

Tillbridge Solar Project
EN010142

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1. Introduction

- 1.1.1 Tillbridge Solar Ltd (hereafter referred to as ‘the Applicant’) submitted an application (hereafter referred to as the ‘Application’) for a Development Consent Order (DCO) to the Planning Inspectorate under the Planning Act 2008 for the construction, operation and decommissioning of Tillbridge Solar Project (hereafter referred to as ‘the Scheme’). The Application was accompanied by an **Environmental Statement** (‘ES’) [**APP-031 to APP-208**].
- 1.1.2 Following further engagement with landowners, the Applicant has submitted a request to change the Application with 15 changes proposed across the Scheme (hereafter referred to as the ‘Proposed Changes’).
- 1.1.3 This document, the **ES Addendum [EN0142/APP/6.6]**, reviews these changes to the Scheme and considers whether they would result in new or different significant environmental effects compared to those reported in the **ES [APP-031 to APP-208]**.
- 1.1.4 This ES Addendum does not constitute “further information” for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the ‘EIA Regulations’) (Ref 1-1). This is because the proposed changes are not likely to result in any new or different significant effects, such that it is not relevant to the Examining Authority’s ability to reach a reasoned conclusion on the significant effects of the Scheme (as per Regulation 3 of the EIA Regulations).

2. Description of Proposed Changes

2.1.1 The Proposed Changes comprise the following, as shown on **Figure 1**:

- a. Change 1: Reduction of the Order limits to the east of B1241 Normanby Road and immediately south of East Farm.
- b. Change 2: Reduction of the Order limits to the east of B1241 Normanby Road located to the north of Normanby by Stow.
- c. Change 3: Removal of a triangular area of land from the Order limits to the north of Willingham Road.
- d. Change 4: Reduction of the Order limits to remove part of Torksey Ferry Road.
- e. Change 5: Refinement of the Scheme layout and design to create two additional accesses off School Lane (one temporary and one permanent).
- f. Change 6: Removal of the highway extents along Northlands Road and Kexby Road.
- g. Change 7: Removal of the highway extents along the A631 Harpswell Lane.
- h. Change 8: Removal of the highway extents along B1398 Middle Street.
- i. Change 9: Reduction of the Order limits on land to the north of Common Lane.
- j. Change 10: Removal of the private driveway located to the south of School Lane from the Order limits.
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- l. Change 12: Removal of the land from the Order limits to the south of Common Lane.
- m. Change 13: Removal of the track located south of Common Lane from the Order limits.
- n. Change 14: Removal of land from the Order limits to the south-west of Marton adjoining the River Trent.
- o. Change 15: Divert construction and decommissioning traffic from an existing access serving the Pickering & Son Farm located to the south off the A631 (Harpswell Lane) to an existing access track serving Harpswell Low Farm, located to the west of the Pickering & Son Farm, south off the A631 (Harpswell Lane). The access serving the Pickering & Son Farm will remain for use during the operational phase.

2.1.2 The Proposed Changes are further described in the following sections.

Change 1: Reduction of the Order limits to the east of B1241 Normanby Road and immediately south of East Farm

- 2.1.3 The change (see **Figure 2: Change 1 & 2**) is sought to refine the Order limits at this location so that it only includes public highway extents and does not involve third party land interests.
- 2.1.4 This change will result in a reduction to the Order limits but will not impact on the nature or extent of the works proposed to be carried out at this location. No new land interests will be engaged through this change, as no additional land outside the current Order limits is required.

Change 2: Reduction of the Order limits to the east of B1241 Normanby Road located to the north of Normanby by Stow

- 2.1.5 Through further refinement of the Scheme layout and design, the Applicant has determined that a reduced area of land is required for the siting of a construction compound to the east of the B1241 Normanby Road. Plot 16-01a as shown on the **Land and Crown Land Plans [EN010142/APP/2.2(Rev01)]** has been reduced and modified as part of the change (see **Figure 2: Change 1 & 2**).
- 2.1.6 This change will result in alterations to the Order limits and a reduction in the area of land included within the Order limits.

Change 3: Removal of a triangular area of land from the Order limits to the north of Willingham Road

- 2.1.7 Through further refinement of the Scheme layout and design, the Applicant has determined that a triangular area of land previously thought required for the siting of a construction compound to the north of Willingham Road is no longer needed, with sufficient space for a compound being available on adjacent land to the west. As such, there is no longer a need for this land to be part of the Scheme. Plots 12-04a and 13-03a as shown on the **Land and Crown Land Plans [APP-006]** have been removed as part of this change (see **Figure 3: Change 3** and the revised **Land and Crown Land Plans [EN010142/APP/2.2(Rev01)]**).
- 2.1.8 This change will result in alterations to the Order limits and a reduction in the area of land included within the Order limits.

Change 4: Reduction of the Order limits to remove part of Torksey Ferry Road

- 2.1.9 It is proposed that the Order limits are reduced along Torksey Ferry Road to remove land that, upon further refinement of Scheme layout and design, is no longer required in relation to the alteration of the layout of streets (see **Figure 4: Change 4**). This land is no longer necessary to facilitate access from Torksey Ferry Road into the National Grid Cottam Substation.

- 2.1.10 Plot 24-02 as shown on the **Land and Crown Land Plans [EN010142/APP/2.2(Rev01)]** has been reduced and modified as a result of the change.

Change 5: Refinement of the Scheme layout and design to create two additional accesses off School Lane

- 2.1.11 An additional temporary access will be provided off School Lane to the north of the proposed Access 1/14 for Substation B, referred to as Access 1/35, as shown on the **Streets, Rights of Way and Access Plans [EN010142/APP/2.4(Rev01)]**, to facilitate access to a temporary construction compound. A second permanent access will also be located north of Access 1/14, referred to as Access 1/34, to provide a second access to the proposed substation as shown on the **Streets, Rights of Way and Access Plans [EN010142/APP/2.4(Rev01)]**. In addition, the location of Access 1/14 has been adjusted to accommodate the revised layout.
- 2.1.12 The refined layout (see **Figure 5: Change 5 & 10**) will mean that the substation is served by a one-way access system ensuring that construction and operational vehicles can enter and exit the substation safely, in a forward gear, from and onto School Lane. This change will not amend the Order limits and has arisen through further technical considerations and the need to segregate the movement of vehicles associated with the construction of the Cable Route Corridor and the construction of Substation B.
- 2.1.13 This change will not alter the distribution of trips to and from the Order limits, retaining the use of Principal Site Access 1 from Harpswell Lane.

Change 6: Removal of highway extents along Northlands Road and Kexby Road

- 2.1.14 This change (see **Figure 6: Change 6**) will result in the removal of highway extents along Northlands Road and Kexby Road, which the Applicant has determined are no longer required for access. The area of land included within the Order limits at this location would reduce as a result of the change.
- 2.1.15 This change will not result in a change to the layout of the Scheme or engage any new land interests.

Change 7: Removal of the highway extents along the A631 Harpswell Lane

- 2.1.16 This change (see **Figure 7: Change 7**) will result in the removal of highway extents along the A631 Harpswell Lane to the east of Principal Site Access 3 (the access leading to Pickering & Sons Farm). Upon further review, this land is not required to facilitate alterations to the layout of existing streets or to allow traffic management measures to be put in place.
- 2.1.17 This change will not result in a change to the Scheme layout or engage any new land interests given that it is a reduction in Order limits.

Change 8: Removal of the highway extents along B1398 Middle Street

- 2.1.18 This change (see **Figure 8: Change 8, 11 & 13**) will result in the removal of highway extents along B1398 Middle Street, where no works are proposed. Upon further review, this land is not required to facilitate alterations to the layout of existing streets or to allow traffic management measures.
- 2.1.19 This change would not result in a change to the Scheme layout.

Change 9: Reduction of the Order limits on land to the north of Common Lane

- 2.1.20 This change (see **Figure 9: Change 9 & 12**) proposes a reduction to the Order limits at Work No. 1, 2, 6 and 9 as shown on the **Works Plans [EN010142/APP/2.3(Rov01)]** following ongoing discussions and engagement with affected landowners (hereafter referred to as 'Affected Parties'). Plot 5-07 as shown on the **Land and Crown Land Plans [EN010142/APP/2.2(Rov01)]** has been reduced and modified as a result of the change.
- 2.1.21 This change will not result in a change to the Scheme layout and no new land interests would be engaged through this change. No additional land outside the current Order limits is required.

Change 10: Removal of the private driveway located to the south of School Lane from the Order limits

- 2.1.22 Following ongoing discussions and engagement with Affected Parties, it is proposed that the Order limits are reduced to exclude land that relates to a private driveway serving a dwelling (see **Figure 5: Change 5 & 10**). The private driveway is not required for access to construct the Scheme. As a result, land from Plot 1-10 as shown on the **Land and Crown Land Plans [EN010142/APP/2.2(Rov01)]** has been reduced and modified to remove the private driveway from the Scheme.
- 2.1.23 This change will not result in a change to the Scheme layout. No new land interests would be engaged through this change. No additional land outside the current Order limits is required.

Change 11: Removal of the land from the Order limits to the west of the B1398 Middle Street

- 2.1.24 This change (see **Figure 8: Change 8, 11 & 13**) proposes a reduction to the Order limits following ongoing discussions and engagement with Affected Parties. The change involves the removal of land from the Order limits that the Affected Party would like to retain for their own use. Land from Plots 4-07 and 4-08 as shown on the **Land and Crown Land Plans [EN010142/APP/2.2(Rov01)]** has been reduced and modified as a result of the proposed change.
- 2.1.25 The change would remove an area of land from the Sensitive Archaeological Site (SAS) 23 and SAS 24 and require a proposed hedgerow to be

relocated, and as such, the **Indicative Landscape Masterplan [EN010142/APP/7.19(Rev01)]** have been updated. However, no other changes to the Scheme layout would be required. The removal of the SAS areas does not mean archaeology will be any less protected or that there will be any worse effects as a result of the Scheme, as the relevant areas will be excluded from the Order limits, with no works associated with the Scheme taking place on these areas.

