

**Tillbridge Solar Project
EN010142**

Volume 7

**Joint Report on Interrelationships between Nationally
Significant Infrastructure Projects Part 2 of 3**

Document reference: EN010142/APP/7.6

**Regulation 5(2)(q)
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations
2009**

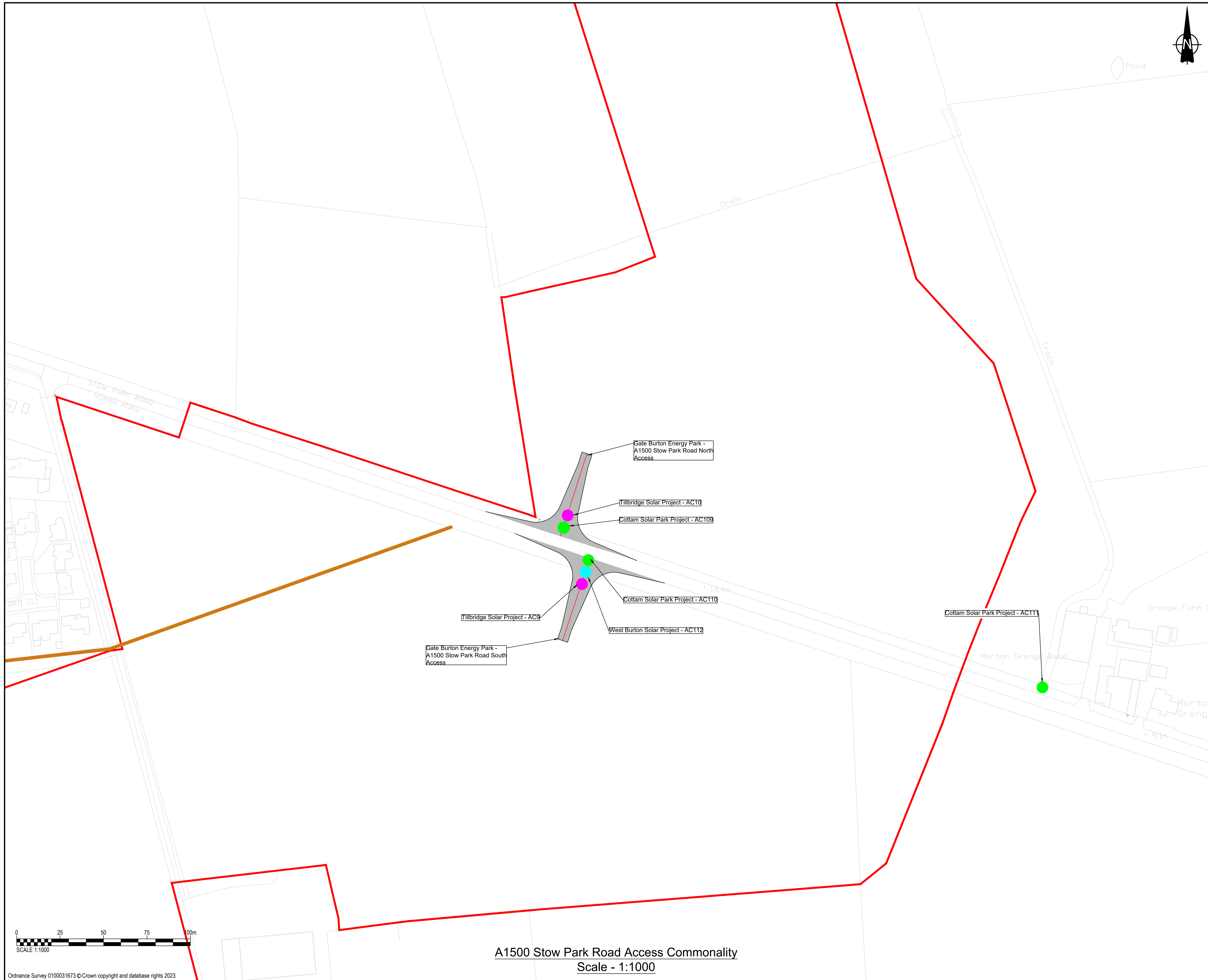
**April 2024
Revision Number: 00**

**Gate Burton Energy Park Limited, West Burton Solar Project Limited, Tillbridge Solar Limited,
Cottam Solar Project Limited**

