

**Tillbridge Solar Project
EN010142**

Volume 7

Planning Statement
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Executive Summary

- ES1 Tillbridge Solar Limited (the Applicant) is applying for a Development Consent Order (DCO) under section 37 of the Planning Act 2008 (PA 2008) for Tillbridge Solar Project (the Scheme) (the Application).
- ES2 The Scheme will comprise the construction, operation (including maintenance), and decommissioning of ground-mounted solar photovoltaic (PV) arrays. The Scheme will also include associated development to support the solar PV arrays.
- ES3 The Scheme is made up of the Principal Site, the Cable Route Corridor and works to the existing National Grid Cottam Substation. The Principal Site comprises the solar PV arrays, electrical substations, grid balancing infrastructure, cabling and areas for landscaping and ecological enhancement.
- ES 4 The associated development element of the Scheme includes but is not limited to access provision; a Battery Energy Storage System (BESS), to support the operation of the ground mounted solar PV arrays; the development of on-site substations; underground cabling between the different areas of solar PV arrays; and areas of landscaping and biodiversity enhancement.
- ES 5 The Scheme also includes a 400kV underground Cable Route Corridor of approximately 18.5km in length connecting the Principal Site to the National Electricity Transmission System (NETS) at the existing National Grid Cottam Substation. The Scheme will export and import electricity to the NETS.
- ES3 The Scheme is defined as a Nationally Significant Infrastructure Project (NSIP) under Section 14(1)(a) and 15(2) of the PA 2008 due to its generating capacity being greater than 50 megawatts (MW). The Application will be determined by the Secretary of State for Energy Security and Net Zero (Secretary of State).
- ES4 This Planning Statement provides an assessment of the Scheme against the relevant policy and legislative framework. Where appropriate, it references relevant chapters of the Environmental Statement (ES) and other reports and assessments which together form the comprehensive and detailed evidence base produced in support of this Application.
- ES5 The Application will be determined in accordance with Section 104(2) of the PA 2008, whereby a DCO application must be decided in accordance with the relevant National Policy Statement (NPS) if it is in force prior to an application being made. The relevant NPSs for the Scheme comprise the Overarching NPS for Energy (EN-1), NPS for renewable energy infrastructure (EN-3) (together covering solar development) and NPS for Electricity Networks (EN-5) (which covers grid connection infrastructure).
- ES6 Sections 1 to 4 of this Planning Statement provide details on the legislative and policy context for the Scheme, its location and Order limits, and a summary of the construction, operation (including maintenance) and decommissioning phases of the Scheme.

- ES12 Section 5 sets out the need and benefits of the Scheme. As identified in national policy and the Government's strategy, the Government has concluded that there is a critical national priority (CNP) for the provision of national significant low carbon infrastructure, and that there is an urgent need to bring forward large scale solar development in order to meet targets for decarbonisation and net zero, and to provide resilience, security and affordability of electricity supplies. The Scheme will deliver these policy aims, providing a significant amount of low carbon electricity over its 60-year lifetime. It will therefore be a critical part of the national portfolio of renewable and low carbon energy generation that is required to decarbonise its energy supply quickly within the UK.
- ES13 The Scheme will also deliver other more localised local economic, social and environmental benefits. These include ecological enhancements, improvements to soil quality; improvements to the existing PRoW network through the provision of permissive paths; and significant employment generation during construction.
- ES14 Section 6 of this Planning Statement provides a detailed assessment of the Scheme against the relevant NPSs, as well as policies which the Applicant considers are likely to be important and relevant to the Secretary of State's decision. Appendix A: NPS Accordance Tables and Appendix B: Local Policy Accordance Tables, of this Planning Statement also set out compliance with individual relevant policies.
- ES15 Through careful design, the Scheme seeks to avoid and mitigate impacts on the environment and sensitive receptors, whilst ensuring that the Scheme will make a significant contribution to the UK's urgent requirement for the delivery of large amounts of new renewable energy generation capacity and infrastructure.
- ES16 The analysis of planning policy compliance demonstrates that the need for the Scheme is supported by national planning policy and other national energy and environmental policy, and that the Scheme addresses relevant national and local planning policies through its design, avoiding sensitive areas and limiting adverse impacts where practicable.
- ES17 Section 7 provides a summary of the planning balance following the detailed assessment of the Scheme and its likely effects. It concludes that in terms of the overall planning balance, the clear and substantial benefits of the Scheme clearly outweigh any adverse effects, which would be localised, short-term, temporary and/or reversible at the end of the Scheme's lifetime. The presumption in favour of consent in NPS EN-1 sets out that these residual impacts are unlikely to outweigh the urgent need for this type of infrastructure and that any tests set out in the NPS or other planning policy are to be treated as if they have been met.
- ES18 This Planning Statement demonstrates that the Scheme is in accordance with relevant national and local policy considered to be important and relevant and that substantial weight should be given to need when considering applications for consent under the PA 2008 (Ref 1). Given the urgent need for large scale solar development and the substantial benefits of the Scheme, there is a clear and compelling case for the DCO to be made.

1. Introduction

1.1 Overview of the Scheme

- 1.1.1 This Planning Statement has been prepared on behalf of Tillbridge Solar Limited (the Applicant) in relation to an application for a Development Consent Order (DCO) for Tillbridge Solar Project (the Scheme). The application for the DCO (the Application) is submitted to the Planning Inspectorate, with the decision whether to grant a DCO being made by the Secretary of State for Energy Security and Net Zero (the Secretary of State) pursuant to the Planning Act 2008 (PA 2008) (Ref 1).
- 1.1.2 The Scheme will comprise the construction, operation (including maintenance), and decommissioning of ground-mounted solar photovoltaic (PV) arrays. The Scheme will also include associated development to support the solar PV arrays.
- 1.1.3 The Scheme is made up of the Principal Site, the Cable Route Corridor and works to the existing National Grid Cottam Substation. The Principal Site comprises the solar PV arrays, electrical substations, grid balancing infrastructure, cabling and areas for landscaping and ecological enhancement.
- 1.1.4 The associated development element of the Scheme includes but is not limited to access provision; a Battery Energy Storage System (BESS), to support the operation of the ground mounted solar PV arrays; the development of on-site substations; underground cabling between the different areas of solar PV arrays; and areas of landscaping and biodiversity enhancement.
- 1.1.5 The Scheme also includes a 400kV underground Cable Route Corridor of approximately 18.5km in length connecting the Principal Site to the National Electricity Transmission System (NETS) at the existing National Grid Cottam Substation. The Scheme will export and import electricity to the NETS.
- 1.1.6 The Scheme is located within the administrative boundaries of West Lindsay District Council within Lincolnshire County Council, and Bassetlaw District Council within Nottinghamshire County Council.
- 1.1.7 The **Location Plan [EN010142/APP/2.1]** shows the Order limits for the Scheme.
- 1.1.8 As set out in detail in Section 2 of this Planning Statement, the Scheme is a Nationally Significant Infrastructure Project (NSIP). In accordance with Part 4 of PA 2008 (Ref 1), development consent is required for development to the extent that the development is or forms part of an NSIP. Under Section 104(2) of the PA 2008 (Ref 1), a DCO application must be decided in accordance with the relevant National Policy Statement(s) (NPS) if in force prior to an application being made.
- 1.1.9 Overarching NPS for Energy, EN-1 (NPS EN-1) (Ref 2), which came into effect on 17 January 2024, states that “*the Government has concluded that there is a critical national priority (CNP) for the provision of national significant low carbon infrastructure*” and that the “*Government strongly*

supports the delivery of CNP Infrastructure and it should be progressed as quickly as possible” (paragraph 4.2.4, 3.3.62 and 3.3.63).

- 1.1.10 Paragraphs 3.3.58 and 3.3.83 of NPS EN-1 (Ref 2) set out that *“there is an urgent need for new (and particularly low carbon) electricity NSIPs to be brought forward as soon as possible, given the crucial role of electricity as the UK decarbonises its economy”.*
- 1.1.11 The Scheme would support the Government’s policy on renewable energy, as set out in NPS for renewable energy infrastructure (EN-3) (Ref 3) which came into effect on 17 January 2024, which recognises the need for *“sustained growth”* in solar capacity to meet net zero emissions by 2050, with solar being a key part of the government’s strategy for low-cost decarbonisation of the energy sector. This will contribute to delivering a *“secure, reliable, affordable, and net zero consistent system during the transition to 2050”*, as set out in paragraph 3.3.19 of NPS EN-1 (Ref 2).
- 1.1.12 NPS EN-1 (Ref 2) provides that solar, along with wind, is expected to be the main form of electricity generation helping to reduce costs and provide clean and secure sources of electricity supply within the UK (paragraph 3.3.20). The Scheme therefore represents an excellent opportunity to deliver a critical part of the UK’s portfolio of renewable energy generation that is urgently required.

1.2 The Applicant

- 1.2.1 The Applicant is a joint venture with Tribus Clean Energy Limited (Tribus) and Recurrent Energy (a subsidiary of Canadian Solar), who are both experienced developers of renewable energy projects.
- 1.2.2 Tribus was founded in 2018 and is a privately held company that specialises in the development and management of renewable energy projects and low carbon technologies, including solar. Tribus’ vision is one of a low carbon economy, with renewable electricity generation at the heart of it. This will help the rapid transition to a low-carbon economy. Tribus is committed to responsible land use and believes that the development and delivery of a large-scale solar farm can be achieved in harmony with its surroundings and local community.
- 1.2.3 Canadian Solar, founded in Canada in 2001, is one of the world’s largest solar power companies. It is a leading manufacturer of solar PV modules and provider of solar energy solutions, with a geographically diversified pipeline of utility-scale solar power projects in various stages of development. Over the past 21 years, Canadian Solar has successfully delivered over 49GW of premium quality solar PV modules to customers in over 150 countries.

1.3 Definition of the Scheme as a Nationally Significant Infrastructure Project (NSIP) and EIA Development

- 1.3.1 The Scheme is an onshore generating station in England exceeding a 50 MW generating capacity and is therefore classified as a NSIP under

Sections 14(1)(a), 15(1) and 15(2) of the PA 2008 (Ref 1). The PA 2008 (Ref 1) requires a DCO to be obtained for the development of NSIPs.

- 1.3.2 Section 115 of the PA 2008 (Ref 1) also states that a DCO can include consent for ‘associated development’, which is development that is not an NSIP in its own right but is associated with the NSIP. The elements of the Scheme that constitute the NSIP and the elements that constitute associated development are defined in Schedule 1 of the **draft DCO [EN010142/APP/3.1]** as well as summarised in Section 2 of this Planning Statement.
- 1.3.3 A DCO may include provisions that remove the requirements to obtain other consents. The **Consents and Agreements Position Statement [EN010142/APP/3.3]** explains those other consents and licenses that are or may be required under other legislation that will be sought separately from the DCO for the construction and operation of the Scheme. A deemed marine licence is included in the **draft DCO [EN010142/APP/3.1]**, which is required for the Cable Route Corridor, where it interacts with the River Trent (which is tidal in the area which overlaps the Order limits).
- 1.3.4 The Scheme is ‘EIA Development’ as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) (Ref 4). An Environmental Impact Assessment (EIA) has been undertaken and is reported by the **Environmental Statement (ES) [EN010142/APP/6.1 to 6.4]** submitted with the Application. In undertaking the EIA and preparing the **ES [EN010142/APP/6.1/6.2/6.3]**, the Applicant has taken account of the Scoping Opinion received on 4 November 2022, which can be found in **Appendix 1-2: EIA Scoping Opinion** of the **ES [EN010142/APP/6.2]**.

1.4 Purpose and Structure of this Planning Statement

- 1.4.1 This Planning Statement is submitted as part of a suite of supplementary documents which support the Application, in accordance with regulation 5(2)(q) and regulation 6(3) of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (as amended) (the APFP Regulations) (Ref 5).
- 1.4.2 The purpose of this document is to provide an overview of the Scheme and its impacts, and to present the Applicant’s consideration of the Scheme against the policies in the relevant NPSs, as well as the provisions of the legislation and policies considered important and relevant to the Secretary of State’s decision.
- 1.4.3 The remainder of the Planning Statement is structured as follows:
- a. Section 2 – provides an overview of the decision-making framework, legislation and policy context as well as other important and relevant considerations.
 - b. Section 3 – describes the Order limits and the surrounding areas and summarises the relevant planning history within the Order limits.
 - c. Section 4 – provides a summary of the Scheme and its components.

- d. Section 5 – describes the need and the benefits of the Scheme.
- e. Section 6 – provides an assessment of the Scheme against the relevant legislative and policy context as well as other important and relevant considerations.
- f. Section 7 – provides an assessment of the planning balance of the Scheme and how the Scheme complies with the PA 2008.
- g. Section 8 – provides an overall conclusion in terms of the Scheme's compliance with relevant legislation and policy.
- h. Appendix A: NPS Accordance Tables – sets out an appraisal of the Scheme against the policies in the relevant NPSs.
- i. Appendix B: Local Policy Accordance Tables – sets out an appraisal of the Scheme against relevant and important local and neighbourhood policies.
- j. Appendix C: Heritage Harm Statement – provides an assessment of harm on heritage assets as a result of the Scheme.
- k. Appendix D: Mineral Plan Policies Map – identifies the areas in which minerals policies apply to the Scheme.
- l. Appendix E: Neighbourhood Plan Areas Map – identifies the neighbourhood plan areas that are within the Order limits.

1.1.4.4 At Deadline 3, Appendix B: Local Policy Accordance Tables has been updated in response to comments received from West Lindsey District Council relating to policies within the Central Lincolnshire Local Plan at Table 2 of Appendix B. The document references throughout this document have not been updated from the original submission. For the most up-to-date documents, the reader should access these through the [Guide to the Application \[EN010142/APP/1.2 \(Rev05\)\]](#) and Schedule 13 of the [draft DCO \[EN010142/APP/3.1\(Rev04\)\]](#).