- 2.1.26 No new land interests would be engaged through this change. No additional land outside the current Order limits is required.

Change 12: Removal of the land from the Order limits to the south of Common Lane

- 2.1.27 This change (see **Figure 9: Change 9 & 12**) proposes a reduction to the Order limits following ongoing discussions and engagement with Affected Parties. The change involves the removal of an area of private garden from the Order limits that the relevant Affected Party would like to retain in its existing use. Land associated with Plot 5-18 as shown on the **Land and Crown Land Plans [EN010142/APP/2.2(Rev01)]** has been modified and reduced in size as a result of this change.

- 2.1.28 No new land interests would be engaged through this change. No additional land outside the current Order limits is required.

Change 13: Removal of the track located south of Common Lane from the Order limits

- 2.1.29 It is proposed that a track adjoining the eastern boundary of the Principal Site is removed from the Order limits following ongoing engagement and discussions with Affected Parties. Land from Plots 3-22 and 7-07 as shown on the **Land and Crown Land Plans [APP-006]** has been removed as a result of the change (see **Figure 8: Change 8, 11 & 13**).
- 2.1.30 This change will not result in a change to the layout of the Scheme. No new land interests would be engaged through this change. No additional land outside the current Order limits is required.

Change 14: Removal of land from the Order limits to the south-west of Marton adjoining the River Trent

- 2.1.31 This change (see **Figure 10: Change 14**) relates to a reduction in Order limits following ongoing engagement and discussions with the Canal and River Trust who have requested that Plots 20-07 and 20-12 as shown on the **Land and Crown Land Plans [APP-006]** are removed from the Scheme as this relates to their operational land, which they require to retain in existing use.
- 2.1.32 This change will not result in a change to the layout of the Scheme. No new land interests would be engaged through this change. No additional land outside the current Order limits is required.
- 2.1.33 Canal and River Trust have also requested that **Chapter 3: Scheme Description** of the ES and the **Outline Design Principles Statement** clarify

that the minimum 5 m Horizontal Directional Drill (HDD) depth under the River Trent is measured from 'the lowest surveyed point of the River Trent riverbed'. This change has been incorporated into the updated **Chapter 3: Scheme Description** of the ES [EN010142/APP/6.1(Rev01)] and the **Outline Design Principles Statement** [EN010142/APP/7.4(Rev01)].

Change 15: The diversion of construction traffic from Principal Site Access 3 to Principal Site Access 2

- 2.1.34 This change (see **Figure 11: Change 15**) does not relate to a change in the Order limits but a revision to the access strategy associated with the construction of the Scheme following discussions with Affected Parties. The proposed change will mean that the construction access south of the A631 (Harpswell Lane) via the Pickering & Son Farm will no longer be used during construction or decommissioning (to be used only during operation). Construction and decommissioning vehicles will instead use Principal Site Access 2, which is an existing access track serving Harpswell Low Farm also located south off the A631 (Harpswell Lane). Principal Site Access 2 is already proposed as a construction and decommissioning access for the Scheme.
- 2.1.35 This change will not result in a change to the layout of the Scheme. No new land interests would be engaged through this change. No additional land outside the current Order limits is required.

3. Review of the Environmental Assessments

- 3.1.1 A review of whether the Proposed Changes alter the contents of the ES has been undertaken across all ES chapters, as summarised in **Table 3-1**.
- 3.1.2 In addition, **Figures 1 to 11** of this ES Addendum amend the Order limits presented in ES appendices and figures submitted with the Application [**APP-051 to APP-208**].

Table 3-1: Review of Environmental Assessments

Technical Assessment	Review of whether new or materially different likely significant effects would arise as a result of the Proposed Changes
Chapter 0: Contents and Glossary of the ES [APP-031].	A new term 'Proposed Changes' has been introduced as part of this change application. The Proposed Changes are described within Section 2 of this ES Addendum.
Chapter 1: Introduction of the ES [APP-032].	The revised areas of the Principal Site and the Cable Route Corridor are 1,345 hectares (ha) and 315 ha respectively. The revised total area of the Scheme is 1,660 ha. The Proposed Changes do not introduce any other changes to Chapter 1: Introduction of the ES [APP-032].
Chapter 2: Scheme Location of the ES [APP-033].	The revised areas of the Principal Site and the Cable Route Corridor are 1,345 ha and 315 ha respectively. The revised total area of the Scheme is 1,660 ha. The Proposed Changes do not introduce any other changes to Chapter 2: Scheme Location of the ES [APP-033].
Chapter 3: Scheme Description [APP-031], Figure 3-1: Indicative Principal Site Layout [APP-128] and Figure 3-7: Access Locations [APP-136] of the ES.	<p>Updated versions of the following documents have been produced as part of this change application:</p> <ul style="list-style-type: none"> • Chapter 3: Scheme Description [EN010142/APP/6.1(Rev01)]; • Figure 3-1: Indicative Principal Site Layout Plan [EN010142/APP/6.3(Rev01)]; • Figure 3-7: Access Locations [EN010142/APP/6.3(Rev01)].

A summary of updates made to these documents is provided below.

As set out above, Changes 1 to 4 and 6 to 14 would result in the revision of the areas of the Principal Site and the Cable Route Corridor. This is presented in the revised **Chapter 3: Scheme Description** [EN010142/APP/6.1(Rev 01)].

Change 5 would provide two additional internal accesses within the Principal Site. The details of these accesses are provided within the revised **Chapter 3: Scheme**

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Description [EN010142/APP/6.1(Rev 01)] and presented on the revised **Figure 3-1: Indicative Principal Site Layout** and **Figure 3-7: Access Locations [EN010142/APP/6.3(Rev 01)]**.

Change 15 would result in the redirection of vehicles from Principal Site Access 3 to Principal Site Access 2. The revised details of the access use are provided within the revised **Chapter 3: Scheme Description [EN010142/APP/6.1(Rev 01)]**.

Chapter 4: Alternatives and Design Evolution of the ES [APP-035].

The Proposed Changes do not alter the content of the information relating to the development of the Scheme design as identified in **Chapter 4: Alternatives and Design Evolution** of the ES [APP-035]. However, the Proposed Changes present a further iteration of the Scheme following engagement with Affected Parties.

Chapter 5: EIA Methodology of the ES [APP-036].

The Proposed Changes do not introduce any changes to the EIA methodology described in **Chapter 5: EIA Methodology** of the ES [APP-036].

Air Quality

With reference to **Chapter 6: Air Quality** of the ES [APP-037].

Change 15 would result in the redirection of construction and decommissioning vehicles from Principal Site Access 3 to Principal Site Access 2 onto an existing access track, which bypasses Harpswell Low Farm. As a result, the maximum number of construction vehicles on the existing access track during the peak period of construction would be 270 vehicles (540 movements per day) and 48 of these (96 movements per day) would be Heavy Goods Vehicles (HGVs). The Average Annual Daily Traffic (AADT) movements would remain below the assessment criteria for traffic flows set out within the IAQM and EPUK Guidance on Land-Use Planning and Development Control (Ref 1-2). Furthermore, good practice dust management measures, as set out within **Framework Construction Environmental Management Plan (CEMP) [APP-219]** and **Framework Decommissioning Environmental Management Plan (DEMP) [APP-221]** would continue to apply. As such, whilst residents of the Harpswell Low Farm would experience increased levels of road traffic, this is not expected to introduce new or different effects with regards to

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air quality effects reported in **Chapter 6: Air Quality** of the ES [APP-037] and the proposed mitigation measures would continue to apply.

The remaining Proposed Changes (Changes 1 to 14) do not introduce any changes to the assessment and, as such, there are no new or different effects with regards to **Chapter 6: Air Quality** of the ES [APP-037].

Climate Change

With reference to **Chapter 7: Climate Change** of the ES [APP-038].

The Proposed Changes do not introduce any significant changes to the quantities of resources required or waste generated as a result of the Scheme and, therefore, has no change on the impact on the greenhouse gas emissions from the Scheme. Furthermore, the Proposed Changes do not introduce any changes to the climate change resilience of the Scheme or in-combination climate impacts, as described within **Chapter 7: Climate Change** of the ES [APP-038].

Cultural Heritage

With reference to **Chapter 8: Cultural Heritage [APP-039]** and **Figure 3-1: Indicative Principal Site Layout [EN010142/APP/6.3(Rv 01)]** of the ES.

Change 11 would remove an area of land from two SASs. SAS23 and SAS24 and the indicative landscaping proposals are revised in these locations. The removal of part of the SAS areas does not mean archaeology will be any less protected or that there will be any worse effects as a result of the Scheme, as the relevant areas will be excluded from the Order limits, with no effect on these areas. Change 11 does not introduce any significant changes to the assessment and as such, there are no new or different effects with regards to cultural heritage as described in **Chapter 8: Cultural Heritage** of the ES [APP-039].

The remaining Proposed Changes (Changes 1 to 10 and 12 to 15) do not introduce any significant changes to the assessment and as such, there are no new or different effects with regards to cultural heritage, as described in **Chapter 8: Cultural Heritage** of the ES [APP-039].

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Ecology and Nature Conservation With reference to **Chapter 9:** **Ecology and Nature Conservation** of the ES [APP-040].