tillbridgesolar.com

Appendix B Plans Showing Access Locations for the Four Projects

Appendix B has been submitted in Part 2 to this Document



A1500 Stow Park Road Access Commonality
Scale - 1:1000



PROJECT

Gate Burton Energy Park
Development Consent Order

CLIENT

Low Carbon

CONSULTANT

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

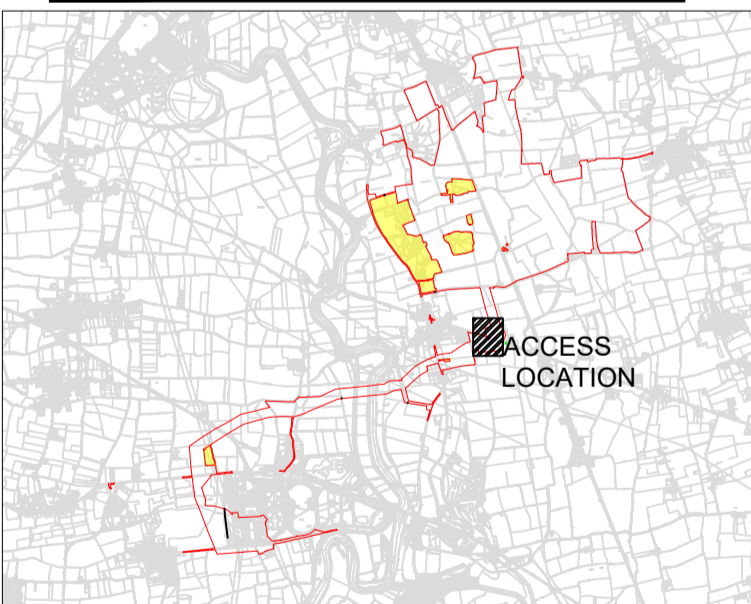
GENERAL NOTES

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

KEY

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

SHEET PLAN



ISSUE/REVISION

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

PROJECT NUMBER

60664324

SHEET TITLE

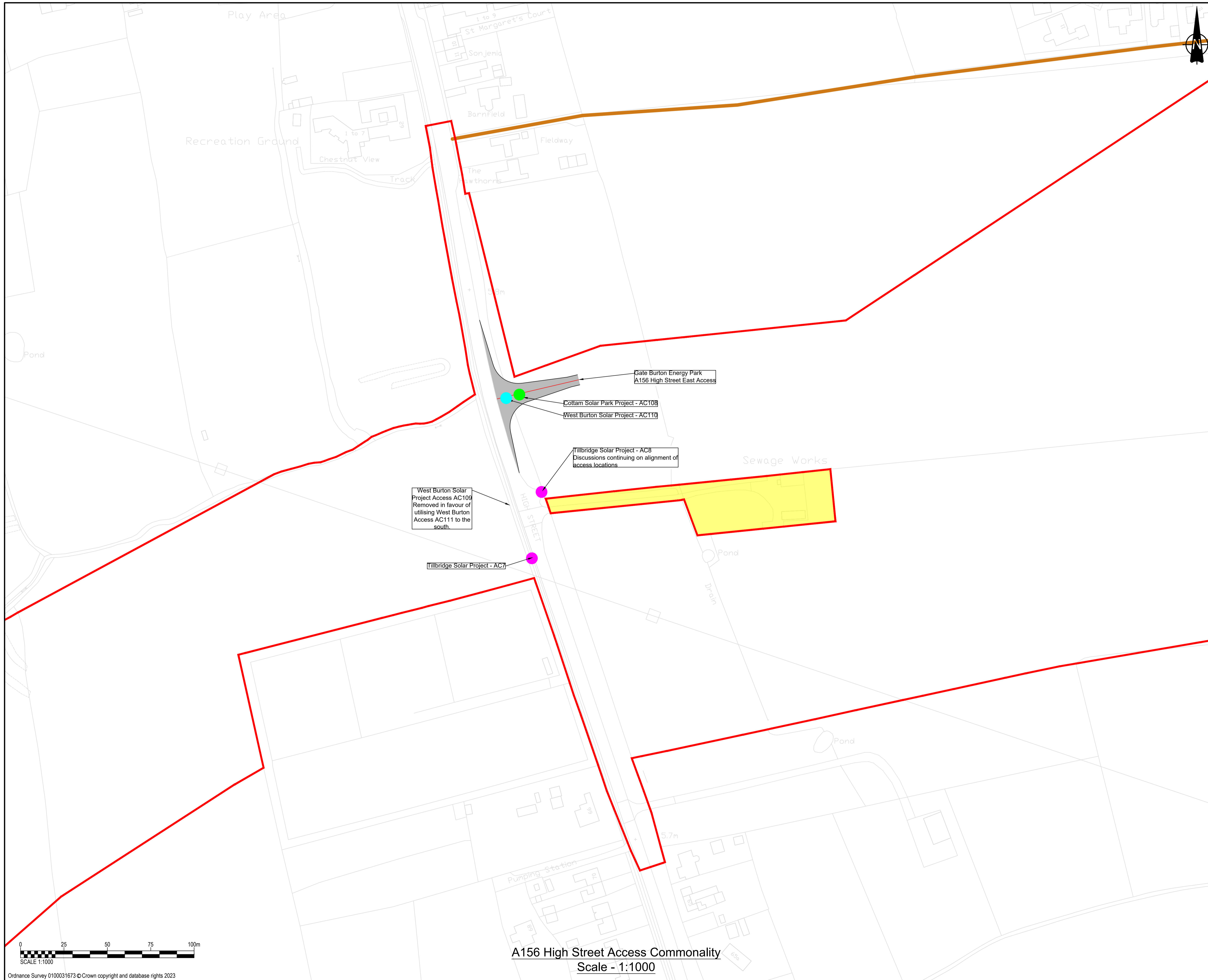
A1500 STOW PARK ROAD CUMULATIVE
ACCESS PROPOSALS

SHEET NUMBER

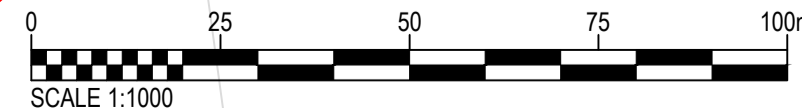
60664324-HGN-DR-CH-0037

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or relied upon by third parties, except as agreed by AECOM, or as required by law. AECOM accepts no responsibility, and denies any liability whatsoever to any party that uses or relies on this drawing without AECOM's express written consent. Do not scale this document.

