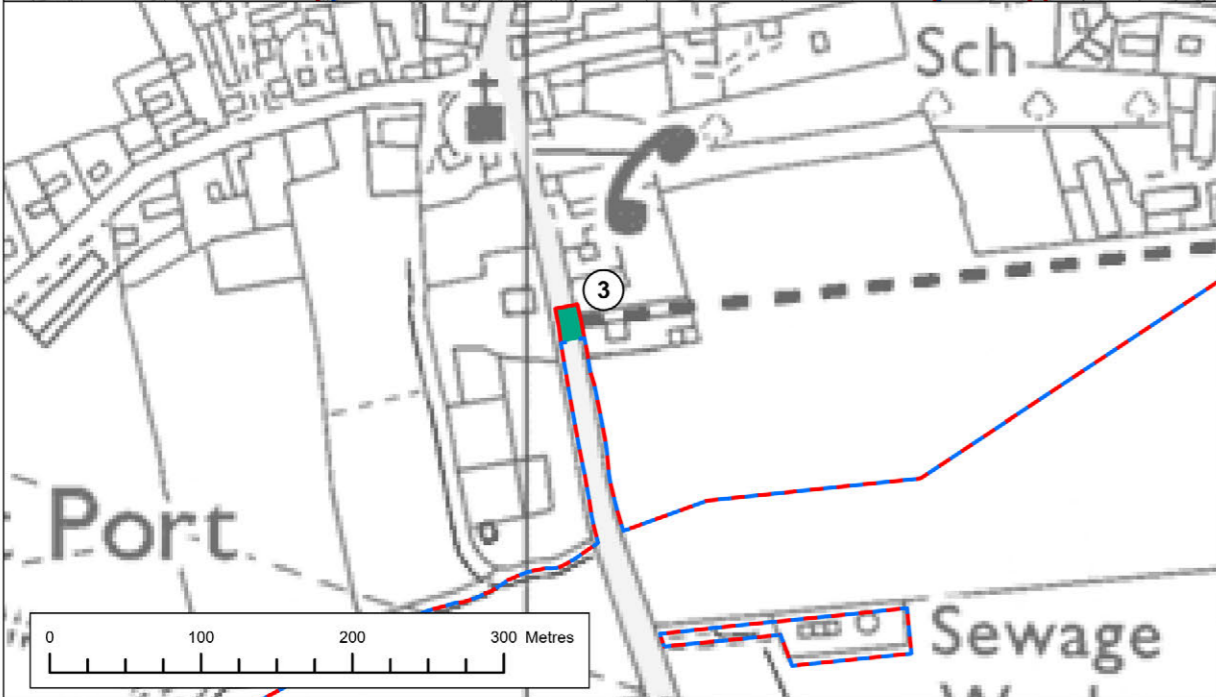
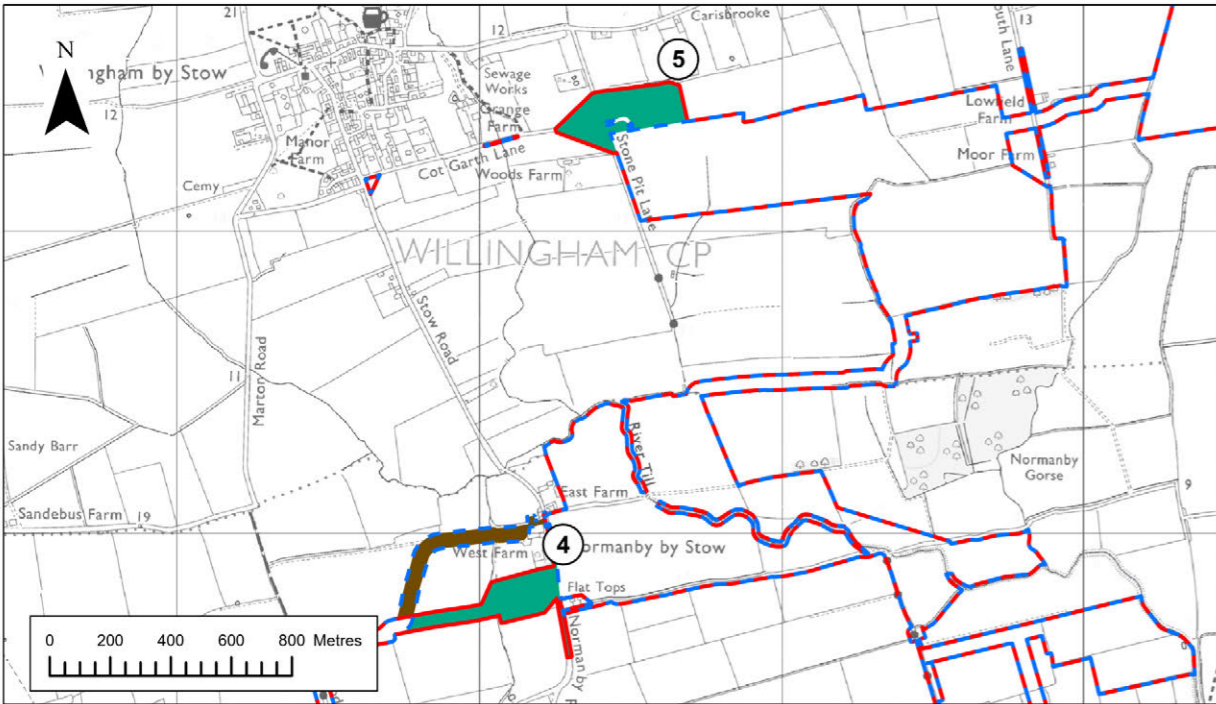
Topic	Summary
Chapter 7: Climate Change	No new or different significant environmental effects
Chapter 8: Landscape and Visual Impact	There are new significant effects for Transport Receptors T083 and T085 relating to the temporary removal of sections of hedgerow for construction access during the construction phase and at Year 1 of the operational phase that are not identified in the ES.
Chapter 9: Ecology and Biodiversity	No new or different significant environmental effects
Chapter 10: Hydrology, Flood Risk and Drainage	No new or different significant environmental effects
Chapter 11: Ground Conditions and Contamination	No new or different significant environmental effects
Chapter 12: Minerals	No new or different significant environmental effects
Chapter 13: Cultural Heritage	Following the implementation of appropriate mitigation measures, the Scheme within the extended Order Limit are considered unlikely to result in any new or additional significant residual effects.
Chapter 14: Transport and Access	No new or different significant environmental effects
Chapter 15: Noise and Vibration	No new or different significant environmental effects
Chapter 16: Glint and Glare	No new or different significant environmental effects
Chapter 17: Air Quality	No new or different significant environmental effects
Chapter 18: Socio-economics, Tourism and Recreation	No new or different significant environmental effects

Chapter 19: Soils and Agriculture	No new or different significant environmental effects
Chapter 20: Waste	No new or different 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 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.



Appendix A Order Limits Change



Key

- Proposed Order Limits
- Submitted Order Limits
- Additional Area
- Removal Area
- Change reference

Layers: Lanpro, 2023
 Base map: Contains OS data © Crown Copyright and database right 2023
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Ref: P2981_LPR_ZZ_ON_DR_Z_0285	Date: 21/11/2023
Drawn by: AZ	Checked by: AVW

**Proposed Changes to Order Limits
December 2023**

COTTAM SOLAR PROJECT