Change 5 would provide two additional internal accesses within the Principal Site which would require hedgerow removal in these locations, although it is noted that this hedgerow (H029) is not classified as an Ecological Important Hedgerow. The total extent of hedgerow (H029) removal remains the same as had already been accounted for within **Chapter 9: Ecology and Nature Conservation [APP-040]**. The total hedgerow removal for the Scheme therefore remains 6.91km and as such, there are no new or different effects with regards to ecology as described in **Chapter 9: Ecology and Nature Conservation** of the ES [APP-040].

Change 11 would remove an area of land from two SASs. SAS23 and SAS24 and the indicative landscaping proposals, as illustrated on **Figure 3-1 [EN010142/APP/6.3(Rev01)]**, are revised in these locations. On **Figure 3-1 [EN010142/APP/6.3(Rev01)]**, an equivalent length of new hedgerow previously proposed along the access track between SAS23 and SAS24 is now to be provided within Biodiversity Zone (BZ) 13 instead. The revised landscaping does not mean hedgerows will be any less protected or that there will be any worse effects as a result of the Scheme. Change 11 does not introduce any changes to the assessment and as such, there are no new or different effects with regards to hedgerow planting. The remaining Proposed Changes (Changes 1-4, 6-10, 12-15) do not introduce any significant changes to the assessment and as such, there are no new or different effects with regards to ecology as described in **Chapter 9: Ecology and Nature Conservation** of the ES [APP-040].

A revised **Biodiversity Net Gain Report [EN010142/APP/7.14(Rev 01)]** has been submitted as part of the change request. As a result of Changes 1 to 4 and 6 to 14, there is a reduction in the Order limits which are assessed within the Biodiversity Net Gain report. On the basis of the illustrative design, the Scheme could achieve a net

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gain of 64.44% for area-based habitat units, 17.28% for hedgerow units, and 22.94% for watercourse units.

Water Environment

With reference to **Chapter 10: Water Environment** of the ES [APP-041].

The Proposed Changes do not introduce any significant changes to the assessment and as such, there are no new or different effects with regards to the water environment as described in **Chapter 10: Water Environment** of the ES [APP-041].

Human Health

With reference to **Chapter 11: Human Health** of the ES [APP-042].

The Proposed Changes do not introduce any significant changes to the assessments of socio-economics, transport, noise and vibration and air quality. As such no new significant effects have been identified and there is no significant change to the assessment of human health as described within **Chapter 11: Human Health** of the ES [APP-042].

Landscape and Visual Amenity

With reference to **Chapter 12: Landscape and Visual Amenity** of the ES [APP-043].

The Proposed Changes do not impact on landscape and visual mitigation that is relied on within **Chapter 12: Landscape and Visual Amenity** of the ES [APP-043].

Change 15 would result in the redirection of vehicles from Principal Site Access 3 to Principal Site Access 2. The increase in construction traffic has the potential to result in additional localised temporary visual effects for residential receptors at Harpswell Low Farm. However, as the property is located approximately 40 m to the east of the access road, and benefits from screening by mature trees to the curtilage, the effects will remain as described within **Chapter 12: Landscape and Visual Amenity** of the ES [APP-043].

As such, overall, the Proposed Changes would not result in new or different significant effects with regards to landscape and visual impacts as described within **Chapter 12: Landscape and Visual Amenity** of the ES [APP-043].

Noise and Vibration

With reference to **Chapter 13: Noise and Vibration** of the ES [APP-044].

Change 15 would result in the redirection of construction and decommissioning vehicles from Principal Site Access 3 to Principal Site Access 2 onto an existing access track, which bypasses Harpswell Low Farm. As a result, the maximum

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number of construction vehicles on the existing access track during the peak period of construction would be 270 vehicles (540 movements per day) and 48 of these (96 movements per day) would be HGVs. Noise and vibration management measures, as set out within the **Framework CEMP [APP-219]** and **Framework DEMP [APP-221]** would continue to apply. As such, whilst residents of Harpswell Low Farm would be affected by the increased of road traffic, this is not expected to introduce new or different effects with regards to noise and vibration effects reported in **Chapter 13: Noise and Vibration** of the ES **[APP-044]**.

The remaining Proposed Changes (Change 1 to 14) do not introduce any significant changes to the assessment and as such, there are no new or different effects with regards to noise and vibration, as described in **Chapter 13: Noise and Vibration** of the ES **[APP-044]**.

Socio-Economics and Land Use

With reference to **Chapter 14: Socio-Economics and Land Use** of the ES **[APP-045]**.

The Proposed Changes do not introduce any changes to the assessment and as such, there are no new or different effects with regards to socioeconomics and land use (including permissive paths), as described in **Chapter 14: Socio-Economics and Land Use** of the ES **[APP-045]**.

Soils and Agriculture

With reference to **Chapter 15: Soils and Agriculture** of the ES **[APP-046]**.

The Proposed Changes reduce the overall area of the Principal Site by approximately 5ha. The areas excluded from the Order limits include non-agricultural and Grade 3b land. The Proposed Changes do not introduce any changes to the assessment and as such, there are no new or different effects with regards to soils and agriculture, as described in **Chapter 15: Soils and Agriculture** of the ES **[APP-046]**.

Transport and Access

With reference to **Chapter 16: Transport and Access [APP-047]**,

Change 5 would provide two additional internal accesses within the Principal Site, however, these are to further facilitate construction of Substation B for the construction activity already assessed in this location. As such, Change 5 does not introduce any significant changes to the assessment and, there are no new or

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Appendix 16-2: Transport Assessment [APP-118] and Figure 16-2: Access Locations [APP-136] of the ES.

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different effects with regards to transport and access as described in **Chapter 16: Transport and Access** of the ES [APP-047].

Change 15 would result in the redirection of construction and decommissioning vehicles from Principal Site Access 3 to Principal Site Access 2 onto an existing access track, which bypasses Harpswell Low Farm. This would result in a doubling of flows at Principal Site Access 2 from 135 to 270 vehicles per day during peak construction. The updated construction traffic flows are presented within **Table 5-2 of the Framework Construction Traffic Management Plan [EN010142/APP/7.11(Rev01)]** submitted with the change application. Automatic Traffic Count (ATC) 3 is located between Principal Site Access 2 and Principal Site Access 3 and has been used to determine transport impacts in **Chapter 16: Transport and Access** of the ES [APP-047] and **Appendix 16-2: Transport Assessment [APP-118]**. There will be an increase in construction traffic to and from the east at ATC3 as a result of Change 15, but a reduction in traffic to and from the west. Therefore, the overall traffic flows at ATC3 would remain approximately the same and it is not anticipated that this would result in any highway capacity or safety impacts, subject to a suitable access design, as traffic flows elsewhere on the A631 are higher than at this location. Similarly, there would be no new or different effects on the A631 in relation to footways, public rights of way or cyclist amenity or delay, as described in **Chapter 16: Transport and Access** of the ES [APP-047].

Furthermore, Change 15 involves the redirection of construction and decommissioning traffic access away from Principal Site Access 3 that has previously been identified by Lincolnshire County Council as part of a collision cluster on the A631. Although the change in use of Principal Site Access 3 can be seen as a positive, it is not material to the assessment described in **Chapter 16: Transport and Access** of the ES [APP-047].

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The remaining Proposed Changes (Changes 1 to 4 and 6 to 14) do not introduce any changes to the assessment and as such, there are no new or different effects with regards to transport and access, as described in **Chapter 16: Transport and Access** of the ES [APP-047].

Other Environmental Topics

With reference to **Chapter 17: Other Environmental Topics** of the ES [APP-048].

Changes 1 to 4 and 6 to 14 comprise the reduction of the Order limits in a number of areas across the Scheme. The removal of this land does not include glint and glare mitigation that is relied on within the assessment and as such the effects will remain as described within **Chapter 17: Other Environmental Topics** of the ES [APP-048].

The remaining Proposed Changes (Change 5 and Change 15) do not introduce any significant changes to the assessment and as such no new or different effects with regards to glint and glare as described within **Chapter 17: Other Environmental Topics** of the ES [APP-048].

The Proposed Changes do not introduce any significant changes to the assessments of ground conditions, major accidents and disasters, telecommunication, television reception and utilities, waste and materials or electric and electro-magnetic fields. As such, there are no new or different effects with regards to other environmental topics as described in **Chapter 17: Other Environmental Topics** of the ES [APP-048].

Cumulative Effects

With reference to **Chapter 18: Cumulative Effects and Interactions** of the ES [APP-049].

The Proposed Changes do not introduce any changes to **Chapter 18: Cumulative Effects and Interactions** of the ES [APP-033].

4. Conclusion

- 4.1.1 A review of whether the Proposed Changes affect the conclusions on likely significant environmental effects presented within the **ES [APP-031 to APP-208]** has been undertaken. The review concluded that the Proposed Changes do not result in any new or different significant effects compared to those reported within the **ES [APP-031 to APP-208]**.
- 4.1.2 Changes 1 to 4 and 6 to 14 comprise reductions to the Order limits and overall are considered as a positive improvement to the Application, following engagement with Affected Parties.
- 4.1.3 Change 5 will introduce two new accesses off School Lane to segregate the movement of vehicles associated with the construction of the Cable Route Corridor and the construction of Substation B. Construction activity associated with accesses has already been assessed in this location and as such, there are no new or different significant effects as a result of this change.
- 4.1.4 Change 15, with regards to the redirection of construction and decommissioning traffic from Principal Site Access 3 to Principal Site Access 2, will increase the number of construction and decommissioning vehicles accessing the Principal Site via the existing access track that passes Harpswell Low Farm. However, with mitigation in place, as set out within the **Framework CEMP [APP-219]** and **Framework DEMP [APP-221]**, no new or different significant effects have been identified as a result of this change.