ISO A1 594mm x 841mm
 Approved: IB
 Checked: MP
 Designer: JCH
 Project Management Initials:
 Last saved by: JAMES.HEMINGWAY\2023-11-08_1 Last Picked: 2023-11-09
 Filename: C:\USERS\JAMES.HEMINGWAY\DRAWINGS (CAD)\60664324-HGN-DR-CH-0038 HIGH STREET ACCESS COMMONALITY P03.DWG
 AECOM\HIGHWAY\DRAWINGS - AECOM\HIGHWAY\DRAWINGS



A156 High Street Access Commonality
 Scale - 1:1000



Ordnance Survey 0100031673 © Crown copyright and database rights 2023



PROJECT

Gate Burton Energy Park
 Development Consent Order

CLIENT

Low Carbon

CONSULTANT

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

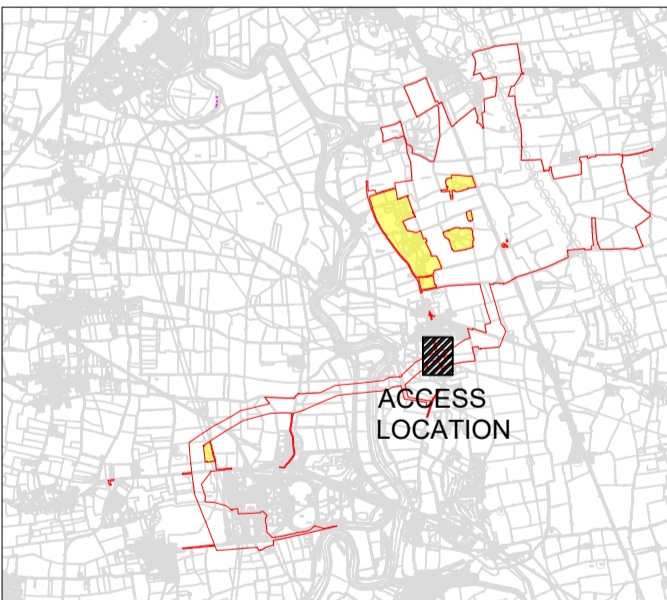
GENERAL NOTES

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

KEY

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

SHEET PLAN



ISSUE/REVISION

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

PROJECT NUMBER

60664324

SHEET TITLE

A156 HIGH STREET NEAR MARTON
 CUMULATIVE
 ACCESS PROPOSALS

SHEET NUMBER

60664324-HGN-DR-CH-0038

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or relied upon by third parties, except as agreed by AECOM or as required by law. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that uses or relies on this drawing without AECOM's express written consent. Do not scale this document.