1.5 Relationship of the Planning Statement to the DCO Application

1.5.1 In assessing the Scheme against relevant policy and demonstrating the overall planning case for the Scheme, this Planning Statement draws upon the evidence and information set out in the other documents that accompany the Application, interpreting them as necessary within the context of relevant policy and planning considerations. This Planning Statement, therefore, draws upon and should be read alongside the following documents:

- a. **Draft DCO [EN010142/APP/3.1];**
- b. **Consultation Report [EN010142/APP/5.1];**
- c. **ES, Appendices, Figures and Non-Technical Summary [EN010142/APP/6.1 to 6.4];**
- d. **Statement of Need [EN010142/APP/7.1];**
- e. **Design and Access Statement [EN010142/APP/7.3];**

- f. **Outline Design Principles Statement [EN010142/APP/7.4];**
- g. **Framework Construction Environmental Management Plan [EN010142/APP/7.8];**
- h. **Framework Operational Environmental Management Plan [EN010142/APP/7.9];**
- i. **Framework Decommissioning Environmental Management Plan [EN010142/APP/7.10];**
- j. **Framework Construction Traffic Management Plan [EN010142/APP/7.11];**
- k. **Framework Soil Management Plan [EN010142/APP/7.12];**
- l. **Framework Battery Safety Management Plan [EN010142/APP/7.13];**
- m. **Biodiversity Net Gain Report [EN010142/APP/7.14];**
- n. **Framework Public Rights of Way Management Plan [EN010142/APP/7.16];**
- o. **Framework Landscape and Ecological Management Plan [EN010142/APP/7.17]; and**
- p. **Framework Skills, Supply Chain and Employment Plan [EN010142/APP/7.18].**

1.5.2 The **Guide to the Application [EN010142/APP/1.2]** sets out the structure of the Application. It also, along with the **Section 55 Checklist [EN010142/APP/1.3]** sets out how the Application satisfies the relevant requirements of legislation and guidance concerning the preparation, assessment and submission of applications, including:

- a. The APFP Regulations (Ref 5);
- b. The Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (Ref 6);
- c. The EIA Regulations (Ref 4);
- d. The Department for Communities and Local Government's Planning Act 2008: Application form guidance (2013) (Ref 7); and
- e. The Planning Inspectorate's Advice Note Six: Preparation and submission of application documents (2022) (Ref 8).

1.5.3 The full schedule of documents submitted with this application is set out in the **Electronic Application Index [EN010142/APP/1.5]**.

2. Legislative and Policy Context

2.1 Introduction

- 2.1.1 This section outlines the legislative framework and the planning policy context for the Scheme. Section 2.2 sets out the relationship of the Scheme with the PA 2008 (Ref 1) and Section 2.3 introduces the relevant NPSs. Sections 2.4 to 2.7 outlines other policy and documents that the Secretary of State may consider to be important and relevant in their decision making.

2.2 The Basis for Decision-Making

The Planning Act 2008

- 2.2.1 The PA 2008 (Ref 1) provides the legislative basis and defines the application process under which consent for NSIPs is sought.
- 2.2.2 The Scheme is defined as an NSIP under Section 14(1)(a) and 15(2) of the PA 2008 (Ref 1) (as amended) as it meets the following criteria:
- a. The Scheme comprises the construction of a generating station (Section 14(1)(a) of the PA 2008 (Ref 1));
 - b. It would be located in England (Section 15(2)(a) of the PA 2008 (Ref 1));
 - c. It would not generate electricity from wind (Section 15(2)(aa) of the PA 2008 (Ref 1));
 - d. It would not be an offshore generating station (Section 15(2)(b) of the PA 2008 (Ref 1)); and
 - e. Its capacity would be more than 50 MW (Section 15(2)(c) of the PA 2008 (Ref 1)).
- 2.2.3 In accordance with Part 4 of the PA 2008 (Ref 1), a DCO is required for the development of an NSIP. This Application seeks development consent for the construction, operation (including maintenance) and decommissioning of a solar PV generating station with a capacity of more than 50 MW, as the principal development. This includes the development of solar panels fitted to mounting structures and the solar stations which provide the transformer, inverters, and switchgear.

Associated Development

- 2.2.4 Section 115(2) of the PA 2008 (Ref 1) states that a DCO can include consent for associated development which is development that is not an NSIP in its own right but is associated with the NSIP. Examples of associated development might include development that supports construction, operation, or decommissioning of an NSIP or which helps address impacts of the NSIP. The NSIP and associated development works are set out in Schedule 1 of the **draft DCO [EN010142/APP/3.1]** and explained in the Explanatory Memorandum to the **draft DCO [EN010142/APP/3.2]**.
- 2.2.5 Guidance on associated development for major infrastructure projects (Ref 9) has been issued by the Department for Communities and Local

Government (DCLG). The DCLG guidance states in Paragraph 6 that associated development will “*be typical of development brought forward alongside the relevant type of principal development or of a kind that is usually necessary to support a particular type of project*”. Paragraph 5 of the guidance sets out considerations when determining whether or not development should be treated as associated development. According to the guidance, associated development should:

- a. Have a direct relationship with the principal development. It should support construction or operation of the principal development, or help address its impacts;
- b. Be subordinate to the principal development;
- c. Not only be necessary solely as a source of additional revenue for the applicant in order to cross subsidise the cost of principal development. This does not mean that the applicant cannot cross-subsidise, but if part of a proposal is only necessary as a means of cross-subsidising the principal development then that part should not be treated as associated development; and
- d. Be proportionate to the nature and scale of the principal development.

2.2.6 In addition, Paragraph 6 of the guidance sets out that, in most cases, associated development should be brought forward alongside the relevant type of principal development.

2.2.7 Schedule 1 of the **draft DCO [EN010142/APP/3.1]** sets out the description of the works for which consent is sought. Work No. 1 includes the solar PV panels and mounting structures, and solar stations. Further detail is provided in **Chapter 3: Scheme Description** of the ES **[EN010142/APP/6.1]**.

2.2.8 Work Nos. 2 to 11 describe associated development for which consent is sought.

2.2.9 Work No. 2 comprises the Battery Energy Storage Systems (BESS) and protective structures, monitoring and control systems and cooling systems, battery management system, DC/DC converter, fire safety infrastructure, and electrical cables. The BESS is classed as associated development because:

- a. It has a direct relationship with the principal development (solar PV) and will support its operation by storing electricity produced during times of peak capacity until it needs to be released. This increases the efficiency of the principal development as a renewable energy project aiding both its operation as a generation station and the export of electricity to the National Electricity Transmission System (NETS).
- b. It is subordinate to the principal development and is entirely dependent on the operation of the solar generation capacity. The BESS would not be constructed without Work No. 1 and as such it is evidently subordinate to it.
- c. Whilst the BESS may be utilised to provide the Scheme an ability to cross-subsidise through, for example, the release of electricity at commercially advantageous times, this is not the sole purpose of the BESS. Therefore the BESS is not only necessary solely as a source of additional revenue, as its main purpose is to increase the

operational efficiency of the solar PV panels by ensuring that energy generated can be stored when it is not demanded.

- d. It is proportionate to the nature and scale of the Scheme from both a power and energy storage capacity, as it allows the Scheme to optimise both land use and grid connection capacity, by developing as efficient as possible a scheme which seeks to minimise and mitigate local environmental impacts, while delivering a more consistent export of energy to the market.

2.2.10 Work Nos. 3 to 11 are summarised below:

- a. Work No. 3 –
 - i. Work No. 3A – Substation A comprising main components, buildings to accommodate components, hardstanding and water storage structure;
 - ii. Work No. 3B – Substation B comprising main components, buildings to accommodate components, hardstanding and water storage structure;
- b. Work No. 4 –
 - i. Work No. 4A – works to lay high voltage electrical cables connecting Work No. 3A to Work No. 3B;
 - ii. Work No. 4B – works to lay 400kV electrical cables connecting to Work No. 4A and works to lay 400kV electrical cables connecting to Work No. 4C, and access tracks, footpaths and drainage, and associated infrastructure.
 - iii. Work No. 4C – works to lay 400kV electrical cables connecting to Work No. 4B, and works to lay 400kV electrical cables connecting to Work No. 4D, and access tracks, footpaths and drainage, and associated infrastructure.
 - iv. Work No. 4D – works to lay 400kV electrical cables connecting to Work No. 4C, and works to lay 400kV electrical cables connecting to Work No. 4E, and access tracks, footpaths and drainage, and associated infrastructure.
 - v. Work No. 4D – works to lay 400kV electrical cables connecting to Work No. 5, and works to lay 400kV electrical cables connecting to Work No. 4D, and access tracks, footpaths, drainage, and associated infrastructure.
 - vi. Work No. 4E – works to lay 400kV high voltage electrical cables connecting Substation A to B, and works to lay 400kV high voltage electrical cables, and access tracks, footpaths, drainage, and associated infrastructure.
- c. Work No. 5 – works to the National Grid Cottam Substation including electrical works to facilitate connection of 400kV cable from Principal Site to Cottam Substation;
- d. Work No. 6 – electrical cables connecting Work No.'s 1, 2 and 3 to one another, site clearance, laying down of permissive paths, hardstanding and parking, drainage, fencing, security, access repair and maintenance, and other mitigation works;

- e. Work No. 7 – construction and decommissioning compounds including hardstanding, parking areas, site and welfare offices, security provision, storage areas, drainage and waste management infrastructure and service connections;
 - f. Work No. 8 – Solar Farm Control Centre, including security, welfare facility parking and equipment storage;
 - g. Work No. 9 – areas of habitat management including landscape and biodiversity creation and enhancement areas, internal access tracks and crossing of watercourses and permissive paths, and fencing;
 - h. Work No. 10 – works to facilitate access to Work No.'s 1 to 9; and
 - i. Work No. 11 – sensitive archaeological site protection and management including habitat creation and management and fencing.
- 2.2.11 All of these works are necessary to support the construction, operation and decommissioning of the Scheme and to address its impacts. They are also subordinate to the principal development under Work No. 1. They are not solely needed as sources of additional revenue for cross funding purposes and are proportionate to the scale of the development.
- 2.2.12 Therefore, all the works covered by Work No.'s 2 to 11 as described above are considered as associated development in accordance with the Guidance (Ref 9) and within the provisions of Section 115(2) of the PA 2008 (Ref 1).

Legislative and Policy Framework

- 2.2.13 Part 6 of the PA 2008 (Ref 1) is to be applied when determining an application for a DCO. Sections 103 to 107 of the PA 2008 (Ref 1) provide the framework for decision making of a DCO application.
- 2.2.14 Section 104(2) provides that the Secretary of State must have regard to the following in deciding an application for development consent:
- a. Any relevant national policy statement (Section 104(2)(a) of the PA 2008 (Ref 1));
 - b. The appropriate marine policy documents (Section 104(2)(aa) of the PA 2008 (Ref 1));
 - c. Any Local Impact Report (Section 104(2)(b) of the PA 2008 (Ref 1));
 - d. Any matters prescribed (Section 104(2)(c) of the PA 2008 (Ref 1)); and
 - e. Any other matters which the Secretary of State thinks are both important and relevant to the Secretary of State's decision (Section 104(2)(d) of the PA 2008 (Ref 1))
- 2.2.15 As detailed above, Section 104(2) of the PA 2008 (Ref 1) sets out that the primary policy considerations for NSIPs include any relevant NPS. The NPSs are produced by the Government, pursuant to specific legislative requirements under the PA 2008 (Ref 1) to set out policy for nationally significant development in a particular sector and provide the framework for decisions on applications for NSIPs in that sector.

2.2.16 In this case, the recently adopted Energy NPSs are of relevance to the Scheme, therefore Section 104 of the PA 2008 applies. The relevant Energy NPSs are set out in the following section.

2.3 Relevant National Policy Statements

2.3.1 This section of the Planning Statement is supported by Appendix A: NPS Accordance Tables which identify the policies that the Secretary of State must have regard to when determining the Application, in accordance with Section 104(2) of the PA 2008, and presents an appraisal of compliance with these policies.

2.3.2 The relevant NPSs comprise the following Energy NPSs which came into effect on 17 January 2024, as set out below:

- a. NPS EN-1 (Nov 2023) (Ref 2);
- b. NPS EN-3 (Nov 2023) (Ref 3);
- c. NPS EN-5 (Nov 2023) (Ref 10).

2.3.3 The above Energy NPSs are the relevant NPSs in accordance with which the Scheme is required to be decided, as per Section 104(2) of the PA 2008.

2.3.4 NPS EN-1 (Ref 2) and NPS EN-3 (Ref 3) are relevant because they cover solar development specifically, while NPS EN-5 (Ref 10) covers the grid connection infrastructure.

2.4 UK Marine Policy Statement (March 2011)

2.4.1 The Cable Route Corridor of the Scheme will cross the River Trent as illustrated on the **Works Plan [EN010142/APP/2.3]**. The works will involve cabling being laid underneath the riverbed using trenchless crossing techniques. The River Trent is tidal in this area and a deemed Marine Licence is therefore sought for these works. This deemed Marine Licence is included in the **draft DCO [EN010142/APP/3.1]** and therefore the UK Marine Policy Statement (MPS) (Ref 11), and East Inshore and Offshore Marine Plan (Ref 12), are relevant policy documents for the small section of the Cable Route Corridor under the River Trent.

2.4.2 The MPS (Ref 11) is the framework for preparing Marine Plans and taking decisions affecting the marine environment. It contributes to the achievement of sustainable development in the United Kingdom marine area. It has been prepared and adopted for the purposes of section 44 of the Marine and Coastal Access Act 2009 (Ref 13). The Marine and Coastal Access Act 2009 requires all public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area to do so in accordance with the MPS unless relevant considerations indicate otherwise. The relevant sections of the MPS include section 3.3 Energy production and infrastructure development, which states that: *“When decision makers are examining and determining applications for energy infrastructure and marine plan authorities are developing Marine Plans they should take into account: The national level of need for energy infrastructure, as set out in the Overarching National Policy Statement for Energy (EN-1) which applies in England and Wales...”*.

- 2.4.3 It states that marine plan authorities will need to liaise, as appropriate, with terrestrial planning authorities to ensure the development of any necessary onshore infrastructure. This includes sub-stations, to support offshore electricity generation and connection to the national grid.
- 2.4.4 The MPS also states that the marine planning process should be flexible in responding to emerging evidence about the impacts of new technologies in relation to renewables.
- 2.4.5 The East Inshore and Offshore Marine Plan (Ref 12) sets out the vision and objectives, and policies that ensure that by 2034, the sustainable, effective and efficient use of the East Inshore and East Offshore has been achieved. The East Inshore Marine Plan supports and complements the MPS, and other plans, including Local Plans and River Basin Management Plans.

2.5 Local Impact Report

- 2.5.1 Lincolnshire County Council and Nottinghamshire County Council are the host authorities in respect of the Scheme and will have the opportunity to prepare a Local Impact Report (LIR) following submission of the Application. The LIR will be considered by the Secretary of State in determining the Application. With reference to Section 60 of the PA 2008 (Ref 1) and the Planning Inspectorate's Advice Note One: Local Impact Reports (Ref 14), the LIR would also address relevant local planning policies.