5. References

Ref 1-1 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).

Ref 1-2 Institute of Air Quality Management (IAQM) (2017). Land-use Planning & Development Control: Planning for Air Quality. Institute of Air Quality Management.

6. Figures

Figure 1: Proposed Changes

Figure 2: Change 1 & 2

Figure 3: Change 3

Figure 4: Change 4

Figure 5: Change 5 & 10

Figure 6: Change 6

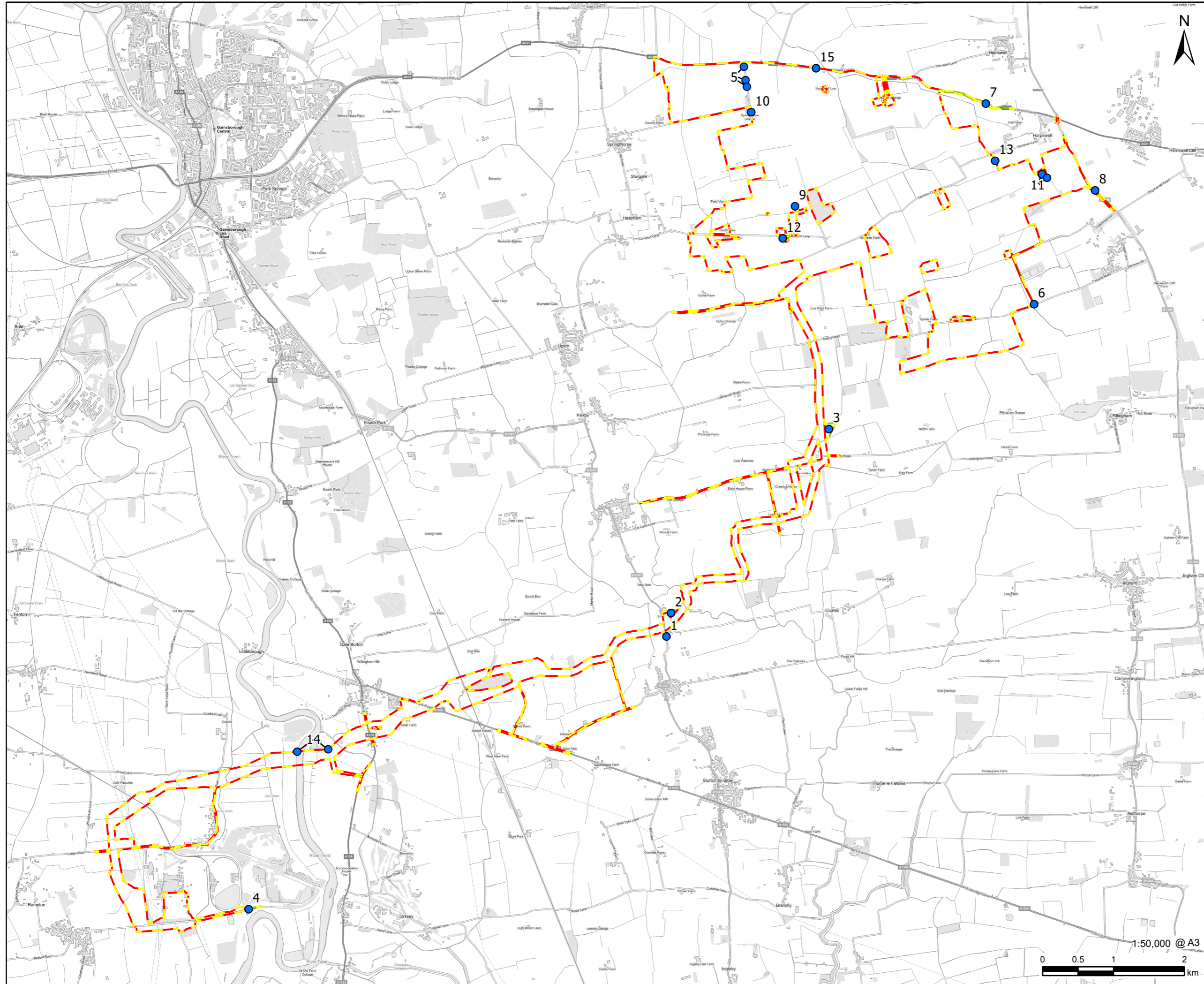
Figure 7: Change 7

Figure 8: Change 8, 11 & 13

Figure 9: Change 9 & 12

Figure 10: Change 14

Figure 11: Change 15



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- LEGEND**
- Updated Order Limits
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 - Change

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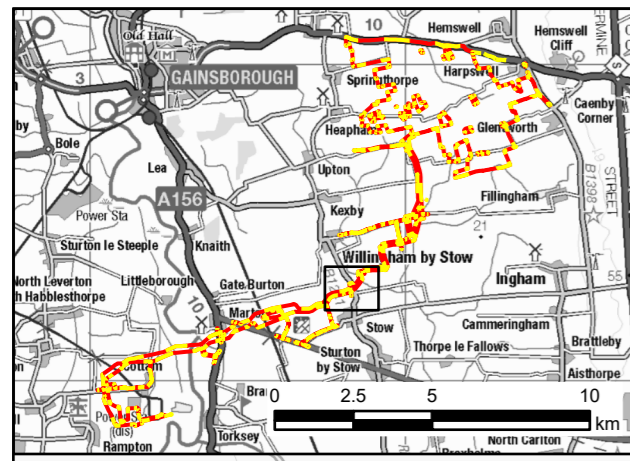
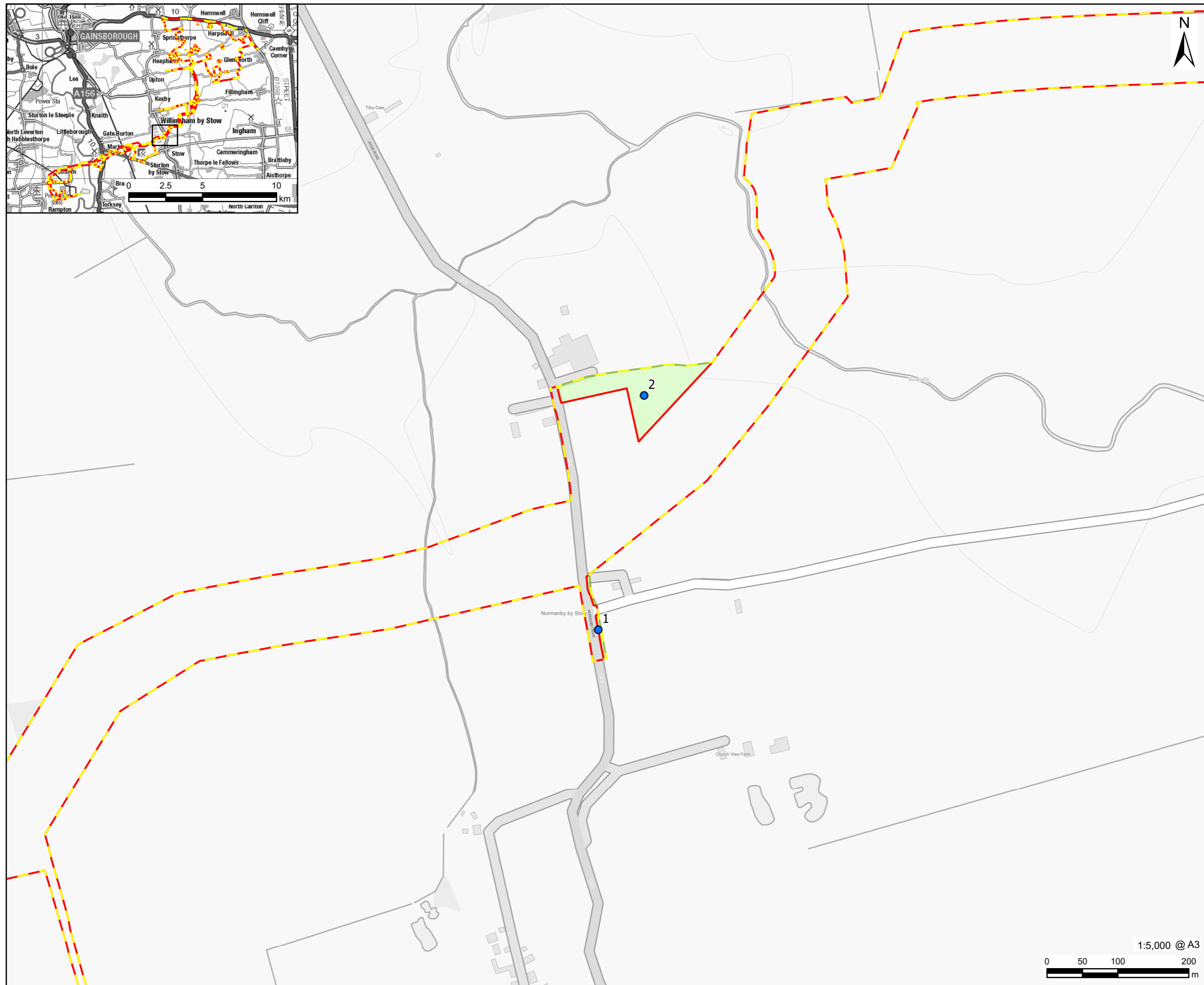
FIGURE TITLE
Proposed Changes

FIGURE NUMBER
Figure 1

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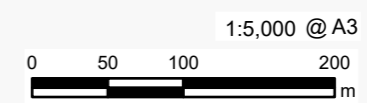
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FIGURE TITLE
Change 1 & 2