PROJECT

Gate Burton Energy Park
Development Consent Order

CLIENT

Low Carbon

CONSULTANT

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

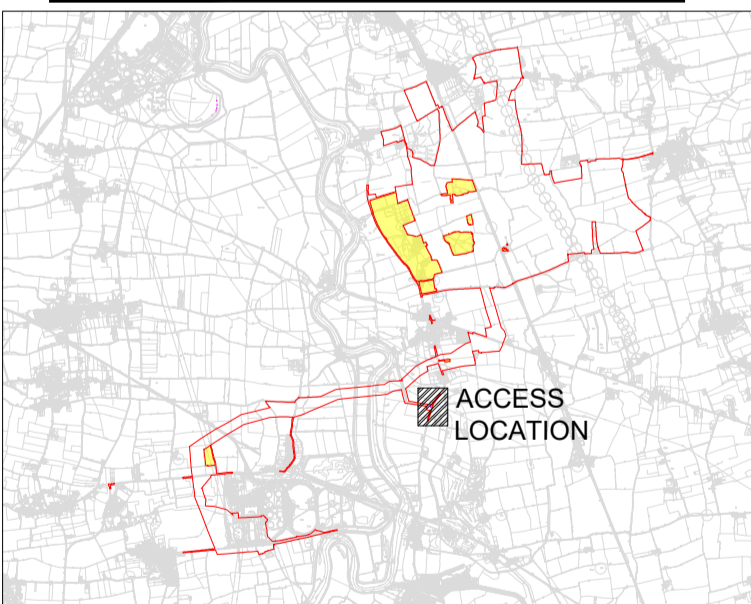
GENERAL NOTES

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

KEY

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

SHEET PLAN



ISSUE/REVISION

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

PROJECT NUMBER

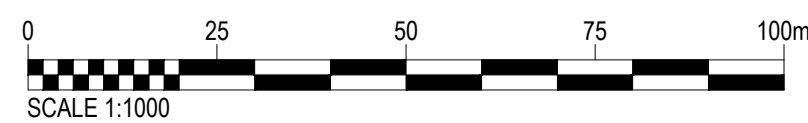
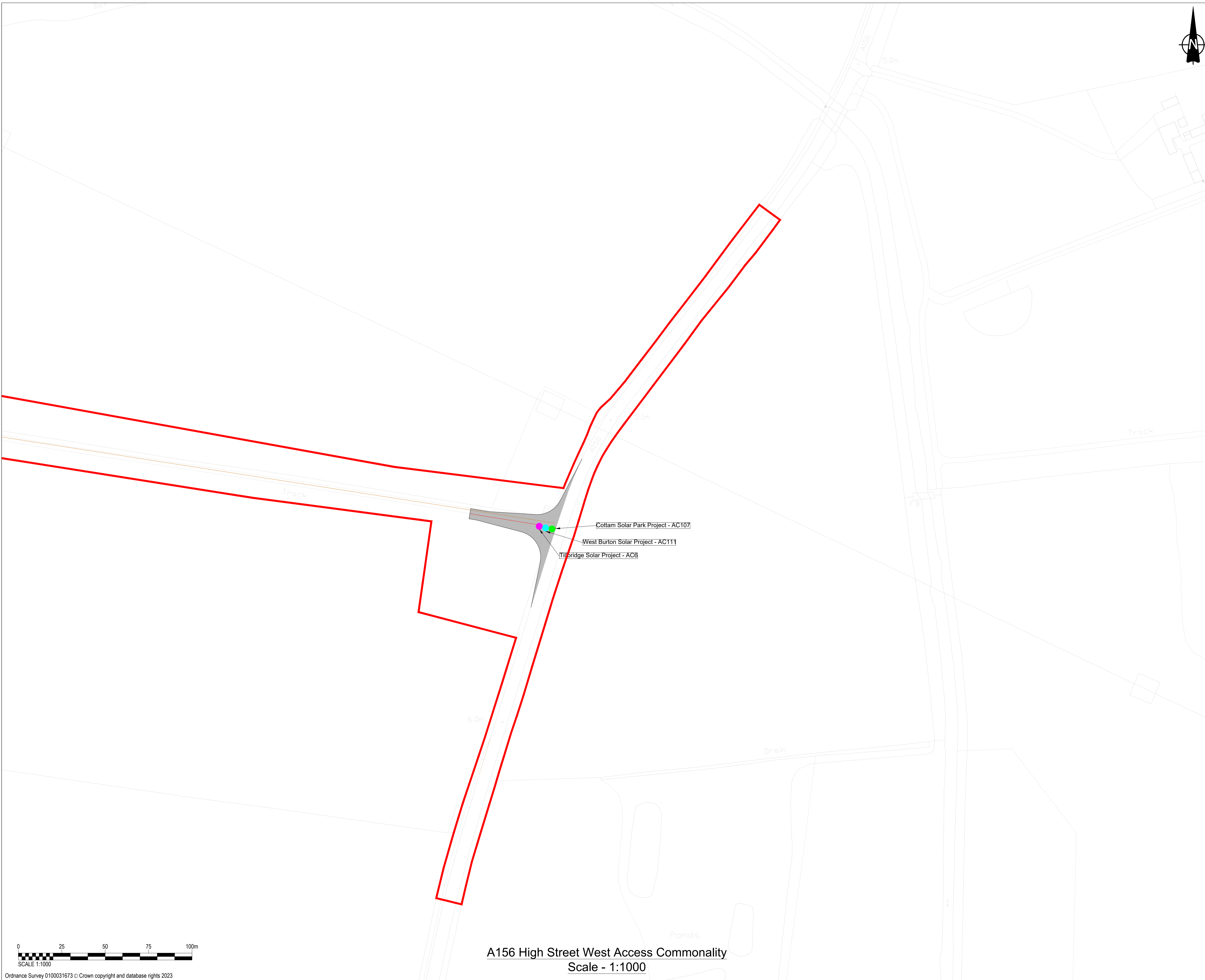
60664324

SHEET TITLE

A156 HIGH STREET CUMULATIVE
ACCESS PROPOSAL

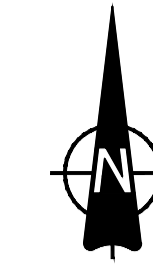
SHEET NUMBER

60664324-HGN-DR-CH-0039



A156 High Street West Access Commonality
Scale - 1:1000

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or relied upon by third parties, except as agreed by AECOM or as required by law. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that uses or relies on this drawing without AECOM's express written consent. Do not scale this document.