2.6 Prescribed Matters

- 2.6.1 The prescribed matters referred to in Section 104(2)(c) of the PA 2008 (Ref 1) are set out in the Infrastructure Planning (Decisions) Regulations 2010 (as amended) (the Decisions Regulations) (Ref 15). The Decisions Regulations that are of relevance to the Scheme are:
- a. Regulation 3 – Having regard to the desirability of preserving listed buildings, conservation areas and scheduled monuments and their settings where a development would affect these matters. This is considered in Section 6 of this Planning Statement, **Chapter 8: Cultural Heritage** of the ES [EN010142/APP/6.1], and the Heritage Statement at **Appendix C** of this Planning Statement.
 - b. Regulation 7 – Having regard to the United Nations Environmental Programme Convention on Biological Diversity of 1992. This is discussed in Section 6 of this planning statement and **Chapter 9: Ecology and Nature Conservation** of the ES [EN010142/APP/6.1].

2.7 Other Important and Relevant Matters

Introduction

- 2.7.1 Other national and local policy may also be considered 'important and relevant' to the decision-making process by the Secretary of State. It is considered likely that some parts of the National Planning Policy Framework (NPPF) (Ref 16) (and associated guidance within the Planning Practice Guidance (PPG)) particularly pertaining to heritage and flood risk (Ref 17) and the local plans of Lincolnshire County Council, West Lindsey District

Council, Nottinghamshire County Council and Bassetlaw District Council may be considered as ‘important and relevant’ by the Secretary of State in accordance with Section 105(2)(c) of the PA 2008 (Ref 1). The following sections discuss the national and local policy context.

Planning Policy

National Planning Policy Framework (December 2023)

- 2.7.2 The NPPF (Ref 16) was updated in 2023 and sets out the Government’s planning policies for England and is a material planning consideration in the determination of planning applications under the Town and Country Planning Act 1990 (TCPA 1990).
- 2.7.3 Paragraph 5 makes it clear that the NPPF does not contain specific policies for NSIPs and that applications in relation to NSIPs are to be determined in accordance with the decision-making framework set out in the PA 2008 and relevant NPSs. On this basis the NPPF is considered to be of less relevance to the Secretary of State’s decision than the relevant Energy NPSs.
- 2.7.4 The NPPF is however supported by the National Planning Practice Guidance (NPPG) (Ref 17), and NPS EN-1 (Ref 2) does include footnote references to the NPPG. Therefore, reference is made to the NPPF and NPPG but only in respect of relevant matters within Section 6 of this Planning Statement.

Local Policy

- 2.7.5 Policies in Local Plans are frequently considered important and relevant matters and can influence the content of LIRs, and which the Secretary of State will have regard to in their decision making in accordance with the PA 2008 (Ref 1).
- 2.7.6 This section of the Planning Statement is supported by Appendix B: Local Policy Accordance Tables which identify the policies that the Secretary of State may consider to be important and relevant when determining the Application, in accordance with Section 104(2) of the PA 2008, and presents an appraisal of compliance with these policies.

Adopted Planning Policy

- 2.7.7 The Scheme lies within the administrative areas of West Lindsey District Council within Lincolnshire County Council, and Bassetlaw District Council within Nottinghamshire County Council. Each of the authorities is currently in the process of reviewing and updating their local plans and as such there are both adopted and emerging planning policies as listed below. There are also several neighbourhood plans which have been adopted or are emerging that are also within the Order limits, which are set out below.
- 2.7.8 The following documents form the Development Plan for the land within which the Scheme is located:

Lincolnshire County Council and West Lindsey District Council

- a. Central Lincolnshire Local Plan (adopted April 2023) (Ref 18);
- b. Lincolnshire Minerals and Waste Local Plan: Core Strategy and Development Management Policies (adopted June 2016) (Ref 19);

- c. Lincolnshire Minerals and Waste Local Plan: Site locations (adopted December 2017) (Ref 20);
- d. Corringham Neighbourhood Plan (Made January 2022) (Ref 21);
- e. Glentworth Neighbourhood Plan (Made November 2019) (Ref 22);
- f. Sturton by Stow and Stow Neighbourhood Plan (Made July 2022) (Ref 23);
- g. Hemswell and Harpswell Neighbourhood Plan (Made March 2023) (Ref 24); and

Nottinghamshire County Council and Bassetlaw District Council

- a. Bassetlaw District Core Strategy and Development Management Policy (adopted December 2011) (Ref 25);
- b. Nottinghamshire Minerals Local Plan (adopted March 2021) (Ref 26);
- c. Nottinghamshire Waste Local Plan (adopted January 2002) (Ref 27) and Waste Core Strategy (adopted December 2013) (Ref 28);
- d. Rampton and Woodbeck Neighbourhood Plan (Made May 2021) (Ref 29); and
- e. Treswell and Cottam Neighbourhood Plan (Made February 2019) (Ref 30).

2.7.9 To support the implementation of its adopted local plan (ref) Lincolnshire County Council has prepared Supplementary Planning Documents (SPD). The SPD of relevance to the Scheme is the Health Impact Assessment for Planning Applications: Guidance Note (Ref 31) which has been produced to help guide developers and decision makers on the implementation of policy S54 Health and Wellbeing in the Adopted Central Lincolnshire Local Plan (Ref 18).

Emerging Planning Policy

2.7.10 Under regulation 10A of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) (Ref 32) local planning authorities must review local plans at least once every five years from their adoption date to ensure that policies remain relevant and effectively address the needs of the local community. This is also mirrored in the NPPF.

2.7.11 It is well established that where an adopted Local Plan is out of date, or emerging planning policy is at an advanced stage and is considered important and relevant, emerging planning policy can be a material consideration in the determination of planning applications and, in appropriate circumstances, can outweigh the provisions of an adopted plan.

2.7.12 Lincolnshire County Council, as the Minerals and Waste Planning Authority for the county, undertook a review of the adopted Lincolnshire Minerals and Waste Plan during 2020. The review highlighted issues with a number of policies in the Minerals and Waste Local Plan and concluded that the plan would be updated in its entirety. The new plan will replace both parts of the adopted plan which covers the period to the end of 2031. It is proposed that the updated plan will extend this period until the end of 2040. The new Minerals and Waste Local Plan is currently at an early stage of plan

preparation. A consultation on the issues and options for updating the plan took place from 28 June 2022 to 12 August 2022. It is anticipated to be submitted to the Secretary of State for examination in Autumn 2024, as such this plan has limited weight, but may be considered important and relevant.

- 2.7.13 The adopted Bassetlaw District Core Strategy and Development Management Policy (Ref 25) is currently undergoing review. Once adopted, the new Local Plan will replace the Bassetlaw Core Strategy and Development Management Policies. On adoption, the new Local Plan will, along with 'made' neighbourhood plans and adopted minerals and waste local plans form the overall development plan for the Bassetlaw District. The current version of the new Local Plan is the Bassetlaw Local Plan 2020-2038: Main Modifications version (Ref 33), which went out for consultation on Friday 11 August 2023. Due to the relatively advanced stage of this document, it may be considered important and relevant.
- 2.7.14 The Treswell and Cottam Neighbourhood Plan is also undergoing a review. When the first Treswell with Cottam Neighbourhood Plan was made in February 2019 (Ref 30) it was anticipated that it would be subject to an early review due to the emerging Bassetlaw Local Plan and changing National Planning Policy. In June 2020, a review of the existing Neighbourhood Plan against the adopted Local Plan and the updated National Planning Policy Framework and Planning Practice Guidance was undertaken, which concluded that parts were considered out of-date. The Cottam and Treswell Neighbourhood Plan Submission version was published in 2024 (Ref 34) and will be submitted to the Secretary of State for examination in due course. Due to the relatively advanced stage of this document, it may be considered important and relevant.
- 2.7.15 Nottinghamshire County Council and Nottingham City Council are working together to prepare a new Waste Local Plan which will replace the previous Adopted Waste Local Plan (2002) (Ref 27) and the Waste Core Strategy (2013) (Ref 28). The new Waste Local Plan will provide the future planning strategy for waste management in Nottinghamshire and Nottingham until 2038. The Pre-Submission Draft version of the new Waste Local Plan was published in August 2023 (Ref 35), and will be submitted to the Secretary of State for examination in due course. Due to the relatively advanced stage of this document, it may be considered important and relevant.
- 2.7.16 The relevant policies within these emerging plans are provided at Appendix B as they may be considered important and relevant.

2.8 Other Legislation and Policy Considered to be Important and Relevant

- 2.8.1 There are other national legislation and policy documents relating to renewable energy climate change. Some of these are discussed in more detail within the **Statement of Need [EN010142/APP/7.1]**, and include the following:
- a. The Energy Act (October 2023) (Ref 36);
 - b. Progress Report to Parliament Climate Change Committee 2023 (Ref 37);

- c. Powering Up Britain (March 2023) (Ref 38);
- d. Environmental Improvement Plan 2023 (Ref 39);
- e. British Energy Security Strategy (2022) (Ref 40);
- f. Mission Zero – the Skidmore Review (January 2023) (Ref 41);
- g. Net Zero Strategy: Building Back Greener 2021 (Ref 42);
- h. The Environment Act 2021 (Ref 43);
- i. Net Zero: Opportunities for the Power Sector (2020) (Ref 44);
- j. Energy White Paper: Powering our Net Zero Future (2020) (Ref 45);
- k. National Infrastructure Strategy (2020) (Ref 46); and
- l. The Climate Change Act 2008 (Ref 47) and the Climate Change Act 2008 (2050 Target Amendment) Order 2019 (Ref 48).

2.9 Pre-Application Consultation

- 2.9.1 Sections 42 and 47 of the PA 2008 (Ref 1) require applicants for DCOs to carry out formal (statutory) pre-application consultation on their proposals. There are several policy and legislative requirements on how this consultation must be undertaken, which are set out in the PA 2008 (Ref 1) and related regulations, as well as the relevant guidance. The **Consultation Report [EN010142/APP/5.1]** evidence how Applicant has complied with the relevant statutory consultation policy, legislation and guidance.
- 2.9.2 The Applicant has undertaken extensive consultation throughout the development of the Scheme. This is described in the **Consultation Report [EN010142/APP/5.1]** and its supporting **appendices [EN010142/APP/5.2]**, and includes the stages listed below:
- a. EIA Scoping Consultation – EIA scoping Report was submitted to the Planning Inspectorate on 3 October 2022 and a Scoping Opinion was received 4 November 2022 including formal responses received by the Planning Inspectorate from consultees.
 - b. Non-Statutory Consultation – an initial round of non-statutory public consultation which ran for a period of 10 months from July 2022 to May 2023. Feedback was sought on early proposals for the Scheme. The consultation took place both online and at in person events.
 - c. Public Statutory Consultation – in person events and online webinars ran for a period of 6 weeks between 30 May 2023 and 11 July 2023. Feedback was sought on proposals for the Scheme, to inform the design of the Scheme for submission of the Application.
 - d. Targeted Consultation – following the review of feedback from the statutory consultation and further design development and assessment work, a number of minor changes to the Order limits for the Scheme were identified primarily to reduce impacts to heritage, access improvements, and agricultural land. A targeted consultation with affected consultees was therefore undertaken between 14 December 2023 to 25 January 2024.
 - e. Ongoing consultation during all these stages with bodies including:

- i. Lincolnshire County Council;
- ii. West Lindsey District Council;
- iii. Nottinghamshire County Council;
- iv. Bassetlaw District Council;
- v. Natural England;
- vi. The Environment Agency;
- vii. Historic England;
- viii. The Planning Inspectorate;
- ix. Other solar DCO projects in proximity to the Scheme;
- x. Landowners; and
- xi. Local Residents.

2.9.3 The Applicant has had regard to all of the feedback it has received in response to its consultations when developing the design of the Scheme. This is described in the **Consultation Report [EN010142/APP/5.1]** and the **Consultation Report Appendices [EN010142/APP/5.2]**.

3. The Order Limits and Surrounding Context

3.1 Introduction

- 3.1.1 The Order limits comprise approximately 1,670 ha of land and are shown on **Figure 3-1**. This includes the Principal Site (Solar PV Area and Internal Cable Corridor Cables), and Cable Route Corridor.
- 3.1.2 The Principal Site is situated to the east and south-east of Gainsborough in Lincolnshire and lies entirely within the administrative boundary of West Lindsey District Council (within Lincolnshire County Council) and covers an area of approximately 1,350 ha. The Cable Route Corridor runs from the Principal Site in a south westerly direction across West Lindsey District Council (within Lincolnshire County Council) and the River Trent into the administrative area of Bassetlaw District Council (within Nottinghamshire County Council) and covers an area of approximately 320 ha.
- 3.1.3 The following sections describe the existing context of the land within and surrounding the Order limits, before describing environmental designations that are within and surrounding the Order limits. Other environmental and planning considerations of the land within and surrounding the Order limits are also discussed.

3.2 Principal Site

Order limits

- 3.2.1 The Principal Site is located to the south of the A631 Harpswell Lane, to the west of the B1398 Middle Street and largely to the north of the unclassified Kexby Road, east of the village of Springthorpe. **Figure 3-1** below identifies the location of the Principal Site.
- 3.2.2 The northern and eastern boundaries of the Principal Site are formed by the A631 Harpswell Lane and the B1398 Middle Street. The east of the Principal Site is dominated by the scarp slope of Lincoln Cliff, which is relatively elevated compared to the general character of the area. The Principal Site extends to the south of Kexby Road, with the inclusion of field parcels that are located to the south of the road.
- 3.2.3 The Principal Site comprises numerous field parcels used for arable farming. The fields are large with limited hedgerows and trees. Where there are hedgerows, these generally form the boundaries of fields as they adjoin roads. There are also some small, scattered areas of woodland located within the Principal Site, along with some rural dwellings as well as agricultural buildings dispersed across the area.

Land Surrounding the Order limits

- 3.2.4 The northern boundary of the Principal Site, along the A631, is lined by mature hedgerows and trees. To the west, the surrounding area is predominantly open fields with some defined hedgerows within these. To the east, the landscape is defined by the Lincoln Cliff, which is a notable topographic feature in Lincolnshire, extending in a relatively straight, north-

south line from around Scunthorpe to Grantham. Expansive views are available from the crest (top of the scarp) of the Cliff, extending as far as the Peak District, over 60km to the west.