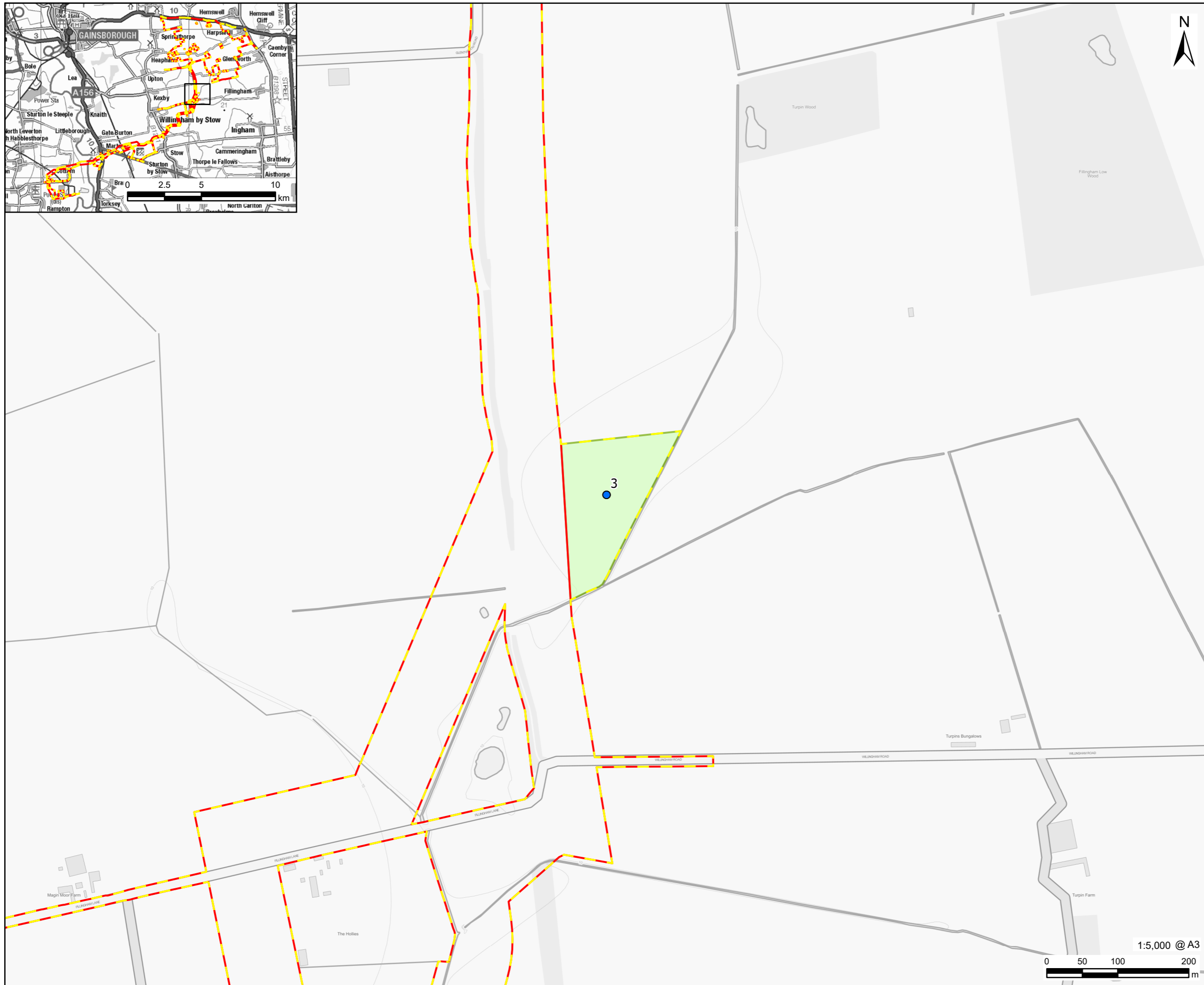
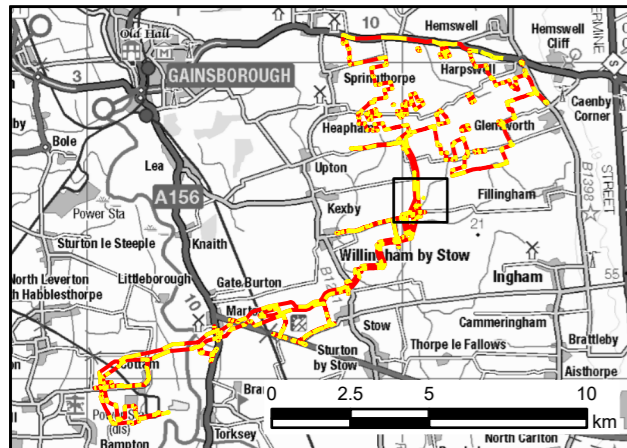
Reduction of the Order limits to the east of B1241 Normanby Road and immediately south of East Farm;
Reduction of the the Order limits to the east of B1241 Normanby Road located to the north of Normanby by Stow.

FIGURE NUMBER
Figure 2



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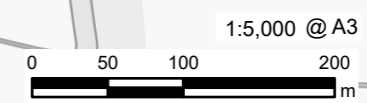
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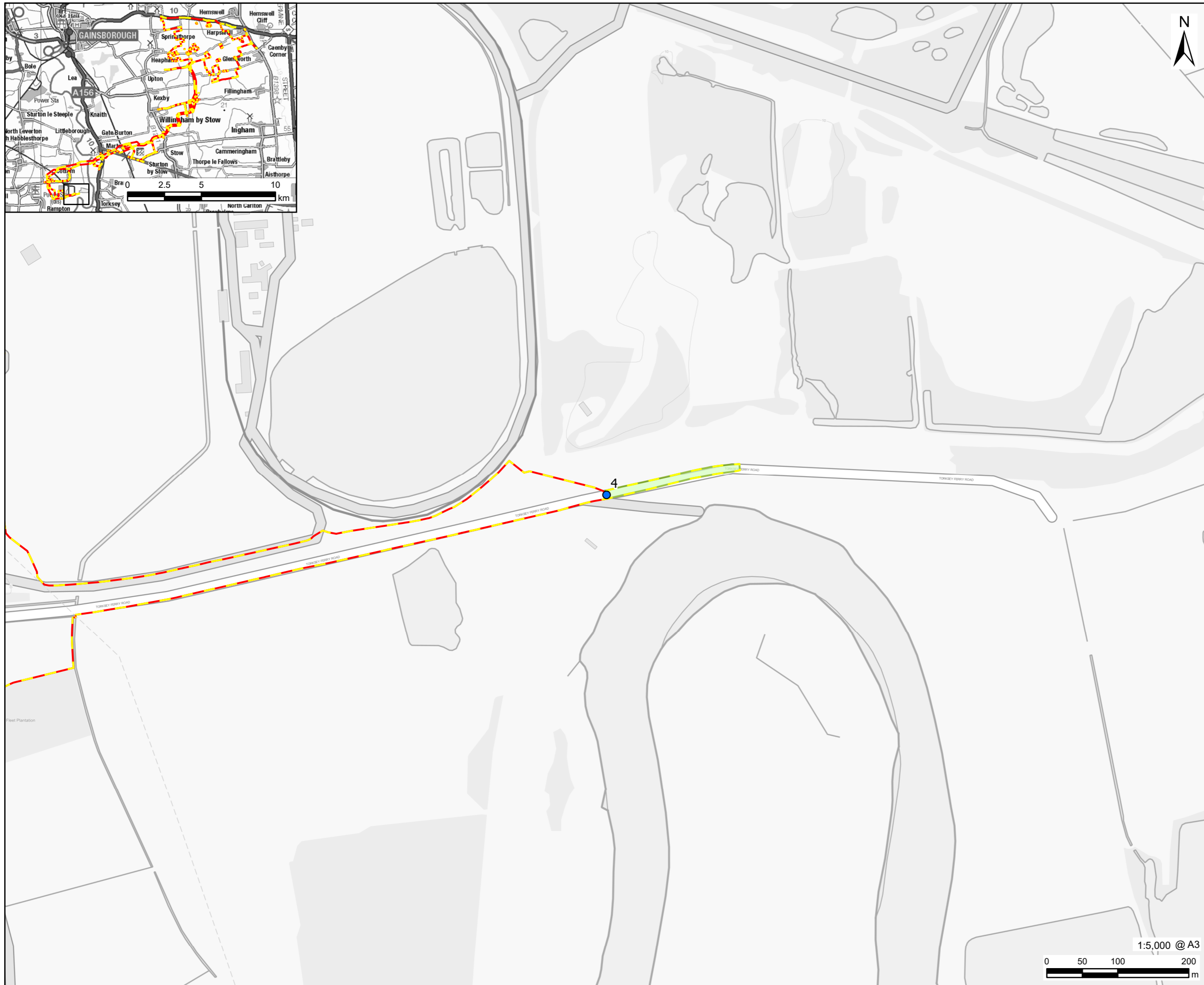
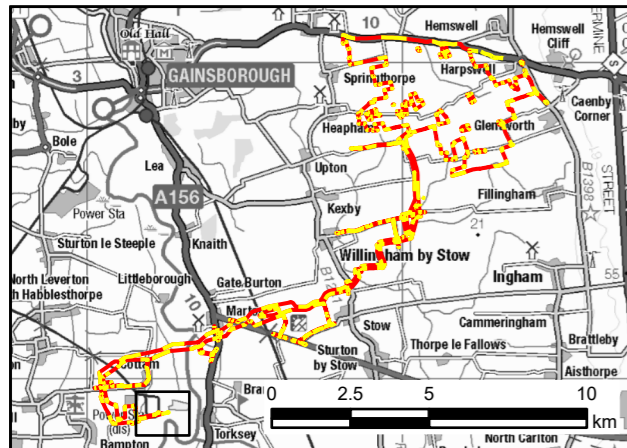
FIGURE TITLE
Change 3
Reduction of the triangular area of land from the Order limits to the north of Willingham Road.