PROJECT

Gate Burton Energy Park
Development Consent Order

CLIENT

Low Carbon

CONSULTANT

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

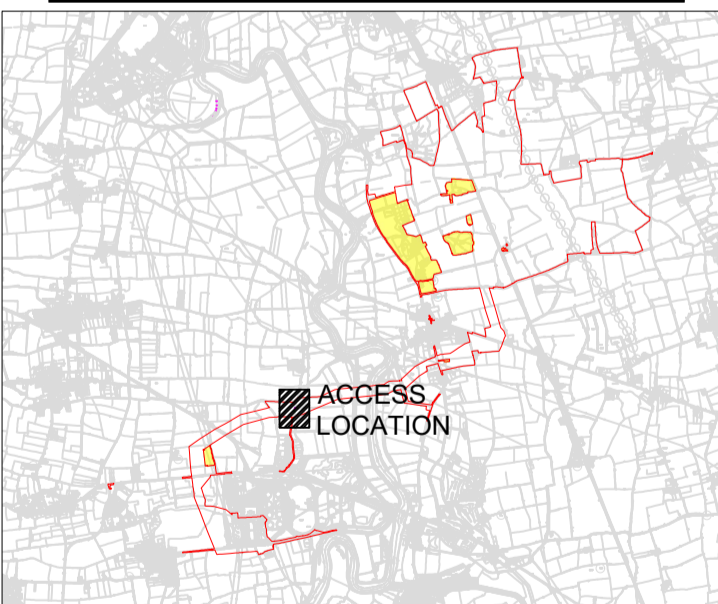
GENERAL NOTES

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

KEY

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

SHEET PLAN



ISSUE/REVISION

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

PROJECT NUMBER

60664324

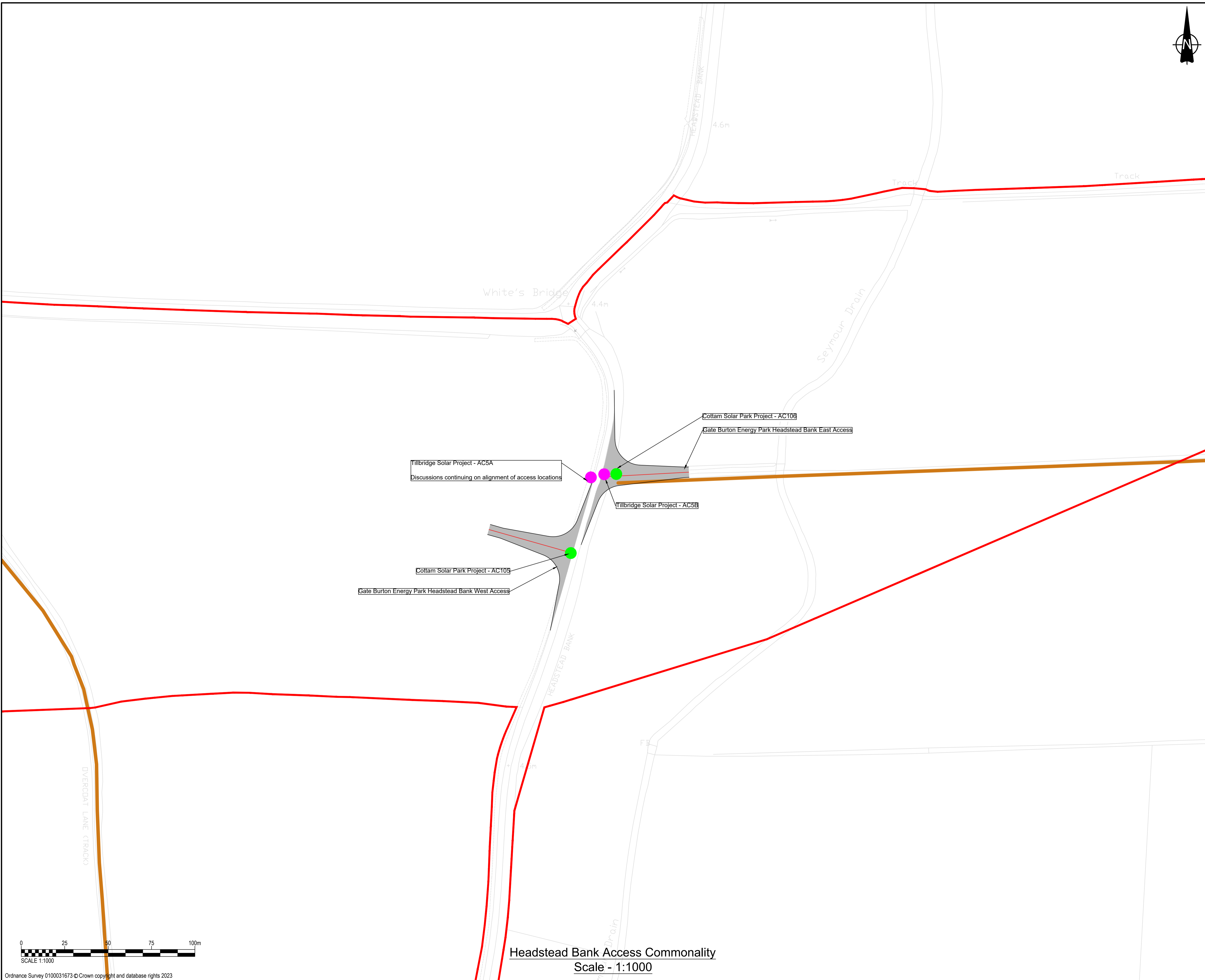
SHEET TITLE

HEADSTEAD BANK CUMULATIVE
ACCESS PROPOSALS

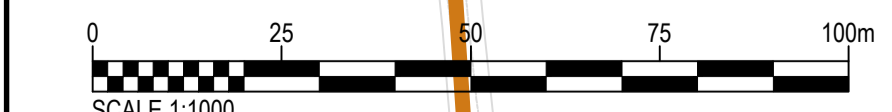
SHEET NUMBER

60664324-HGN-DR-CH-0040

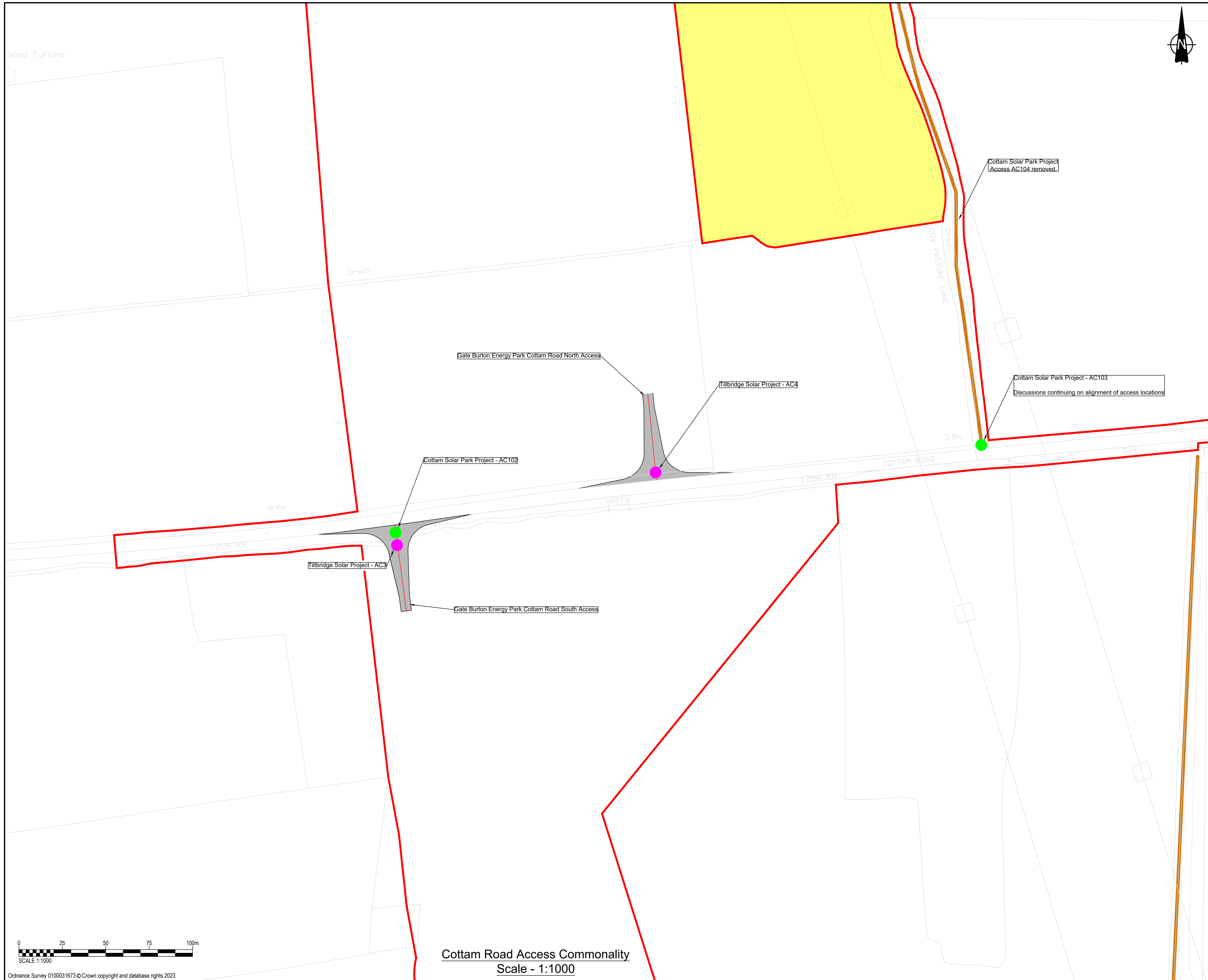
This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or relied upon by third parties, except as agreed by AECOM or as required by law. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that uses or relies on this drawing without AECOM's express written consent. Do not scale this document.



Headstead Bank Access Commonality
Scale - 1:1000



Ordnance Survey 0100031673 © Crown copyright and database rights 2023



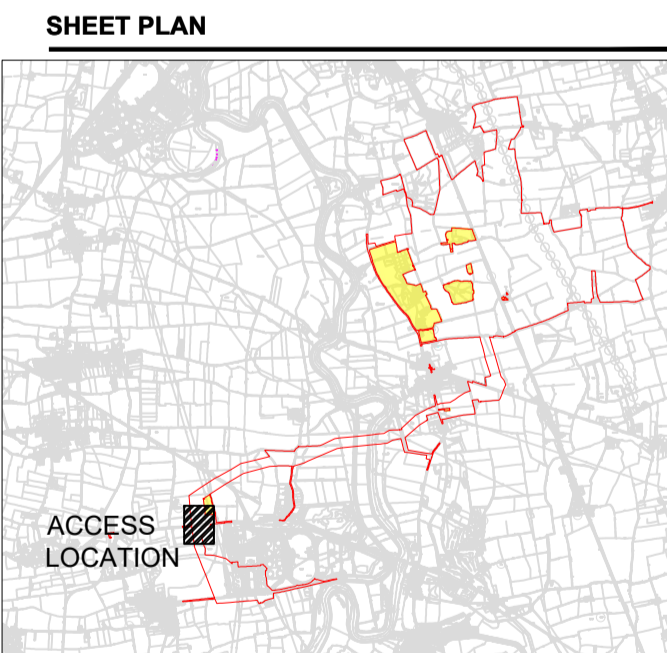
PROJECT
 Gate Burton Energy Park
 Development Consent Order

CLIENT
 Low Carbon

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

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

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



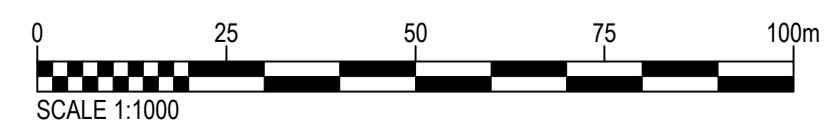
ISSUE/REVISION

NO	DATE	DESCRIPTION
P04	20/11/2023	UPDATED COTTAM AC4 LOCATION
P03	08/11/2023	UPDATED FOR DEADLINE 5
P02	22/09/2023	UPDATED ORDER LIMITS
P01	03/07/2023	FIRST DRAFT
I/R	DATE	DESCRIPTION