- 3.2.5 In the immediate vicinity of the Principal Site are a number of villages interspersed along the B1398 Middle Street (east of the Principal Site) including Harpswell (to the north), Fillingham, Ingham and Glentworth (to the south). Heapham and Springthorpe are located to the west of the Principal Site. The surrounding area consists of predominantly flat, rural fields, some of which are used for farming.
- 3.2.6 The local transport network comprises several strategic connections including the A631 Harpswell Lane located directly to the north of the Principal Site. The A631 Harpswell Lane connects with the A15 approximately 6km to the east of the site, and the A15 provides a strategic connection to the M180 further north.

3.3 Cable Route Corridor

Order Limits

- 3.3.1 The Cable Route Corridor connects the Principal Site to National Grid Cottam Substation located at the decommissioned Cottam Power Station on the border of Nottinghamshire County Council. The Cable Route Corridor covers an area of approximately 320 ha and is approximately 18.5km long. **Figure 3-1** identifies the location of the Cable Route Corridor. The Cable Route Corridor runs from the Principal Site in a south westerly direction across West Lindsey District Council (within Lincolnshire County Council) and the River Trent into the administrative area of Bassetlaw District Council (within Nottinghamshire County Council) and covers an area of approximately 320 ha.
- 3.3.2 The character of much of the eastern part of the Cable Route Corridor is broadly similar to that described for the Principal Site, comprising low-lying arable farmland with occasional woodland blocks and scattered farmsteads or isolated properties. Heading south from the Principal Site, the cable route crosses Common Lane, Cow Lane, Kexby Road and Fillingham Lane before turning to the west crossing South Lane, Stone Pit Lane and the B1241 Stow Road (located to the south of Willingham by Stow). The Cable Route Corridor continues in westerly direction before crossing the East Midlands Railway Line that provides services towards Lincoln and in runs in a broad north-south direction to the west of Willingham by Stow and to the east of Gate Burton. The route then continues westwards crossing Stow Park Road (A1500) followed by Gainsborough Road (A156) before then crossing the River Trent to connect with the Cottam sub-station.
- 3.3.3 The River Trent is a prominent landscape feature within the Cable Route Corridor, representing the boundary of Nottinghamshire and Lincolnshire. Cottam Power Station cooling towers dominate the south of the Cable Route Corridor, west of the River Trent.

Land Surrounding the Order limits

- 3.3.4 There are a number of residential properties within 1km of the Cable Route Corridor. The village of Cottam lies adjacent to the Cable Route Corridor, while Rampton lies adjacent to the west. Stow is located approximately 500m to the south of the Corridor, while Marton lies adjacent to the north. Willingham by Stow is located approximately 200 m to the west. Other infrastructure in the surrounding area includes some barn conversions along Stow Park Road and at Normanby-by-Stow. Surrounding this is primarily agricultural fields.
- 3.3.5 The A156, which is crossed by the Cable Route Corridor, runs north-south between Gainsborough and Newark, with the A1500 branching east towards Lincoln. The wider area around Cottam includes former coal storage areas and ash tips, some now restored, wooded and designated as Local Wildlife Sites; set within low-lying farmland with medium to large-scale rectilinear fields.

3.4 Environmental Designations and Allocations

- 3.4.1 **Figure 3-2** below shows the environmental designations and constraints within and surrounding the Order limits.

Within the Order limits

- 3.4.2 There are no international, national or regionally designated nature conservation sites within the Order limits.
- 3.4.3 There are three locally designated Local Wildlife Sites (LWS) within the Cable Route Corridor, which comprise Willingham to Fillingham Road Verges LWS, Cow Pasture Lane Drains LWS and Upton Grange Road Verges LWS. Two LWS are located immediately adjacent to the Cable Route Corridor, these are Coates Wetland LWS and Cottam Wetlands LWS.
- 3.4.4 There are no international, national or regional landscape designations within the Order limits.
- 3.4.5 There is one locally designated Area of Great Landscape Value (AGLV) (Central Lincolnshire Local Plan Policy S62) at the eastern end of the Principal Site, the Lincoln Cliff.
- 3.4.6 There are no designated heritage assets such as World Heritage Sites, Registered Battlefields, Registered Parks and Gardens, or Protected Wrecks Scheduled Monuments, Listed Buildings and Conservation Areas within the Order limits.
- 3.4.7 Investigations to date have identified up to 79 non-designated assets within the Order limits.
- 3.4.8 There are no areas of Ancient Woodland within the Order limits.
- 3.4.9 There are no allocations for residential development, employment development or for minerals and waste development within the Order limits.

The Surrounding Area

- 3.4.10 There are no sites internationally designated for their biodiversity importance within 10km of the Order limits nor any for which bats are a qualifying feature within 30km of the Order limits. The Cable Route Corridor crosses the River Trent, which is hydrologically connected to the Humber Estuary SAC and Ramsar Site (approximately 40km upstream of the Cable Route Corridor), which includes migratory fish as a qualifying feature.
- 3.4.11 The nearest SSSIs are Ashton's Meadow SSSI, which is located 1.5km west of the Cable Route Corridor, and Lea Marsh SSSI, located to the south of Gainsborough approximately 6.5km northwest of the Cable Route Corridor.
- 3.4.12 There is an Area of Great Landscape Value (Central Lincolnshire Local Plan Policy S62) to the west of the Principal Site and north of the Cable Route Corridor, which extends south from Gainsborough, to include historic parkland around Knaith and Gate Burton, as far south as the northern edge of Marton.
- 3.4.13 Lincolnshire Wolds Area of Natural Beauty is located approximately 18km to the east of the Principal Site.
- 3.4.14 A Registered Park and Garden (Grade II), associated with Fillingham Castle, is located approximately 2.2km to the east of the Principal Site at the nearest point.
- 3.4.15 There are no Scheduled Monuments or Designated Heritage Assets located within the Principal Site. There are two Scheduled Monuments in close proximity to the Principal Site: Harpswell Hall adjacent 320m to the north east of the Principal Site (a post medieval house and gardens that overlays earlier medieval remains) and Elm Tree Farm (a moated manorial complex) 550m to the west.
- 3.4.16 There are four Conservation areas within 3km of the Principal Site, these include;
- a. Glentworth Conservation Area (ref: 2790), to the east;
 - b. Hemswell Conservation Area (ref: 2793), to the north-east;
 - c. Springthorpe Conservation Area (ref: 2805), to the west; and
 - d. Fillingham Conservation Area (ref: 2785) to the south-east.
- 3.4.17 Scheduled Monuments within close proximity to the Cable Route Corridor, include;
- a. Roman Fort (870m north);
 - b. Fleet Plantation Moated Site (Immediately to the south);
 - c. Segelocum Roman Town, Littleborough (1.4km to the northwest)
 - d. The Medieval Bishop's Palace and Deer Park, Stow Park (1.1km to the south).
- 3.4.18 There are a total of 163 listed buildings within 3km of the Principal Site. These listed buildings include 15 Grade I, 11 Grade II*, with the remaining

being Grade II. Most of the listed buildings are concentrated in or around the surrounding villages and hamlets in the rural landscape.

- 3.4.19 There are four Grade II listed buildings located on the edge of the Cable Route Corridor. These are; Stow Park Station and the Signal Box, Church of Holy Trinity and the Font.
- 3.4.20 There is an area of Ancient Woodland (Burton Wood) approximately 1.1km north of the Cable Route Corridor.

3.5 Other Environmental and Planning Considerations

- 3.5.1 There are several areas of National Forest Inventory trees present within the current Cable Route Corridor, and adjacent, including areas north of Stow Park and several areas surrounding Cottam Power Station.
- 3.5.2 At the national level, the Principal Site is within Natural England's National Character Area (NCA) (Ref 49) NCA 45: North Lincolnshire Edge with Coversands, and NCA 48: Trent and Belvoir Vale. The Cable Route Corridor is wholly within NCA 48: Trent and Belvoir Vale.
- 3.5.3 At a regional level, the Principal Site is within Regional Landscape Character Type (RLCT) 4a: Unwooded Vales, with a minor part of the east of the Principal Site within RLCT 6a: Limestone Scarps and Dipslopes, of the East Midlands Regional Landscape Character Assessment (Ref 50). The Cable Route Corridor is within RLCT 4a to the east of the River Trent, and 3a Floodplain Valleys as it approaches and cross the River Trent.
- 3.5.4 The Cable Route Corridor is within Regional Character Area (RCA) Trent Washlands (TW), of the Bassetlaw Landscape Character Assessment (ref. 50) (which forms part of the country-side Nottinghamshire Landscape Character Assessment).
- 3.5.5 At a local level, the Principal Site is within Landscape Character Areas (LCA) LCT 3: The Till Vale, and LCA 4: The Cliff, as defined by the West Lindsay Landscape Character Assessment (1999) (Ref 52).
- 3.5.6 The Cable Route Corridor is also within LCA 3: The Till Vale, and LCA 2: Trent Valley of the West Lindsay Character Assessment (1999) (Ref 52).
- 3.5.7 Bassetlaw Landscape Character Assessment (Ref 51) is subdivided into Policy Zones (PZ) which defines landscapes within the county-wide Nottinghamshire Landscape Character Assessment. The Cable Route Corridor is located within TW PZ 48: Littleborough Village Meadowlands, TW PZ 22: Cottam River Meadowlands, and TW PS 21: Cottam, Rampton, and Church Laneham Village Farmlands, within the Bassetlaw Landscape Character Assessment (Ref 51).
- 3.5.8 The majority of the Principal Site is located within Agricultural Land Classification (ALC) Grade 3b land, although there are some isolated areas of 3a land. 85% is classed as Grade 3b land (not BMV), with 4% (51ha) of the land classed as Grade 3a and less than 1% being classed as Grade 2, BMV land. The remaining land, approximately 10% of the Principal Site, is classified as non-agricultural. The soil type is characterised by slightly acidic

and base-rich loamy and clayey soils with impeded drainage. The Cable Route Corridor is located within Grade 3 ALC land with the area predominantly in agricultural use. **Figure 3-3** below shows the ALC across the Order limits.

- 3.5.9 Most of the Principal Site lies within Flood Zone 1 and is therefore at a low risk of flooding from fluvial sources and surface water. There are however various watercourses located within the Principal Site, with these being;
- a. The River Eau (ordinary watercourse), flowing west along the northern boundary, with a tributary flowing to the north within the Principal Site (small area of Flood Zone 2 and 3 at the northern end of the Principal Site);
 - b. A tributary to Fillingham Beck (ordinary watercourse), flowing westwards from the Glentworth area across the south-eastern part of the Principal Site (small area of flood zone 2 and 3 to the south east of the Principal Site);
 - c. A tributary to the Till (Witham), flowing southwards in the extreme west of the Principal Site (this is a main river in Flood Zone 2 and 3); and
 - d. A square water holding reservoir located within the Principal Site in the north, south of Harpswell Grange (within Flood Zone 1).
- 3.5.10 Areas of the Cable Route Corridor are located within Flood Zone 2 and 3, where the risk of flooding is greater. The Cable Route Corridor crosses the River Trent and the tributaries of the River Till, for which the Environment Agency is the regulating authority.
- 3.5.11 The watercourses and Flood Zones, in relation to the Scheme, are illustrated in **Figure 10-5** of the ES [EN010142/APP/6.3]
- 3.5.12 Within the Principal Site, Public Rights of Way (PRoW) are limited, with the only route being on the southern periphery, a bridleway extending from Kexby Road near Glentworth Grange towards Willingham Road. There are a large number of additional recreational routes and PRoW within 500m of the Principal Site most notably the network of bridleways and PRoW located between the villages of Ingham and Fillingham to the south and a network of PRoW to the west of the Principal Site connecting the villages of Kexby, Upton, Heapham and Springthorpe.
- 3.5.13 Four PRoW cross the Cable Route Corridor within Lincolnshire (east of the River Trent) and there are several PRoW within Nottinghamshire that the route will cross.
- 3.5.14 The vast majority of the Principal Site is not located within any minerals safeguarding areas. A small area of the eastern extent, as the Principal Site adjoins Middle Street, falls within part of a Limestone Minerals Safeguarding Area. Glentworth K Site Specific Minerals Safeguarding Area lies within the south-east of the Principal Site, which is an operational oil extraction site.
- 3.5.15 The whole of the Principal Site and Cable Route Corridor within Lincolnshire is located within a PEDL block.
- 3.5.16 Within Lincolnshire, to the east of Willingham by Stow, a small area of the Cable Route Corridor is located within a Sand and Gravel Minerals

Safeguarding Area. Within Nottinghamshire the Cable Route Corridor is also located within a Sand and Gravel Minerals Safeguarding Area.

3.6 Planning History

- 3.6.1 **Chapter 18: Cumulative Effects** of the ES [EN010142/APP/6.1] and the relevant technical chapters of the ES [EN010142/APP/6.1] assess the cumulative impacts of the Scheme with other nearby schemes. A search of cumulative schemes involved establishing a 'long list' of other developments and local plan allocations within a 10km 'zone of influence' (Zol).
- 3.6.2 Developments included in the initial long list were searched for by reviewing relevant planning databases held by the Planning Inspectorate, West Lindsey District Council, Lincolnshire County Council, Bassetlaw District Council and Nottinghamshire County Council, including:
- a. DCO applications for NSIPs in England, contained in the Register of Applications on the National Infrastructure Planning website (Ref 53);
 - b. Local authority planning applications that represent 'major developments', the definitions and thresholds for which are set out in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Ref 54);
 - c. Any major development projects being progressed through other statutory procedures;
 - d. Allocations identified in the adopted and emerging development plans of the local planning authorities; and
 - e. Other relevant development plans and projects.
- 3.6.3 The identification of developments has had regard to the Planning Inspectorate's Advice Note 17 (Ref 55) and utilising experience of assessing cumulative effects for schemes of a similar nature and scale to the Scheme.
- 3.6.4 Following this, any developments of a nature or scale without the potential to result in likely significant cumulative effects were excluded, following discussion with the local planning authorities and consideration of the likely Zol for each environmental topic. The long list of cumulative developments has informed a 'short list' presented in **Appendix 18-1** of the ES [EN010142/APP/6.2].
- 3.6.5 Using the 'short list', this section of the Planning Statement provides an overview of the relevant planning history within or adjacent to the Order limits below. As the Order limits are largely agricultural, the relevant planning history within the Order limits is not extensive. Most of the recent planning history in the vicinity of the Order limits is associated with applications for NSIPs or major applications surrounding the Scheme and is considered relevant. The locations of these are shown at **Figure 3-4** and these schemes are summarised below.