FIGURE NUMBER
Figure 3



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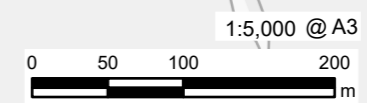
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FIGURE TITLE
Change 4

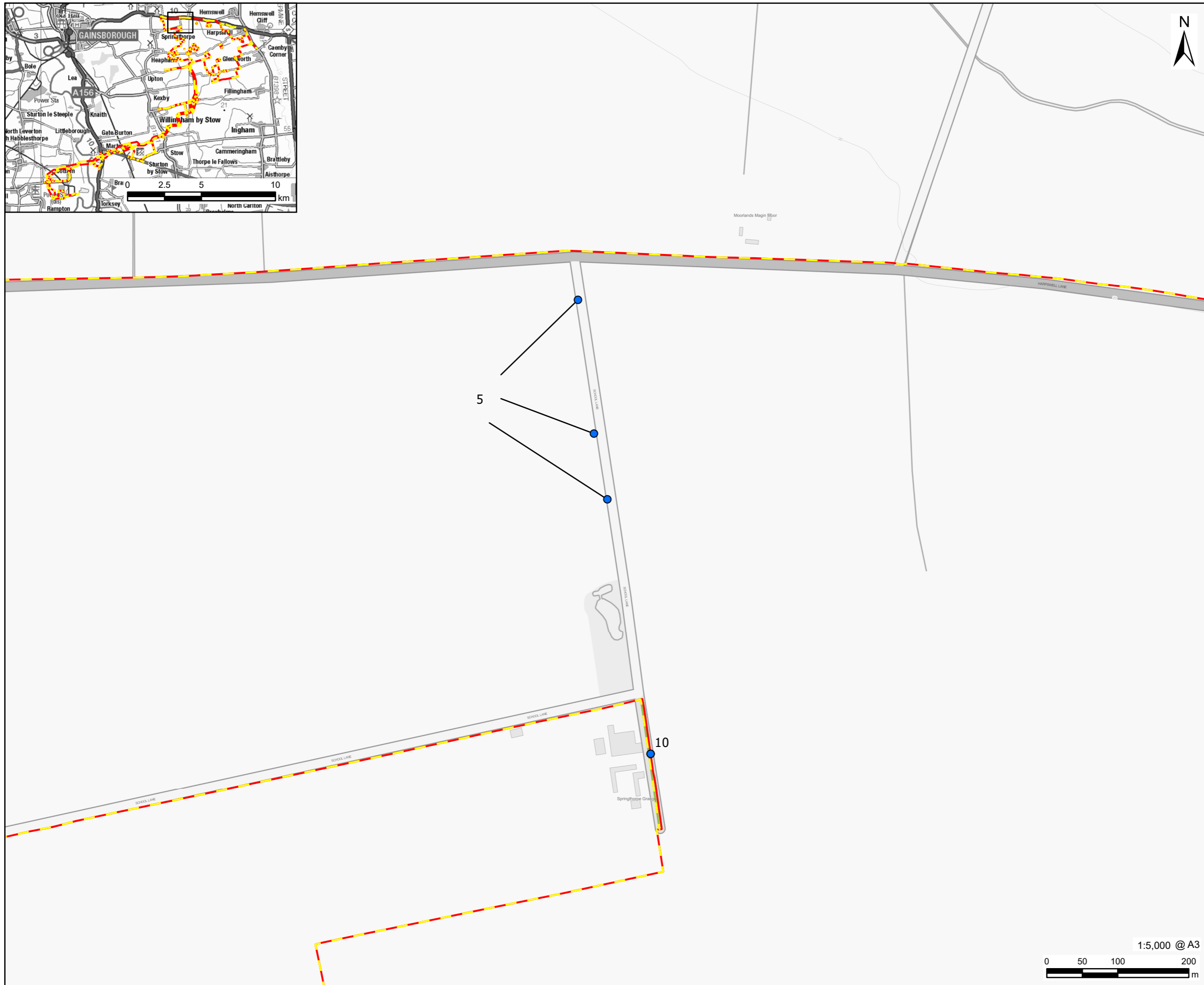
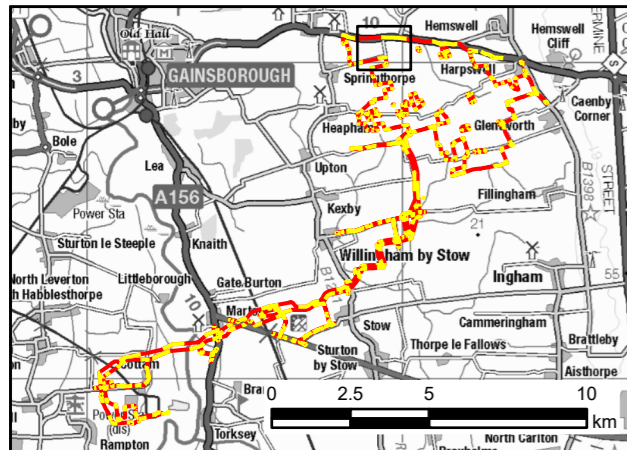
Reduction of the Order limits to remove part of Torksey Ferry Road.

FIGURE NUMBER
Figure 4



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FIGURE TITLE
Change 5 & 10

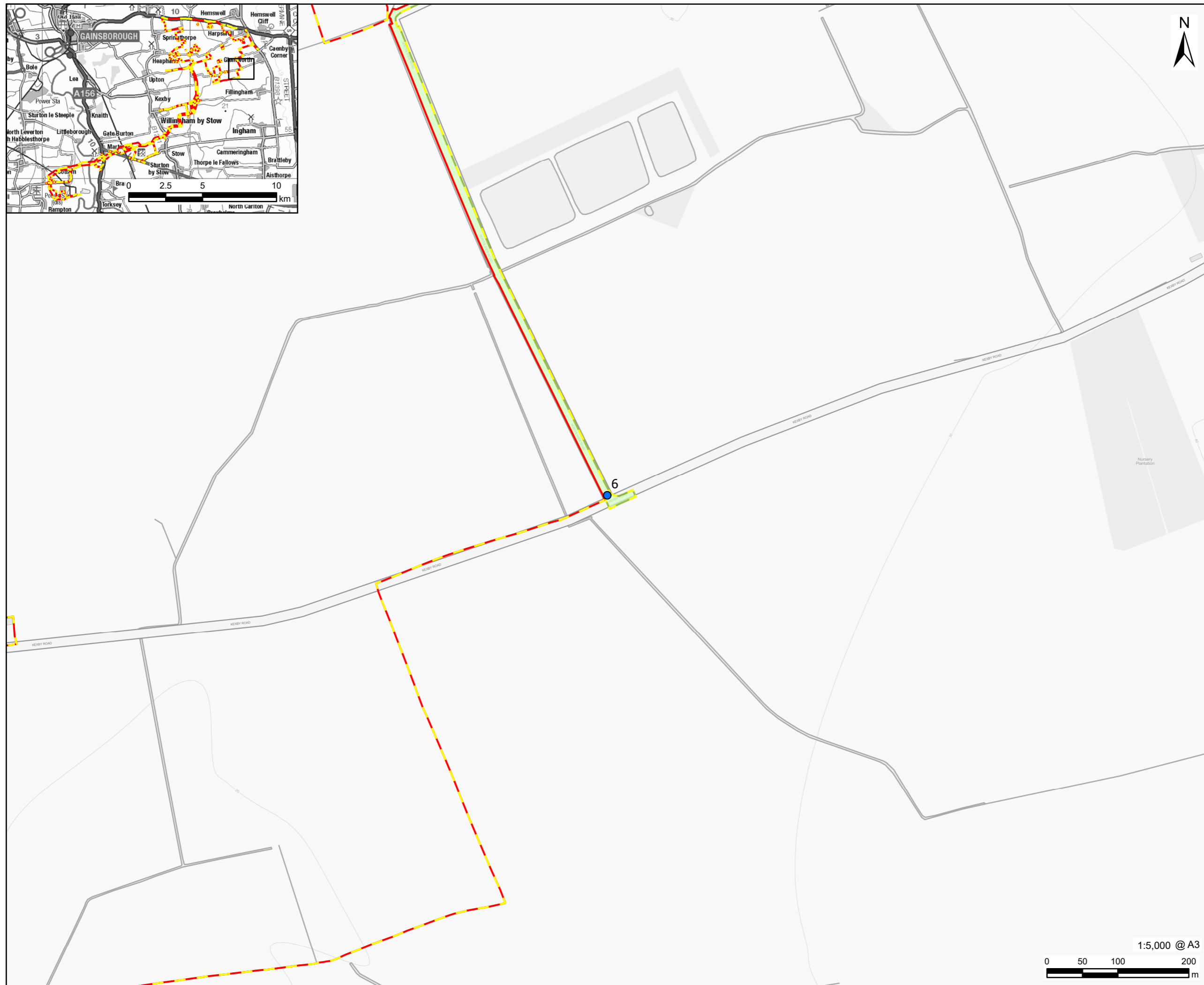
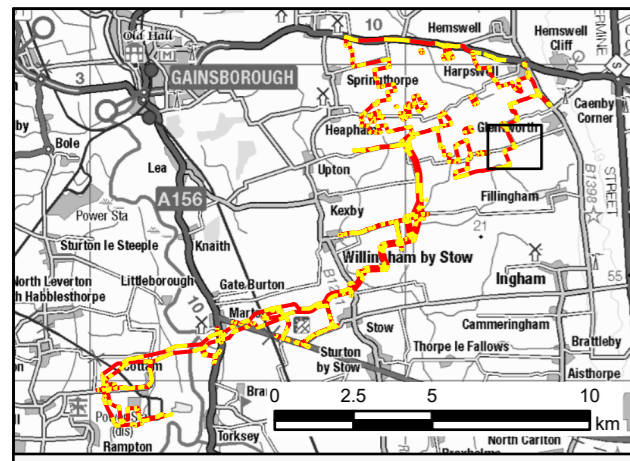
Refine the Scheme layout and design to create two additional accesses off School Lane (one temporary and one permanent). No change to the Order limits arising; Remove the private driveway located to the south of School Lane from the Order limits..