PROJECT NUMBER
 60664324

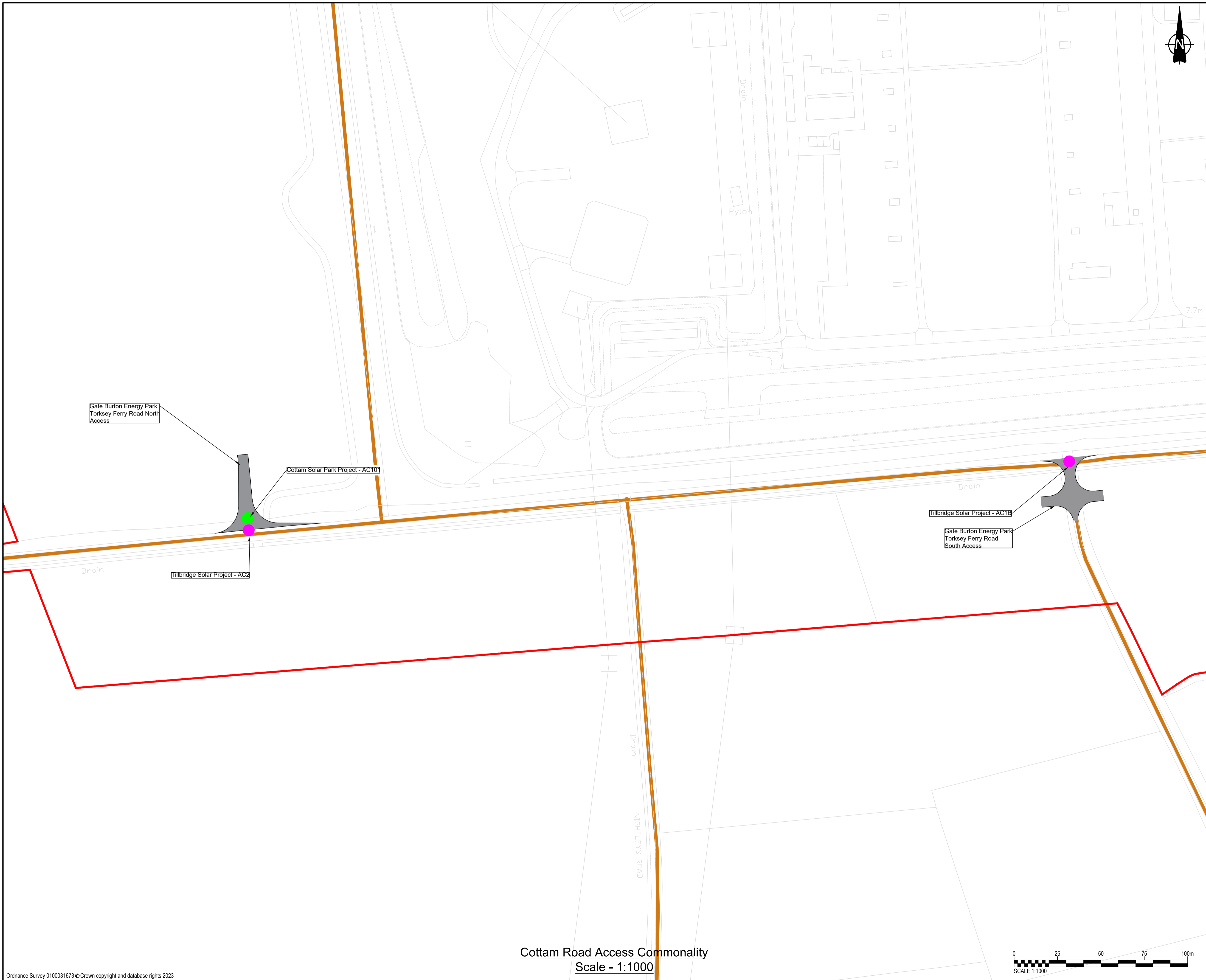
SHEET TITLE
 COTTAM ROAD CUMULATIVE
 ACCESS PROPOSALS

SHEET NUMBER
 60664324-HGN-DR-CH-0041



Cottam Road Access Commonality
 Scale - 1:1000

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or relied upon by third parties, except as agreed by AECOM or as required by law. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that uses or relies on this drawing without AECOM's express written consent. Do not scale this document.