3.7 Other Solar DCO projects within the Order limits

Cottam Solar Project

- 3.7.1 The Cottam Solar Project (Ref 56), proposed by Cottam Solar Project Limited, part of Island Green Power Limited, is a DCO application (reference EN010133) that comprises three electricity generating stations, each with anticipated capacity in excess of 50MW, ground mounted solar arrays, with associated development including energy storage, grid connection infrastructure and other infrastructure. The project lies partially within the Order limits of the Scheme, within the Cable Route Corridor, adjacent to Cottam Power Station. The project was submitted to the Secretary of State on 12 January 2023 and was accepted for examination on 10 February 2023 which ran from 5th September 2023 until the 5th March 2024.

Gate Burton Energy Park

- 3.7.2 Gate Burton Energy Park (Ref 57), proposed by Gate Burton Energy Park Limited and funded by Low Carbon Limited, is another DCO application (reference EN010131) in Lincolnshire, that also lies partially within the Order limits of the Scheme, within the Cable Route Corridor from around Marton to the National Grid Cottam Substation. The project comprises the installation of solar PV generating panels and on-site energy storage facilities and grid connection infrastructure. The project would allow for the generation, storage and export of up to 500MW electrical generation capacity. The application was submitted to the Secretary of State on 27 January 2023, with examination running from 4th July 2023 until 4th January 2024.

West Burton Solar Project

- 3.7.3 West Burton Solar Project (Ref 58), proposed by West Burton Solar Project Limited, part of Island Green Power Limited, is a DCO application (reference EN010132) that comprises four electricity generating stations, each with anticipated capacity in excess of 50MW, comprising of ground mounted solar arrays, with associated development including energy storage, grid connection infrastructure and other infrastructure. This project has associated development that lies partially within both the Principal Site and Cable Route Corridor of the Scheme. The project was submitted to the Secretary of State on 21 March 2023, and was accepted for examination on 18 April 2023, with examination opening on 8th November 2023 and due to close on 8th May 2024.

Interrelationship between these projects and the Scheme

- 3.7.4 Because of the location of the Scheme in relation to National Grid Cottam Substation, the Scheme's Cable Route Corridor overlaps with the three other solar DCO projects mentioned above. The Scheme's Cable Route Corridor overlaps with Cottam Solar Project's cable corridor for the majority of its length, before reaching the Gate Burton Energy Park and West Burton Solar Project's cable corridors close to Marton. It is then overlapped by only Gate Burton Energy Park and Cottam Solar Project's cable corridors from the west of the River Trent to National Grid Cottam Substation.

- 3.7.5 Figure 1.1 within the **Joint Report on Interrelationships between Nationally Significant Infrastructure Projects [EN010142/APP/7.6]** shows the areas of overlap for the shared cable corridor.
- 3.7.6 The Scheme, and the undertakers for Gate Burton Energy Park, West Burton Solar Project, and Cottam Solar Project have worked collaboratively on the design of the shared cable route corridor, including environmental avoidance and mitigation to reduce overall environmental and social effects. This is explained within the **Design and Access Statement [EN010142/APP/7.3]**.

Other developments within the Order limits

Cottam Power Station demolition

- 3.7.7 Cottam Power Station is a major TCPA development that comprises the demolition and site clearance of the power station. A screening opinion for the demolition of the power station was decided to not be EIA development in February 2019 (application reference: 19/00167/SCR) and a further application (reference 21/01661/DEM) was approved in March 2022 for demolition and site clearance of the power station. The latest application for demolition is currently extant, with work yet to commence. Cottam Power Station is located within Bassetlaw District Council and overlaps with the Scheme's Cable Route Corridor at Cottam Power Station.
- 3.7.8 The point of connection for the Scheme is proposed to be an existing substation at Cottam Power Station, which will be unaffected by this application for demolition and site clearance.

Glentworth Oil Field

- 3.7.9 Glentworth oil field is located east of Gainsborough, within the Parish of Glentworth, Lincolnshire. Oil has been produced on the site since 2011 and it is currently operated by IGas. A Screening Opinion was submitted to Lincolnshire County Council for a new well site, access track and other ancillary development (application ref. EIA/31/22). This was followed by application ref. PL/0135/22 for permission to construct a new well site and access track, drilling a vertical exploration well drilled to 3,000m, up to seven horizontal wells and a pipeline to the existing Glentworth site, which was approved subject to a S106 agreement and conditions, in April 2023. This development lies within the Principal Site to the east, within the village of Glentworth.

Marton Agricultural Barns

- 3.7.10 An application (ref: 145882) for two agricultural storage buildings was submitted to West Lindsay District Council in November 2022 for Land at High Street, Marton, Gainsborough. The application is located within the Scheme's Cable Route Corridor around Marton and was granted permission on 18 January 2023.
- 3.7.11 The Gate Burton Energy Park and Cottam Solar Project cable corridors overlap with the land on which the two agricultural barns are proposed. The Scheme has two options for the Cable Route Corridor, the northern and southern option. The northern option overlaps with the location of the agricultural barns. The southern option for the Scheme's Cable Route

Corridor does not overlap with the agricultural barns. It is anticipated that a solution can be found for the barns to be constructed in a way and in a location such that it would not affect the Scheme and vice versa.

Figures shown on following pages:

Figure 3-1: The Order limits

Figure 3-2: Environmental Constraints

Figure 3-3: Agricultural Land Classification

Figure 3-4: Planning History



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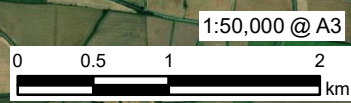
LEGEND
Order limits

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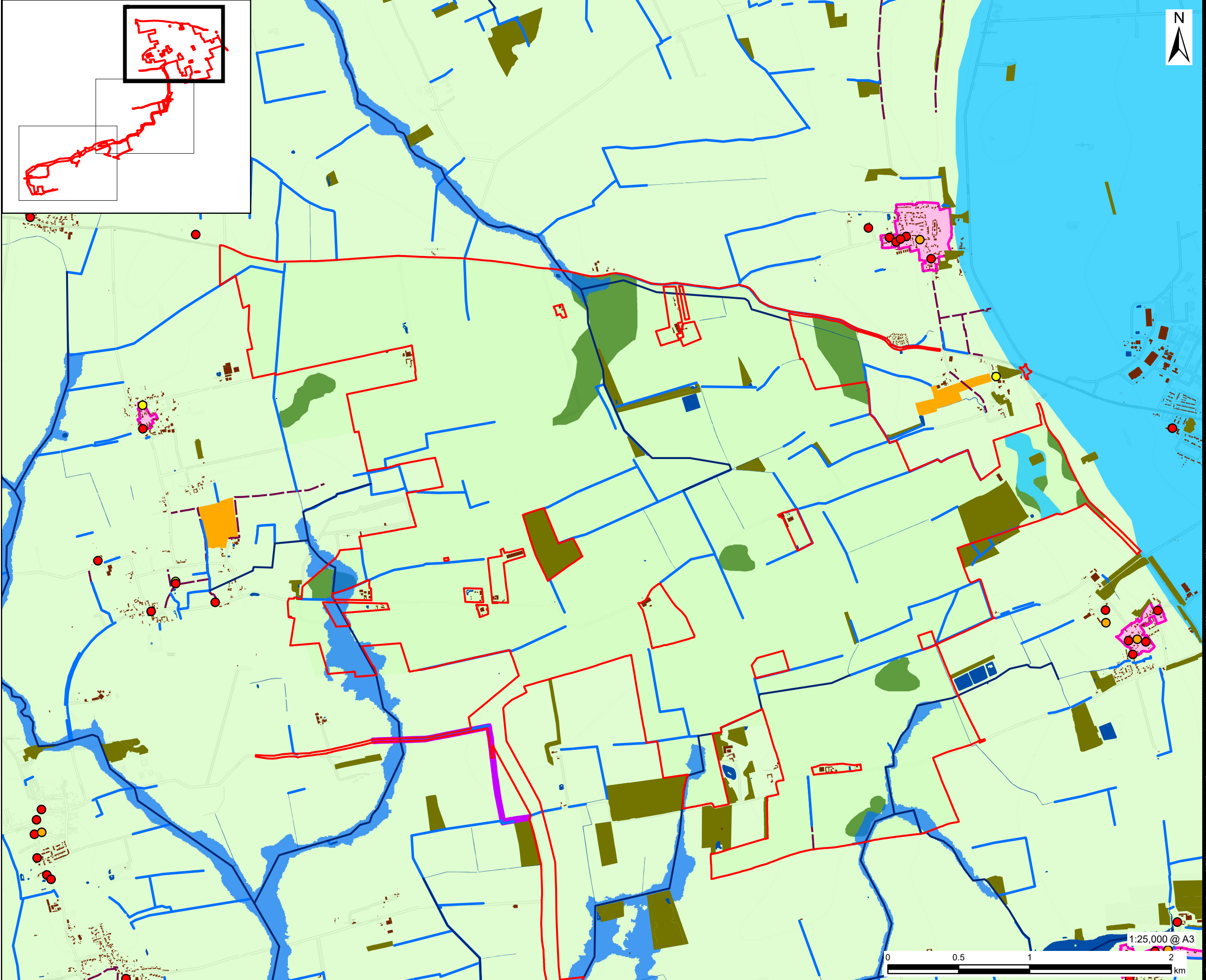
ISSUE PURPOSE
DCO Submission
PROJECT NUMBER
60677969

FIGURE TITLE
The Order Limits

FIGURE NUMBER
Figure 3-1



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- LEGEND**
- Order limits
 - Ordinary Watercourse
 - Main River
 - PROW
 - Lincolnshire Local Wildlife Site
 - Building
 - Waterbody
 - National Forest Inventory
 - Scheduled Monument
 - Conservation Area
 - Flood Zone 3
- Listed Building (Grade)**
- I
 - II*
 - II
- Agricultural Land Classification (Grade)**
- Grade 2
 - Grade 3a
 - Grade 3b

NOTES

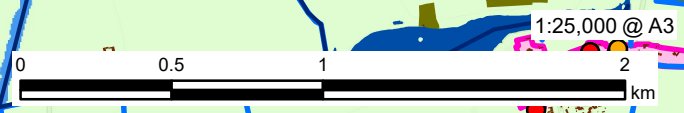
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ISSUE PURPOSE
Planning Statement

PROJECT NUMBER
60677969

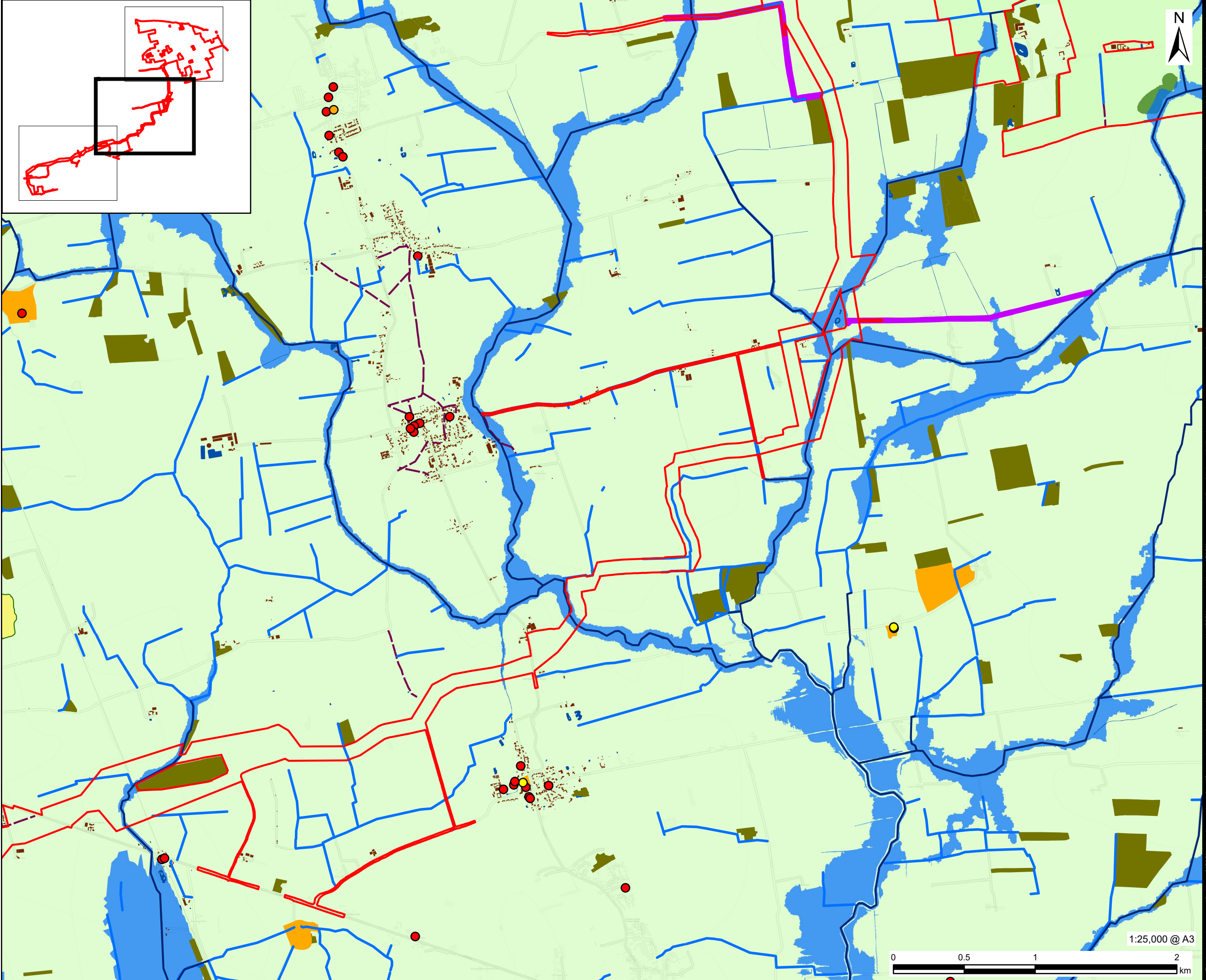
FIGURE TITLE
Environmental Constraints Plan