FIGURE NUMBER
Figure 5

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FIGURE TITLE
Change 6

Remove the highway extents along Northlands Road and Kexby Road.

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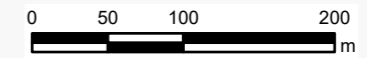
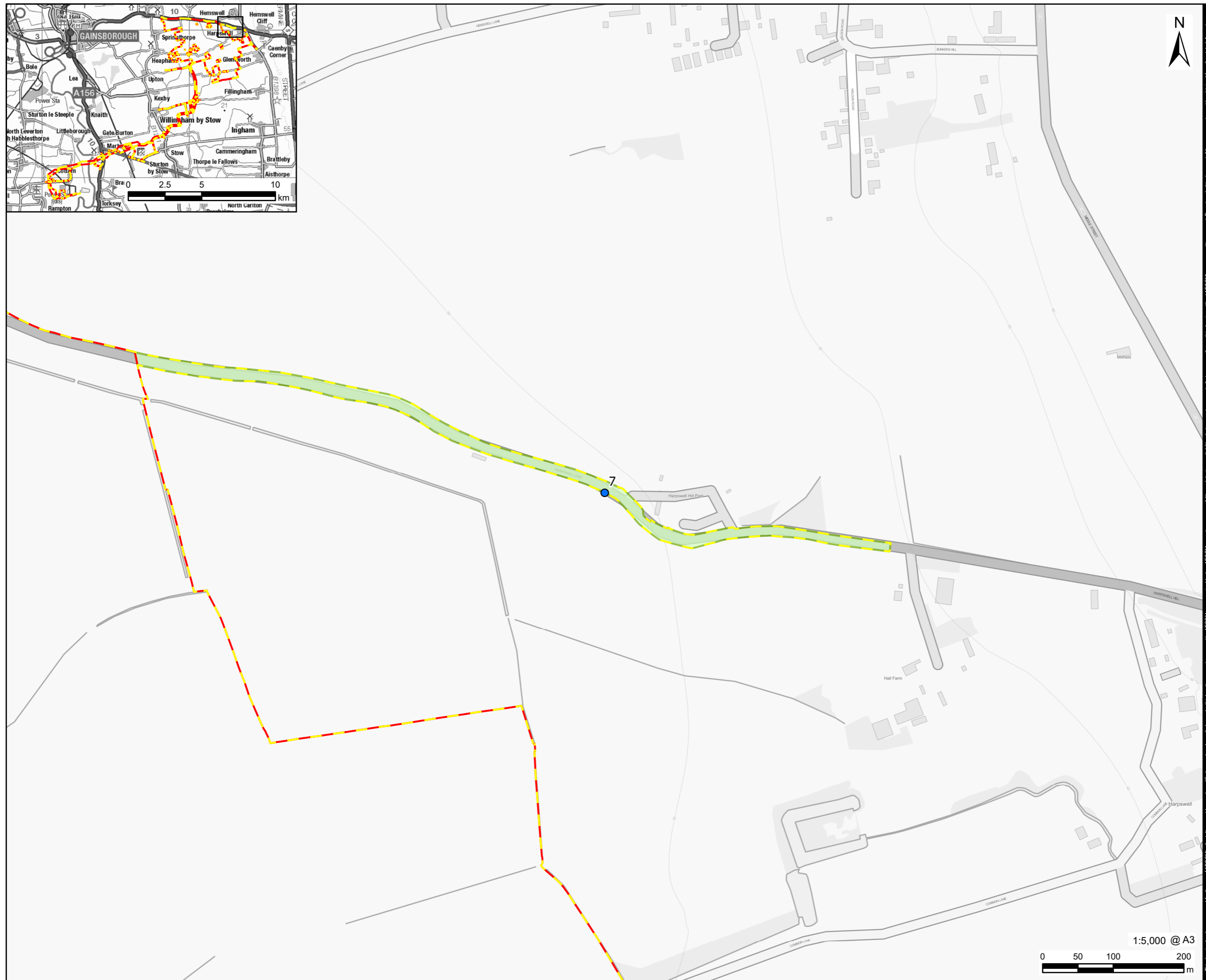
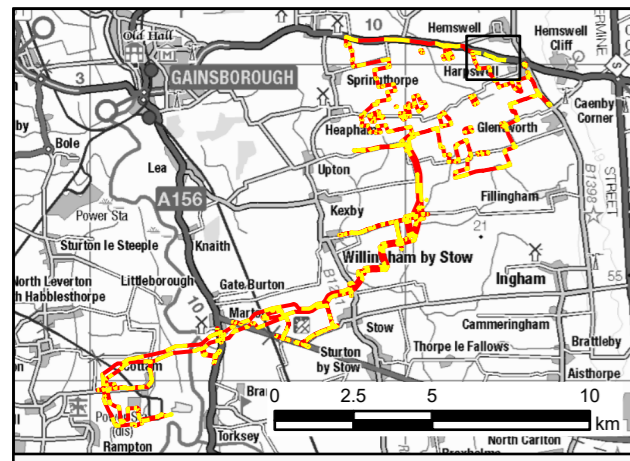


FIGURE NUMBER
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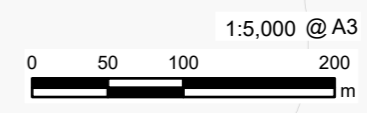
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FIGURE TITLE
Change 7

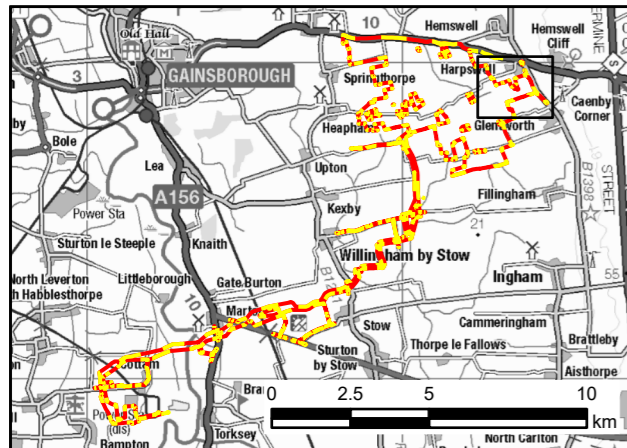
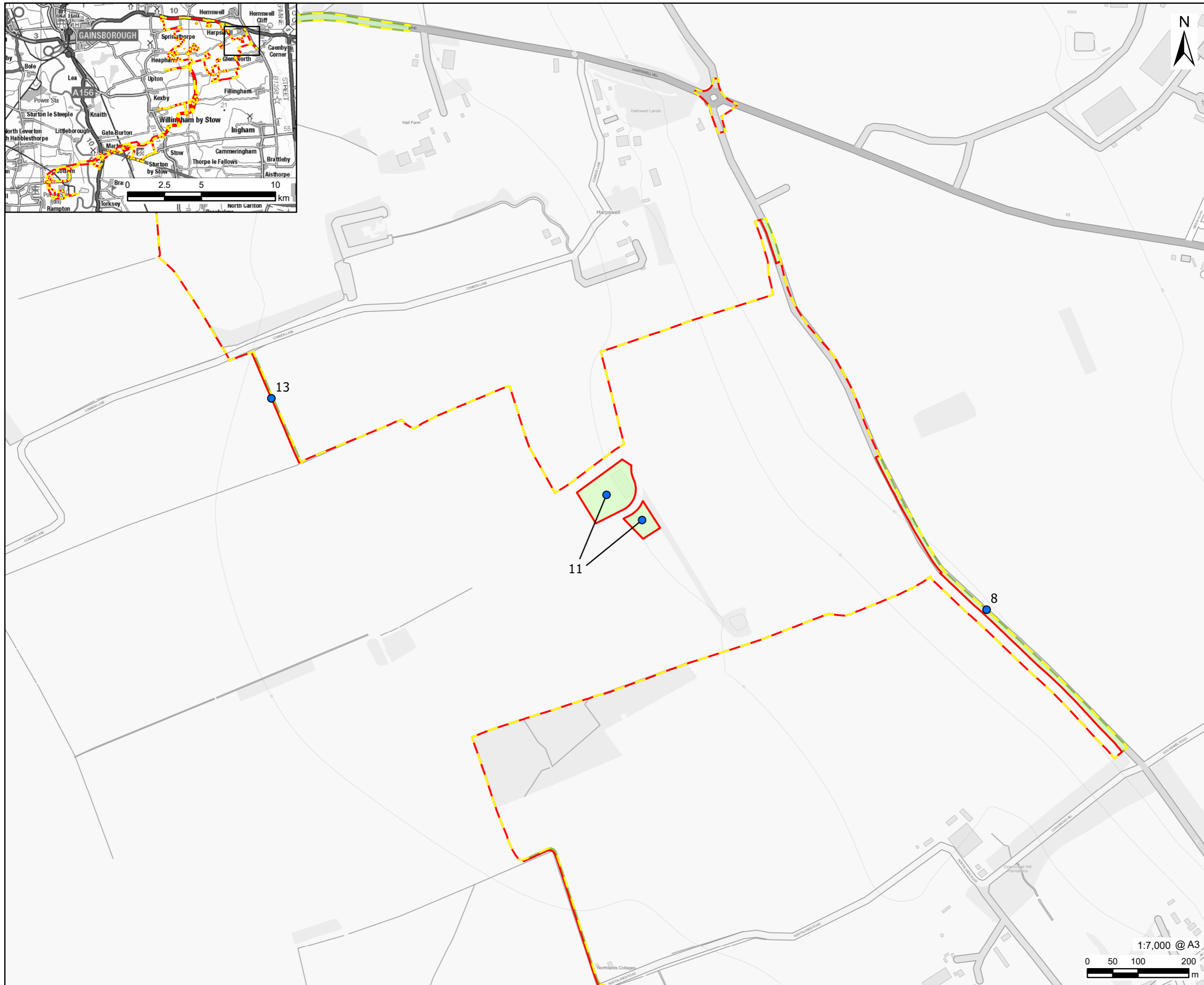
Remove the highway extents along the A631 Harpswell Lane.