PROJECT

Gate Burton Energy Park
Development Consent Order

CLIENT

Low Carbon

CONSULTANT

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

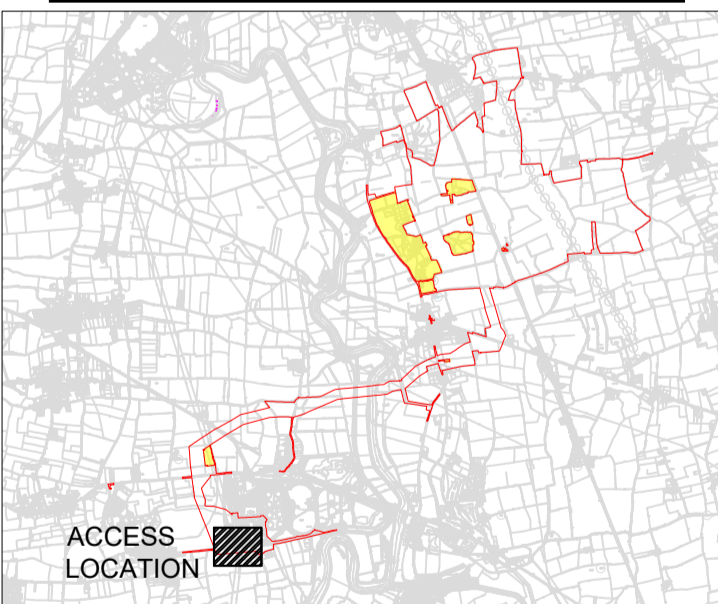
GENERAL NOTES

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

KEY

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

SHEET PLAN



ISSUE/REVISION

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

PROJECT NUMBER

60664324

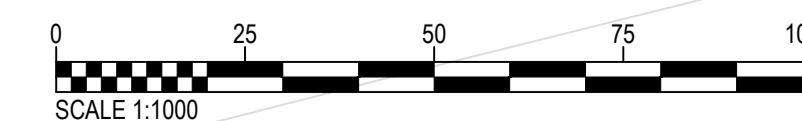
SHEET TITLE

TORKSEY FERRY ROAD
CUMULATIVE ACCESS
PROPOSALS

SHEET NUMBER

60664324-HGN-DR-CH-0045

Cottam Road Access Commonality
Scale - 1:1000



This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or relied upon by third parties, except as agreed by AECOM or as required by law. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that uses or relies on this drawing without AECOM's express written consent. Do not scale this document.

Appendix C Cooperation Agreement

DATED 5th July **2023**

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

COOPERATION AGREEMENT

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

THIS AGREEMENT is made on the 5th day of July

2023

AMONGST:

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

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

BACKGROUND:

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

IT IS AGREED:

1. **DEFINITIONS AND INTERPRETATION**

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

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

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

1.2 In this Agreement:

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

2. **COMMENCEMENT AND DURATION OF ENGAGEMENT**

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

3. **FEES**

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

4. **COOPERATION AS REASONABLE DEVELOPERS**

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

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

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

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

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

5. **MAKING OF REPRESENTATIONS**

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

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

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

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

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

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

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

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

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

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

6. SHARING OF INFORMATION

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

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

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

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

6.1.4 any of the Parties may make disclosure:-

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

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

(c) to any prospective lenders to the Projects;

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

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

7. HEARINGS

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

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

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

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

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

8. **ENTIRE AGREEMENT**

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

9. **FURTHER ASSURANCE**

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

10. **VARIATION**

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

11. **NO PARTNERSHIP OR AGENCY**

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

12. **REMEDIES AND WAIVER**

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

13. **SEVERANCE**

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

14. **THIRD PARTY RIGHTS**

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

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

15. **GOVERNING LAW**

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

16. **DISPUTE RESOLUTION**

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

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

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

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

16.3 If the Parties:

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

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

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

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

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

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

17. **COUNTERPARTS**

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

18. **ASSIGNMENT**

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

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

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

Executed by
GATE BURTON ENERGY PARK LIMITED
acting by two directors

[Redacted]

Full Name (Director)

[Redacted]

Full Name (Director)

DocuSigned by:

[Redacted]

BA729F9B27C34F7...

Signature of Director

[Redacted]

Signature of Director

Executed by
COTTAM SOLAR PROJECT LIMITED acting
by two directors

[Redacted]

Full Name (Director)

[Redacted]

Full Name (Director)

[Redacted]

Signature of Director

DocuSigned by:

[Redacted]

Signature of Director

Executed by
WEST BURTON SOLAR PROJECT LIMITED
acting by two directors

[Redacted]

Full Name (Director)

[Redacted]

Full Name (Director)

[Redacted]

Signature of Director

DocuSigned by:

[Redacted]

Signature of Director

Executed by
TILLBRIDGE SOLAR LIMITED acting by two
directors

[Redacted]

Full Name (Director)

[Redacted]

Full Name (Director)

[Redacted]

Signature of Director

AB574E2CAAE047F...

DocuSigned by:

[Redacted]

11491240BE184B9...

Signature of Director

APPENDIX 1

FURTHER COOPERATION AGREEMENT

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

General

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

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

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

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

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

Project Interfaces and Land

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

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

Agreement in respect of interaction with landowners and statutory undertakers.

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

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

Works and design

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

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

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

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

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

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

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

Construction commencement

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

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

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

Maintenance

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

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

Dispute resolution

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

Liability and compensation

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

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

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

Appendix D Cumulative Impacts on Traffic

Technical Note

July 2023

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

DCO Examination Review – Transport and Access Cumulative Effects

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

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

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

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

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

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

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

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

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

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

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

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

1.1 West Burton Solar Project

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

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

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

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

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

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

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

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

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

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

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

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

1.2 Cottam Solar Project

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

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

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

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

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

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

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

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

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

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

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

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

1.3 Tillbridge Solar

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

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

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

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

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

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

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

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

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

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

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

1.4 Glentworth Oil Extraction Site

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

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

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

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

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

1.5 Total Cumulative Traffic Flows

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

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

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

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

1.6 Shared Grid Connection Corridor

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

1.7 Conclusion

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

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

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