FIGURE NUMBER
Figure 3-2A



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Revision: 0 Drawn: LL Checked: CR Approved: CW Date: 2024-03-26
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LEGEND

- Order limits
- Ordinary Watercourse
- Main River
- PROW
- Ancient & Semi-Natural Woodland
- Ancient Replanted Woodland
- Lincolnshire Local Wildlife Site
- Building
- Waterbody
- Ancient Woodland
- National Forest Inventory
- Scheduled Monument
- Flood Zone 3

- Listed Building (Grade)**
- I
 - II*
 - II

- Agricultural Land Classification (Grade)**
- Grade 3a
 - Grade 3b

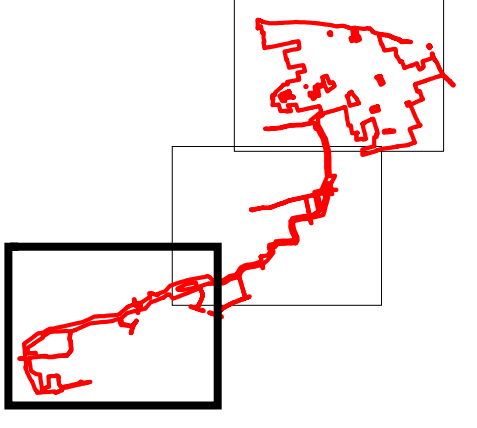
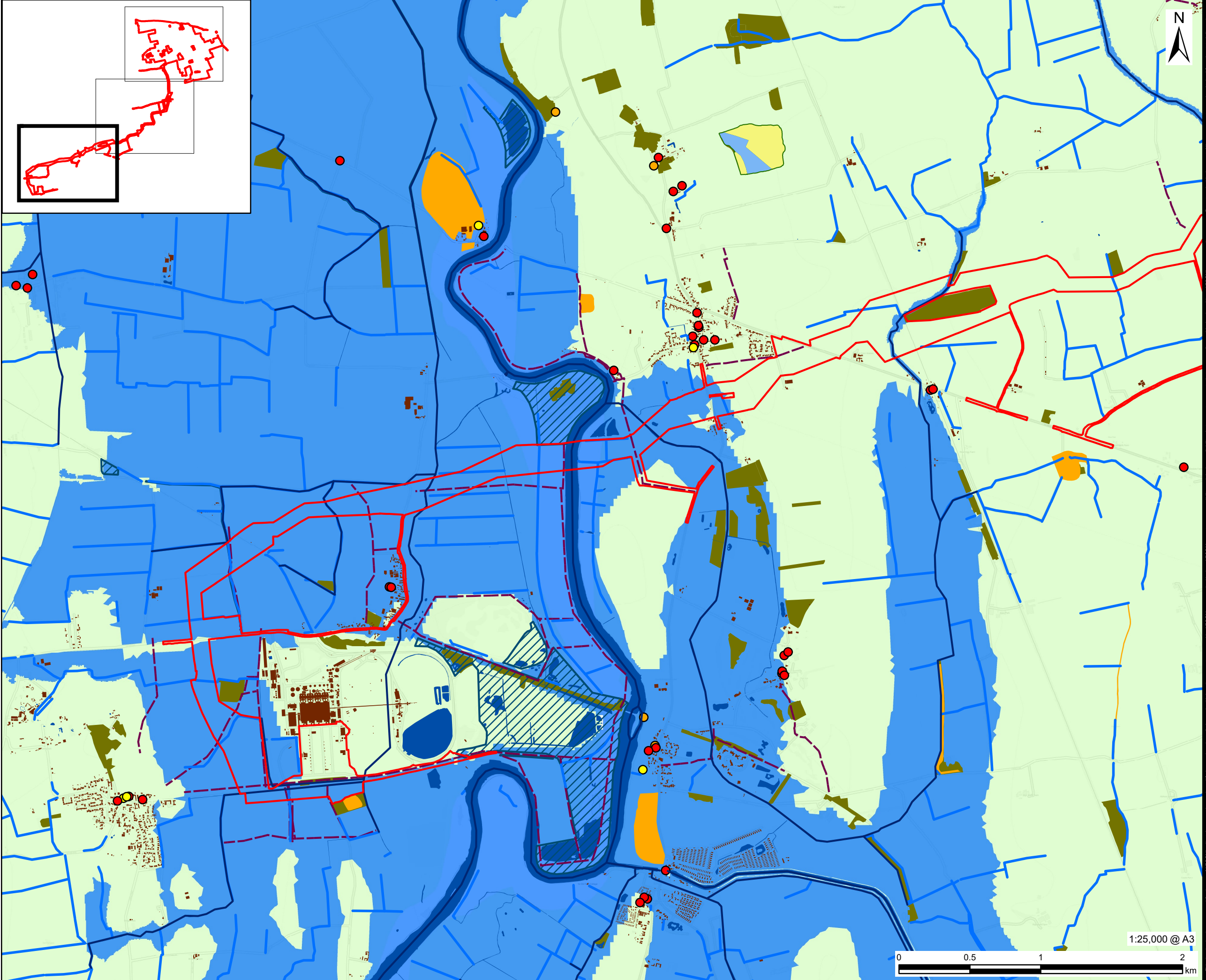
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ISSUE PURPOSE
Planning Statement
PROJECT NUMBER
60677969

FIGURE TITLE
Environmental Constraints Plan

FIGURE NUMBER
Figure 3-2B

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- LEGEND**
- Order limits
 - Ordinary Watercourse
 - Main River
 - PROW
 - Ancient & Semi-Natural Woodland
 - Ancient Replanted Woodland
 - Nottinghamshire Local Wildlife Site
 - Building
 - Waterbody
 - Ancient Woodland
 - National Forest Inventory
 - Scheduled Monument
 - Flood Zone 3
- Listed Building (Grade)**
- I
 - II*
 - II

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ISSUE PURPOSE
Planning Statement

PROJECT NUMBER
60677969

FIGURE TITLE
Environmental Constraints Plan

FIGURE NUMBER
Figure 3-2C

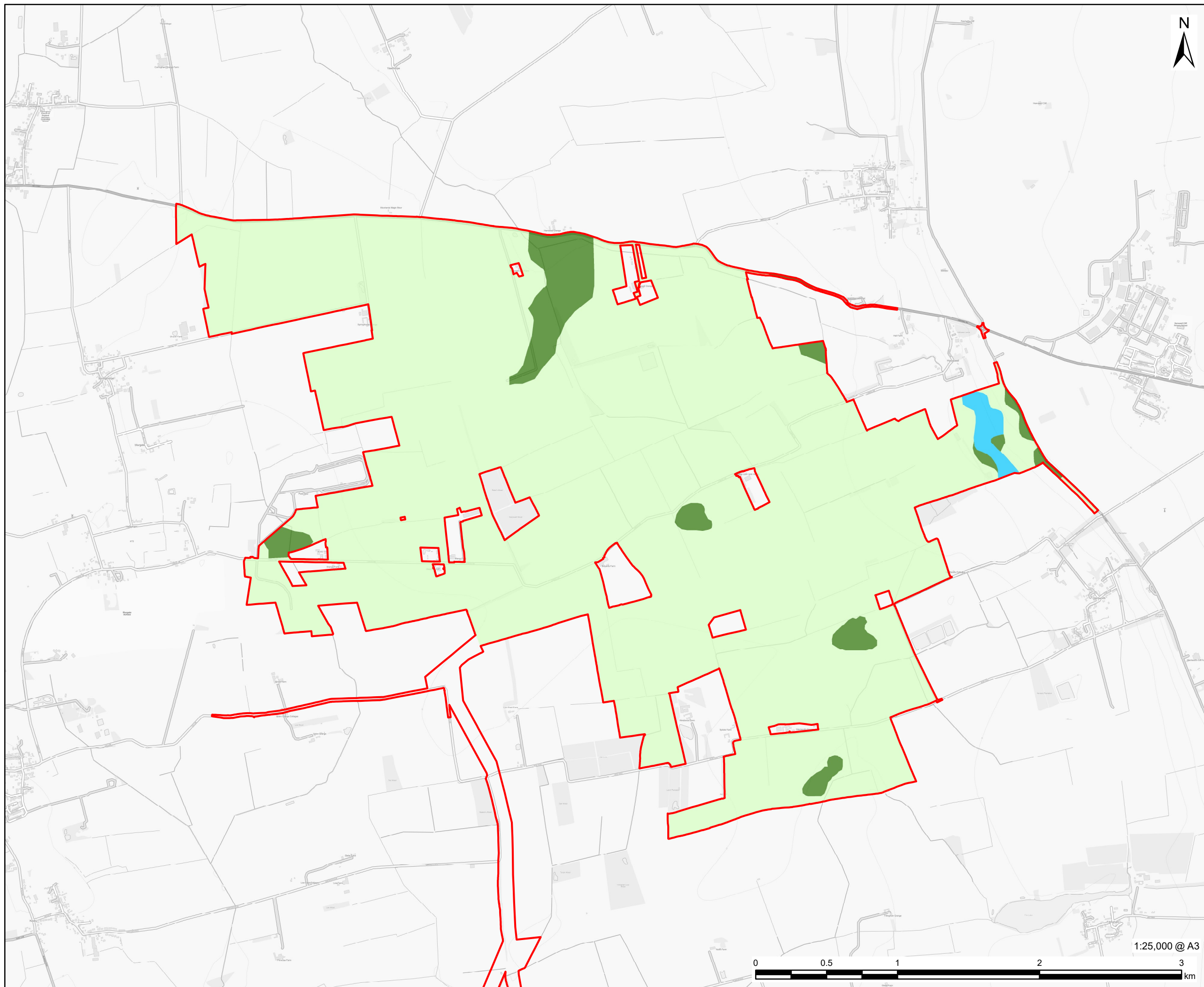


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Revision: 0 Drawn: LL Checked: CR Approved: CW Date: 2024-03-26



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LEGEND

- Order limits

Surveyed Agricultural Land Classification

- Grade 2
- Grade 3a
- Grade 3b

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ISSUE PURPOSE
DCO Submission

PROJECT NUMBER
60677969

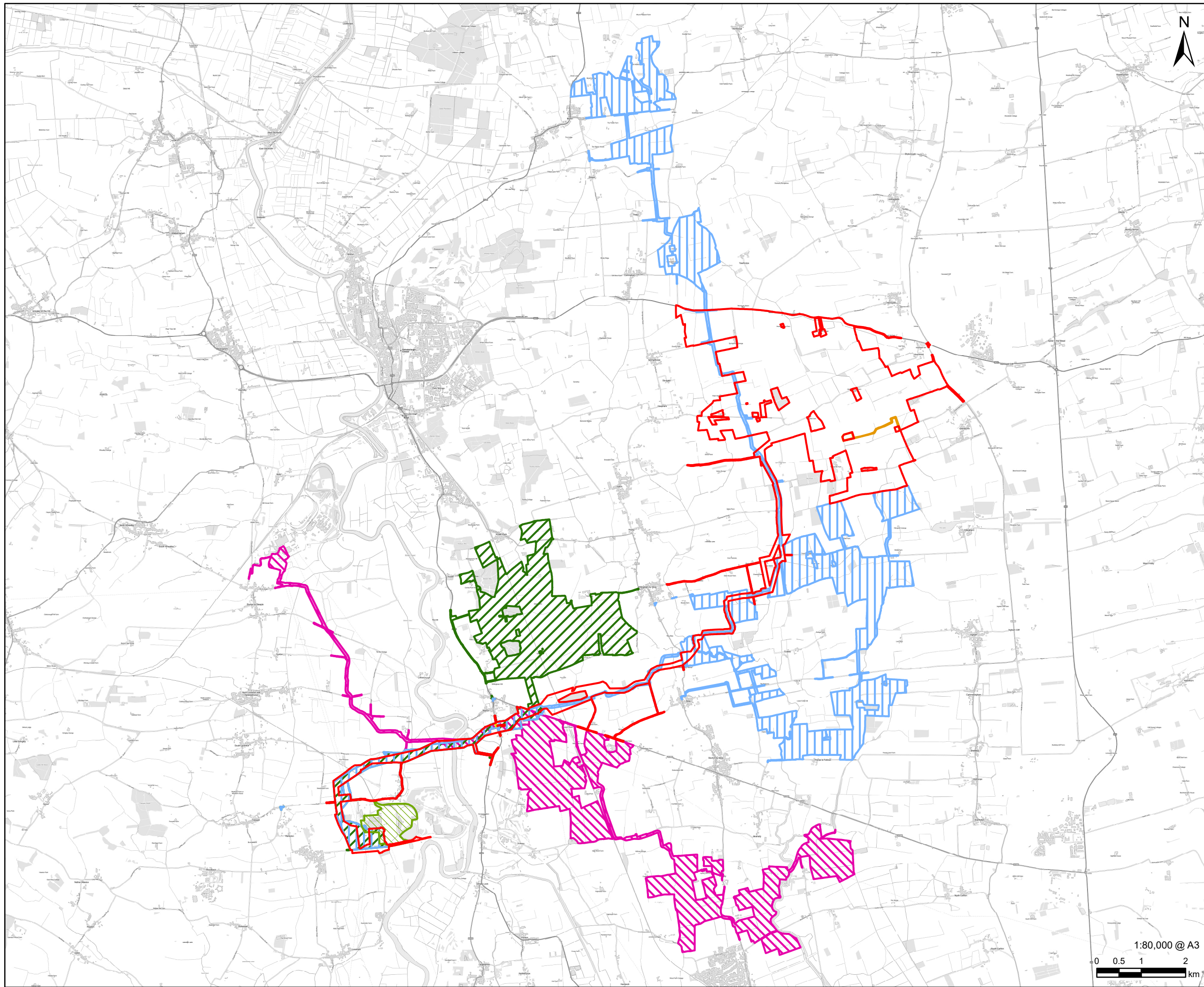
FIGURE TITLE
Agricultural Land Classification

FIGURE NUMBER
Figure 3-3



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LEGEND

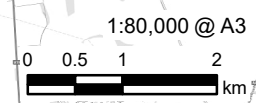
- Order limits
- Cottam Solar DCO Order Limits
- Gate Burton DCO Order Limits
- West Burton DCO Order Limits
- Glentworth Oil Field Indicative Boundary
- Cottam Power Station Indicative Boundary
- Marton Agricultural Barn Indicative Boundary

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ISSUE PURPOSE
Planning Statement
PROJECT NUMBER
60677969

FIGURE TITLE
Locations of Overlapping Consents

FIGURE NUMBER
Figure 3-4



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4. The Scheme

4.1 Introduction

- 4.1.1 This section provides a summary of the main components of the Scheme, in the context of the **draft DCO [EN010142/APP/3.1]** and the proposed construction, operational and decommissioning activities.