FIGURE NUMBER
Figure 7



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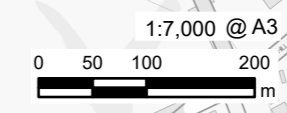
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FIGURE TITLE
Change 8, 11 & 13

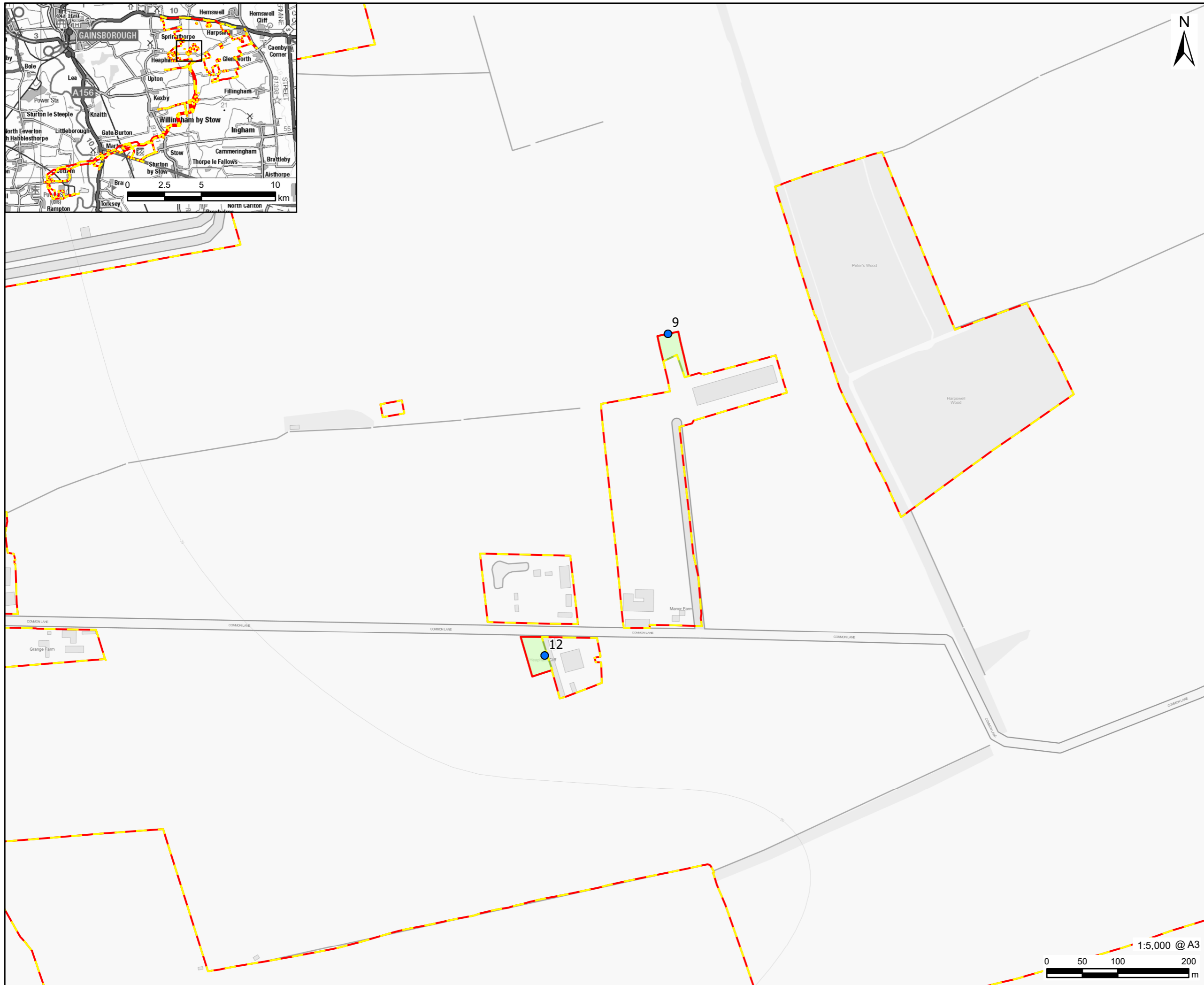
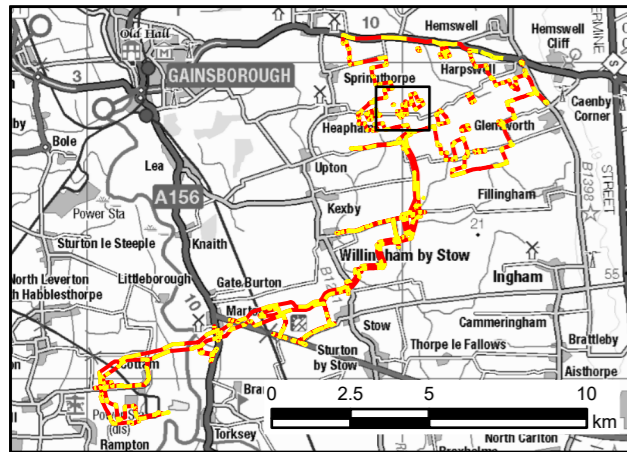
Remove the highway extents along B1398 Middle Street; Remove the land from the Order limits to the west of the B1398 Middle Street; Remove the track located south of Common Lane from the Order limits.

FIGURE NUMBER
Figure 8



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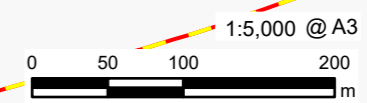
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FIGURE TITLE
Change 9 & 12

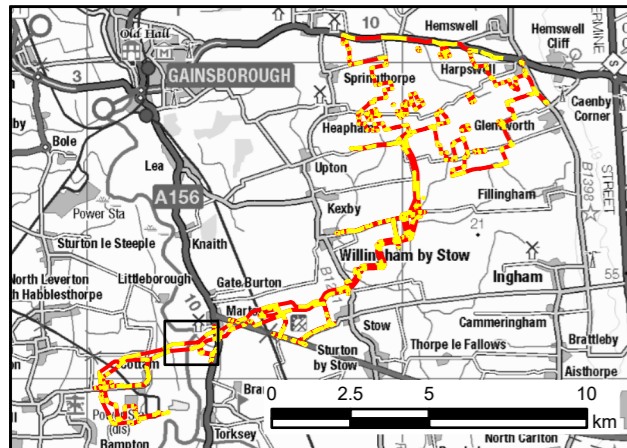
Reduction of the Order limits on land to the north of Common Lane; Remove the land from the Order limits to the south of Common Lane.

FIGURE NUMBER
Figure 9



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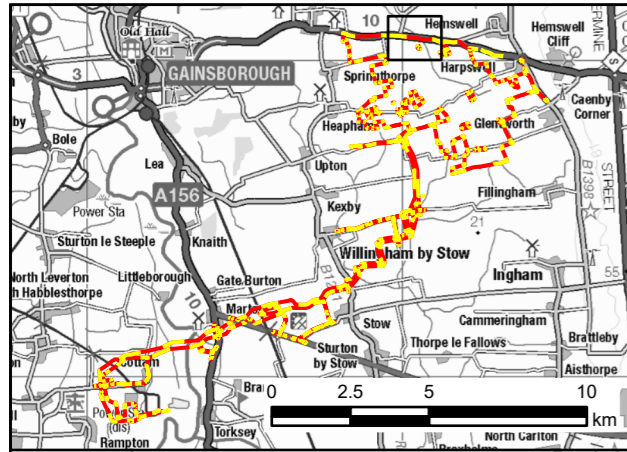
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FIGURE TITLE
Change 14

Remove the land from the Order limits to the south-west of Marton adjoining the River Trent.

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Figure 10

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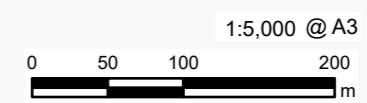
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FIGURE TITLE
Change 15

Divert construction traffic from an existing access serving the Pickering and Son Farm located to the south off the A631 (Harpswell Lane) to an existing access track serving Harpswell Low Farm, located to the west of the Pickering & Son Farm, south off the A631 (Harpswell Lane).



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Figure 11