Definition of the Scheme in the DCO

- 4.1.2 Article 3 of the **draft DCO [EN010142/APP/3.1]** provides that, subject to the provisions of the Order including the requirements in Schedule 2, development consent is granted for the “*authorised development*”.
- 4.1.3 For this purpose, “*authorised development*” is defined in Article 2 of the **draft DCO [EN010142/APP/3.1]** “*means the development described in Schedule 1 (authorised development) and any other development within the meaning of section 32 (meaning of “development”) of the 2008 Act authorised by this Order*” (Ref 1).
- 4.1.4 Schedule 1 of the **draft DCO [EN010142/APP/3.1]** defines the NSIP (Work No. 1), and the associated development (Work No. 2 - Work No. 11). If consented, the DCO would permit the authorised development defined in Schedule 1 of the **draft DCO [EN010142/APP/3.1]** within the limits shown on the **Works Plan [EN010142/APP/2.3]**. This includes all works required for the construction of the Principal Site and the Cable Route Corridor. This includes ground-mounted solar photovoltaic arrays, access provision, Battery Energy Storage Systems (BESS), on-site substations, underground cabling between the different areas of solar PV arrays, areas of landscaping and biodiversity enhancement and a 400kV underground cable connecting the Principal Site to the National Grid Cottam Substation.
- 4.1.5 The following schedules, which accompany Part 3, Articles 8 - 16 of the **draft DCO [EN010142/APP/3.1]** and related plans define, and secure works related to streets:
- 4.1.6 Schedules 4, 5, 6 and 7 of the **draft DCO [EN010142/APP/3.1]** and the **Streets, Rights of Way and Access Plans [EN010142/APP/2.4]** define those streets that are subject to street works and streets and public rights of way that would be temporarily restricted.
- 4.1.7 Schedule 8 of the **draft DCO [EN010142/APP/3.1]** and the **Traffic Regulations Measures [EN010142/APP/2.5]** define those streets that would be subject to traffic signals and controls.
- 4.1.8 The plans set out above are certified documents as set out in Schedule 13 of the **draft DCO [EN010142/APP/3.1]**.

Flexibility

- 4.1.9 Paragraph 4.3.11 of NPS EN-1 (Ref 2) recognises that “*in some instances, it may not be possible at the time of the application for development consent for all aspects of the proposal to have been settled in precise detail.*” Paragraph 4.3.12 (Ref 2) continues that “Where some details are still to be

finalised, the ES should, to the best of the applicant's knowledge, assess the likely worst-case environmental, social and economic effects" of the Scheme *"to ensure that the impacts of the project as it may be constructed have been properly assessed."*

- 4.1.10 Section 2.6 of NPS EN-3 (Ref 3) sets out national policy with respect to flexibility in project details making it clear that "where details are still to be finalised, applicants should explain in the application which elements of the proposal have yet to be finalised, and the reason why this is the case."
- 4.1.11 NPS EN-3 (Ref 3) at paragraph 2.10.70 also states that it is likely that flexibility will be needed in relation to Schemes for solar development with respect to aspects which may include:
- a. "the type, number and dimensions of the panels;
 - b. layout and spacing; and
 - c. the type of inverter or transformer;..."
- 4.1.12 Where other specific details of the design of the site are uncertain at the time of application, that should be made clear by the applicant with the reasons for the uncertainty given.
- 4.1.13 The extent of flexibility required by the Scheme is described in **Chapter 3: Scheme Description** of the ES [EN010142/APP/6.1].
- 4.1.14 To maintain flexibility in the design and layout at this stage in the process and ensure maximum effects are assessed in the Environmental Impact Assessment (EIA) and considered by the Secretary of State, the Scheme has adopted the Rochdale Envelope approach in accordance with Planning Inspectorate's Advice Note 9 (Ref 59). This involves specifying parameter ranges, including details of the maximum and where relevant minimum size (footprint, width, height), technology, and locations of the different elements of the Scheme where flexibility needs to be retained. The use of the Rochdale Envelope has been adopted to ensure that the likely worst case scenario is presented in the assessment of potential environmental effects from the Scheme.

Components of the Scheme

- 4.1.15 This section provides a summary of the main components of the Scheme with the corresponding Work numbers as specified in Schedule 1 of the **draft DCO** [EN010142/APP/3.1] and shown on the **Works Plan** [EN010142/APP/2.3]. A full description of the Scheme is provided in **Chapter 3: Scheme Description** of the ES [EN010142/APP/6.1]. **Figure 3-1** of the ES [EN010142/APP/6.3] illustrates the indicative layout for the Scheme.
- 4.1.16 The main components of the Scheme will consist of the following:
- a. Solar PV infrastructure consisting of solar PV panels and mounting structures (Work No. 1(a));
 - b. Solar Stations incorporating inverters, transformers and switchgear (Work No. 1(b));

- c. BESS (Work No. 2);
- d. On-site substations (Work No. 3);
- e. Electricity connection to the National Grid Cottam Substation via Cable Route Corridor (Work No. 4A, 4B, 4C, 4D, 4E and 5);
- f. On-site cabling (Work No. 6 (a));
- g. Public Rights of Way works (Work No. 4C (vii) and (ii), 4D (vii) and (ii), and 4E (vii) and (ii));
- h. Permissive paths (Work No. 6(c));
- i. Surface water drainage (Work No. 6(e));
- j. Fencing, security and lighting (Work No. 6(f) and (g));
- k. Internal access tracks (Work No. 6(h) and (j));
- l. Construction compounds (Work No. 7);
- m. Solar farm control centre (Work No. 8);
- n. Equipment storage (Work No. 8(a) (vi));
- o. Biodiversity Zones (Work No. 9);
- p. Site access (Work No. 10A, 10B and 10C);
- q. Highway works and road closures (Work No. 10A, 10B and 10C and Work No. 6(i)); and
- r. Sensitive Archaeological Sites (Work No. 11).

4.1.17 The locations of the above works are shown on the **Works Plans [EN010142/APP/2.4]**. A full description of the Scheme is provided in **Chapter 3: Scheme Description** of the ES **[EN010142/APP/6.1]**.

4.1.18 Further details regarding the Scheme and the process that has led to its design are discussed within the **Design and Access Statement [EN010142/APP/7.3]**. The **Outline Design Principles Statement [EN010142/APP/7.4]** also sets out the principles of the design, ensuring a good design is secured, and that those principles are implemented.

4.2 Construction Activities

Overview

4.2.1 A detailed description of construction activities that are likely to be required is set out in Section 3.5 of **Chapter 3: Scheme Description of the ES [EN010142/APP/6.1]**.

4.2.2 Subject to the DCO being granted, the construction phase is anticipated to be approximately 24 months if the Scheme was built in one continuous phase. Subject to the DCO being granted, the earliest construction could start is late 2025, with planned operation in 2028. A construction period of 24 months is considered to be the likely worst case from an environmental perspective.

4.2.3 Installation of cabling will use a mix of trenched and trenchless crossing techniques depending on ground conditions and environmental sensitivities.

- 4.2.4 Construction activities will be managed and controlled by a detailed Construction Environmental Management Plan (CEMP). The **draft DCO [EN010142/APP/3.1]** includes a requirement for the CEMP to be approved by the relevant Local Planning Authority prior to the commencement of development, and for the Scheme to be implemented in accordance with the approved **Framework CEMP [EN010142/APP/7.8]** that is submitted with this Application. This sets out the broad principles that the detailed CEMP will need to be substantially in accordance with.

Construction Staff

- 4.2.5 At the peak of construction, which will be around 3 to 6 months after the start of construction, the Principal Site will accommodate a maximum of 1,225 construction staff. On average there would be an estimated 812 staff on site per day. Four separate car parks providing a capped total of 500 car parking spaces for construction staff will be provided and accessed via three existing accesses off the A631 and one via the B1398 Middle Street.
- 4.2.6 The Cable Route Corridor will require a maximum of 170 staff per day, consisting of four groups of 30 construction staff travelling to/from any one of the site accesses/construction compounds per day, and two groups of 25 construction staff travelling to/from any of the trenchless activity compounds per day. 1,395 construction staff per day across the Principal Site and Cable Route Corridor has been assumed as the maximum peak for the purposes of the ES.
- 4.2.7 To ensure the cap on car parking spaces is not exceeded, a mini-bus/coach service will be provided to pick-up and drop-off construction staff from/to temporary accommodation and local centres, to transport them to/from the Site. The exact pick-up/drop-off locations of construction staff will be confirmed once known prior to the beginning of construction.
- 4.2.8 A **Framework CTMP [EN010142/APP/7.11]** is submitted as part of the DCO application to set out what the Applicant considers is required to manage the impact of construction traffic. This includes proposals to manage construction traffic and staff vehicles within the vicinity of the Scheme along the local highway network during the construction period in order to limit any potential disruptions and implications on the wider transport network. The **Framework CTMP [EN010142/APP/7.11]** identifies the management of Heavy Goods Vehicles, as well construction worker vehicles and provides details of site accesses for the Principal Site and the Cable Route Corridor, including layouts, visibility splays and swept paths, as well as routing arrangements. The **draft DCO [EN010142/APP/3.1]** includes a requirement for the submission and approval by the relevant local planning authority of a detailed CTMP prior to the commencement of development. The detailed CTMP will need to be substantially in accordance with the **Framework CTMP [EN010142/APP/7.11]** and the Scheme to be implemented in accordance with the approved CTMP.

Construction Hours of work

- 4.2.9 Core working hours on site will run from 7am until 7pm Monday to Friday, and 7am to 1pm on Saturday. Construction staff will travel to the Site pre 7am and depart the site post 7pm on weekdays. Where on site works are to

be conducted outside the core working hours, they will comply with the restrictions stated in the **Framework CEMP [EN010142/APP/7.8]**, and any other restrictions agreed with the relevant planning authorities. Measures to control the routing and timing of staff vehicles are set out in the **Framework CTMP [EN010142/APP/7.11]**.

- 4.2.10 Heavy Goods Vehicles (HGV) movements will be restricted to certain routes and times of day as outlined in **Appendix 16-2: Transport Assessment** of the ES **[EN010142/APP/6.2]** and secured in the CTMP to reduce the impact on the local highway network.

Construction Traffic, Plant and Site Access

- 4.2.11 The main construction access points to the Principal Site will be off the A631, which forms the northern boundary and a single point of access off Middle Street (B1398), with secondary access points located off School Lane and Common Lane. Construction vehicles will be required to utilise a short section of Common Lane which runs in an east-west direction through the Principal Site to enable the construction of the southern part of the Scheme. Construction traffic will be managed by the use of a banksman/banksmen.
- 4.2.12 The Principal Site will have four primary points of access for construction, three located along the A631 Harpswell Lane and one located on the B1398 Middle Street. The Cable Route Corridor will be served by 24 access points across Lincolnshire and Nottinghamshire, in addition to those serving the Principal Site. The proposed access locations for the Scheme are illustrated on **Figure 16-2** of the ES **[EN010142/APP/6.3]**.
- 4.2.13 The two substations proposed will require the delivery of Abnormal Indivisible Loads (AIL) for the transport of transformers. AILs to the substations will utilise Principal Site Access 1 (A631) and 4 (B1398 Middle Street) only. AILs will also be required for cable drum deliveries along the Cable Route Corridor. The assumed routes to the Cable Route Corridor are provided within **Figure 16-10** of the ES **[EN010142/APP/6.3]** and the AIL Management Plan appended to the **Framework CTMP [EN010142/APP/7.11]**.
- 4.2.14 The average daily number of HGVs and Light Goods Vehicles (LGV) are 130-140 HGV movements per day, and 60-70 LGV movements per day for the Principal Site, and 372 HGV movements per day for the Cable Route Corridor.

Construction Compounds, Storage of Construction Plant and Materials, Spoil Management and Lighting

- 4.2.15 Five temporary construction compounds will be located within the Principal Site. The construction compounds will contain offices, mobile welfare units, canteens, storage and waste skips, construction staff car parking areas and space for storage, download and turning area. These are illustrated on **Figure 3-14** of the ES **[EN010142/APP/6.3]**. Six construction compounds will also be required along the Cable Route Corridor to facilitate its construction and are shown on **Figure 3-6** of the ES **[EN010142/APP/6.3]**. These compounds will comprise site offices, storage containers, laydown areas, parking, welfare units and waste sorting areas.

- 4.2.16 No long-term on-site storage of materials is required during the construction phase. Materials will be delivered via HGVs at regular intervals to the construction compounds and transported directly to where it is required within the site using smaller LGVs.
- 4.2.17 There will be no site wide reprofiling required; however, there may be a need to level some areas within the Principal Site. This is unlikely to create excess spoil. Limited spoil material will be generated from cable trenches, temporary and permanent compounds, internal roads, BESS and substation compounds, and Solar Stations. During construction, the spoil will be stored temporarily within designated areas adjacent to the cable route and within the construction compounds. The spoil will be utilised to backfill the cable trenches, reinstate the temporary construction compounds and any temporary access roads. Any excess spoil will be utilised across the Scheme.
- 4.2.18 Temporary site lighting, in the form of mobile lighting towers will be used during construction where natural lighting is unable to reach (e.g. sheltered/confined areas) and during core working hours within winter months. The use of lighting will be minimised to that required for safe site operations. Lighting will utilise directional fittings to minimise outward light spill and glare (e.g. via the use of light hoods/cowls which direct light below the horizontal plane); and will be directed towards the middle of the Order limits rather than towards land outside of the boundaries.

4.3 Site Reinstatement and Biodiversity Zone Creation

- 4.3.1 Following construction, a programme of site reinstatement and habitat creation will commence. The areas under the solar panels and areas outside the biodiversity areas will be planted with semi improved or species rich grassland where suitable, and hedgerows and woodland will be planted in strategic locations to provide visual screening and to enhance the biodiversity value and connectivity of the Site.
- 4.3.2 The **Indicative Principal Site Layout Plan (Figure 3-1 of the ES [EN010142/APP/6.3])** sets out the broad location of key components of the Scheme alongside the provision of green infrastructure. This includes proposed areas for planting mitigation, potential areas for ecological enhancement (including habitat connectivity) and the provision of new hedgerows for mitigation. The Indicative Principal Site Layout Plan also shows those areas within the Principal Site where existing woodland and hedgerows will be retained.
- 4.3.3 The following areas will be planted for habitat creation, landscaping and visual screening across the Order limits:
- a. Native grassland planting within areas of solar panels, Biodiversity Zones and SAS: over 1,000ha;
 - b. Woodland planting: over 40ha; and
 - c. New species rich hedgerow planting (length): over 10km.

- 4.3.4 A **Biodiversity Net Gain (BNG) report [EN010142/APP/7.14]**, has been prepared to inform the ES and submitted as part of the DCO Application. This demonstrates that the Scheme will achieve a minimum of 10% BNG. Offsetting provisions have been embedded within the Scheme design for mitigating the loss of arable farmland and providing habitat for ground nesting birds, in particular Sky Lark.
- 4.3.5 A **Framework LEMP [EN010142/APP/7.17]** has been prepared to support the DCO Application. This document sets out the principles for how the land will be managed throughout the operational phase following the completion of construction. A requirement will be secured as part of the DCO for the submission and approval by the relevant local planning authority of a detailed LEMP. The detailed LEMP will need to be substantially in accordance with the **Framework LEMP [EN010142/APP/7.17]** and the Scheme to be implemented in accordance with the approved LEMP.

4.4 Operational Activities

Overview

- 4.4.1 During the operational phase, activity within the Scheme will be minimal and will be restricted principally to vegetation management, equipment maintenance and servicing, replacement of components, solar PV panel cleaning and monitoring. It is anticipated that maintenance and servicing will include the inspection, and if required, renewal and removal, reconstruction, refurbishment or replacement of faulty or broken equipment. A **Framework Operational Environmental Management Plan (OEMP) [EN010142/APP/7.9]** sets out the principals to be followed during the operation of the Scheme.
- 4.4.2 Along the Cable Route Corridor, operational activity will consist of routine inspections (schedule to be determined) and any reactive maintenance such as where a cable has been damaged.
- 4.4.3 The Scheme is anticipated to commence commercial operation in 2028, with an operational life of 60 years.

Operational Accesses

- 4.4.4 Operational accesses are shown on **Figure 16-2** of the ES **[EN010142/APP/6.2]**.
- 4.4.5 The accesses used for construction within the Principal Site will be retained during the operational phase, although these will be gated to prevent any unauthorised access during the lifetime of the Scheme, and these will be used infrequently for the purposes of maintenance.
- 4.4.6 The primary operational access will be taken from the A631 Harpswell Lane Principal Site accesses via the existing T-Junctions (Principal Site Access 2 and 3), via Principal Site Access 1 on the A631 Harpswell Lane and Principal Site Access 4 on B1398 Middle Street. In addition, there will be four secondary accesses for construction, two off School Lane and two off Common Lane, and two accesses provided for emergency use only during operation, both off Common Lane.

- 4.4.7 It is anticipated that there will be up to 10-12 permanent staff on-site during the operational phase with an average of five visits per week (one trip per day) of LGVs or HGVs for maintenance purposes.
- 4.4.8 Access to the National Grid Cottam Substation will also be required. At this stage it is anticipated that this will be from Torksey Ferry Road or an alternative access provided by EDF Energy. The majority of routine visits during the operational phase will be via vans and four-wheel drive vehicles.

4.5 Decommissioning Activities

- 4.5.1 The operational life of the Scheme is 60 years from the date of final commissioning. When the operational phase ends, the Scheme will require decommissioning. All PV panels, mounting poles, on-site cabling, inverters, transformers and concrete foundations to those elements not remaining will be removed from the Principal Site and recycled or disposed of in accordance with good practice and market conditions at that time. This is with the exception of the cabling in the Cable Route Corridor, which may remain in-situ. In addition, the future of the substations and the Solar Farm Control Centre building would be agreed with the relevant Local Planning Authority prior to commencement of decommissioning.
- 4.5.2 The mode of cable decommissioning for the Cable Route Corridor and interconnecting cables will be dependent upon government policy and best practice at that time. Currently, the most environmentally acceptable option is leaving the cables in situ, as this avoids disturbance to overlying land and habitats and to neighbouring communities. Alternatively, the cables can be removed by opening the ground at regular intervals and pulling the cable through to the extraction point, avoiding the need to open up the entire length of the cable route.
- 4.5.3 Decommissioning is expected to take between 12 and 24 months and will be undertaken in phases. The first phase will remove the above ground structures followed by the removal of below ground elements of the Scheme.
- 4.5.4 A detailed description of the decommissioning activities and their assessment is provided in Section 3.7 of **Chapter 3: Scheme Description** of the ES [EN010142/APP/6.1]. The drainage of the land within the Scheme will be checked and grassed after decommissioning. Areas of habitat and biodiversity mitigation and enhancement, and permissive paths delivered as part of the Scheme will remain until the land is returned to the previous landowners. Following this, the landowners will choose how the land is to be used and managed.
- 4.5.5 A **Framework Decommissioning Environmental Management Plan (DEMP) [EN010142/APP/7.10]** is submitted in support of the DCO Application. This document sets out the principles of how the Scheme will be decommissioned. A requirement will be secured as part of the DCO for the submission and approval by the relevant local planning authority of a detailed decommissioning environmental management plan (DEMP). The DEMP will need to be substantially in accordance with the **Framework DEMP [EN010142/APP/7.10]** and will need to be implemented as approved.

5. The Need and Benefits of the Scheme

5.1 Introduction

- 5.1.1 This section of the Planning Statement summarises the need for the Scheme and the wider benefits it will bring.
- 5.1.2 As noted above and set out in paragraph 4.2.4 of NPS EN-1 (Ref 2), there is a CNP for new nationally significant low carbon and renewable energy infrastructure, which includes solar development, due to the critical and urgent global need to provide sufficient, reliable and affordable sources of electricity, whilst meeting national climate change and carbon reduction targets and budgets.
- 5.1.3 The urgent need for CNP infrastructure will outweigh any residual effects of such development in all but the most exceptional cases. NPS EN-1 (Ref 2) therefore sets out a policy presumption in favour of granting development consent for nationally significant solar projects.
- 5.1.4 A detailed review of why the Scheme is urgently required at the scale and location proposed is set out in the **Statement of Need [EN010142/APP/7.1]**, and **Chapter 4: Alternatives and Design Evolution** of the ES [EN010142/APP/6.1], which also explains how the Scheme addresses relevant aspects of established and current government energy and climate change policy and commitments.

5.2 The Need for the Scheme

- 5.2.1 The need, and presumption in favour of granting consent, is identified and highlighted in paragraphs 3.2.6 – 3.2.8 of NPS EN-1 (Ref 2), which sets out that the Government has demonstrated that there is an urgent need for renewable energy infrastructure, being a CNP, and that substantial weight should be given to this need by the Secretary of State when considering DCO applications under the PA 2008 (Ref 1). Paragraph 3.2.8 of NPS EN-1 (ref) notes that “*the Secretary of State is not required to consider separately the specific contribution of any individual project to satisfying the need established by this NPS*”, which further demonstrates the urgent and undisputed nature of the need for nationally significant renewable energy projects such as the Scheme.
- 5.2.2 The Government expects large scale solar generation to make an important contribution to achieving its decarbonisation requirements and climate change targets, as well as its objectives for the UK’s power system, which includes ensuring the supply of energy remains secure, reliable and affordable. NPS EN-1 (Ref 2) sets out at paragraph 3.3.20 that solar, along with wind, is expected to be the main form of electricity generation in the Government’s targeted 2050 Net Zero energy system that is secure, reliable and affordable. It states:

“Wind and solar are the lowest cost ways of generating electricity, helping reduce costs and providing a clean and secure source of electricity supply (as they are not reliant on fuel for generation). Our analysis shows that a secure, reliable, affordable, net zero consistent

system in 2050 is likely to be composed predominantly of wind and solar”.

- 5.2.3 Solar development falls under the definition of CNP development under paragraph 4.2.5 of NPS EN-1 as it is classed as onshore electricity generation that does not involve fossil fuel combustion. NPS EN-1 (Ref 2), paragraph 3.3.63, concludes that the *“Government strongly supports the delivery of CNP Infrastructure, and it should be progressed as quickly as possible”*. For projects which qualify as CNP, such as the Scheme, paragraph 4.1.7 of NPS EN-1 (Ref 2) sets out that *“it is likely that the need case will outweigh the residual effects in all but the most exceptional cases”*. This is because national policy acknowledges the contribution that CNP infrastructure plays in achieving the Government’s energy objectives, together with national security, economic, commercial and net zero benefits (paragraph 3.3.63 of NPS EN-1 (Ref 2)).
- 5.2.4 A step change in the decarbonisation of the UK’s energy system is therefore required in order to meet the Government’s target to cut greenhouse gas (GHG) emissions to net zero by 2050, as supported by paragraph 2.3.3 of NPS EN-1 (Ref 2), as the *“demand for electricity is likely to increase significantly over the coming years and could more than double by 2050 as large parts of transport, heating and industry decarbonise by switching from fossil fuels to low carbon electricity”* (Paragraph 3.3.3 of NPS EN-1 (Ref 2)).
- 5.2.5 In short, the urgent need for renewable energy generating infrastructure, specifically solar development, at a national scale is clearly set out and supported by national and local policy, legislation and guidance.
- 5.2.6 The Government’s Powering Up Britain strategy, (March 2023) (Ref 38) presents the Government’s most up to date strategy for the energy sector, stating that *“we need investment at scale. To rapidly rollout existing technologies”*. It also states the Government’s ambition to increase solar five-fold by 2035, with a target of 70 Gigawatt (GW) of solar to be operational in the UK by 2035. The **Statement of Need [EN010142/APP/7.1]** for the Scheme states that that, to achieve the Government’s target, approximately one solar scheme of a scale equivalent to the Scheme will need to be switched on each and every month between now and 2035.
- 5.2.7 The Climate Change Committee’s Progress Report in June 2023 (Ref 37) stated that *“To achieve the NDC [Nationally Determined Contribution – 2030] commitment of at least 68% fall in territorial emissions from 1990 levels, the rate of emissions reduction outside the power sector must almost quadruple”*.
- 5.2.8 The critical need for decarbonisation is acknowledged globally, with all countries agreeing to take action now to curb emissions. The most recent Conference of the Parties (COP) 28 (Ref 60) held in Dubai between 30 November and 12 December 2023 signalled a further increase in the urgency of global action required to fight climate change. COP28 marked the *“beginning of the end of the fossil fuel era”* (Ref 60), therefore also marking the absolute requirement to generate energy from low carbon sources.
- 5.2.9 In summary, through the designation of the revised Energy NPSs on 17 January 2024, the Government has confirmed the presumption in favour of

granting development consent for national scale renewable energy development, such as the Scheme. Low carbon and renewable energy infrastructure is now identified as a CNP, and is urgently needed to help meet the Government's energy objectives as set out in NPS EN-1, which include:

- a. Ensuring the system is Net Zero consistent.
- b. Providing security of supply.
- c. Providing an affordable, reliable system.

5.2.10 The **Statement of Need [EN010142/APP/7.1]** concludes that in order to meet the above objectives, and bring forward CNP infrastructure as quickly as possible, the evidence points to the development of proven technologies such as large scale solar. It also states that such schemes should be brought forward with urgency to make tangible and essential advances in decarbonisation in the near term.

5.2.11 The following sections summarise how the Scheme will meet the Government's energy objectives.

Ensuring the System is Net Zero Consistent

5.2.12 The Government's view, as set out in NPS EN-1 (Ref 2), is that a low-cost, net zero consistent system is likely to be composed predominantly of wind and solar.

5.2.13 The Scheme, along with other solar schemes, is therefore of critical importance on the path to net zero, with National Grid Electricity System Operator (ESO) future energy scenarios (FES) predicting the need for 25–40GW of operational solar capacity in the UK by 2030, or an increase of between 10 and 25GW over the next six years. The National Grid ESO sets out future energy scenarios (FES) (Ref 61), which are a recognised suite of documents which indicate whether particular future pathways for electricity generation can be successful in line with current national policy targets.

5.2.14 The Scheme will connect to the National Energy Transmission System (NETS). This connection means that it will play its part in helping National Grid ESO manage the NETS. The Scheme will connect to an existing and available grid connection point, efficiently increasing utilisation of an existing national infrastructure asset. The power it produces will be transmitted to the NETS and will be useable nationally.

5.2.15 The **Statement of Need [EN010142/APP/7.1]** states that the low marginal cost and low marginal carbon emissions energy generated by the Scheme can be confidently forecast and priced into future contracts for power delivery by all market participants, thus allowing all consumers to benefit from the reduced market price of solar generation.

5.2.16 The Scheme will generate power ahead of other potential technologies (which may have longer construction timeframes or have potentially not yet been proven at scale) which will support decarbonisation only in future years and only if they are brought forward. Therefore, the Scheme will directly respond to the urgent need to deliver a large amount of renewable generation capacity quickly.

- 5.2.17 The **Statement of Need [EN010142/APP/7.1]** concludes that the meaningful and timely contributions offered by the Scheme to UK decarbonisation and security of supply, while helping lower bills for consumers throughout its operational life, will be critical on the path to net zero.
- 5.2.18 Without the Scheme, a significant and vital opportunity to develop a large-scale low-carbon generation scheme will have been missed, increasing materially the risk that future Carbon Budgets and Net Zero 2050 will not be achieved.

Providing Security of Supply

- 5.2.19 The Scheme, as a leading large-scale solar development in the UK, represents approximately 2% of the additional solar generation capacity required in the FES projections to 2030, for scenarios compatible with net zero only. In this context, the Scheme is therefore an essential stepping stone towards the future of efficient decarbonisation in the UK through the deployment of large-scale, technologically and geographically diverse low-carbon generation assets.
- 5.2.20 Growth in solar capacity, alongside other renewable technologies, is expected to improve the dependability of those assets as a combined portfolio, and this is expected to reduce further any integration costs associated with such growth.
- 5.2.21 The **Statement of Need [EN010142/APP/7.1]** states that, the energy generated by the operation of the Scheme will make a positive contribution to the UK's energy security needs, and the decarbonisation needs of the UK.

Providing an Affordable, Reliable System

- 5.2.22 As set out in the **Statement of Need [EN010142/APP/7.1]**, large-scale solar power decarbonises the electricity system and lowers the market price of electricity by generating power so that expensive and more carbon intensive forms of generation do not need to generate as much. In doing so, solar power delivers national decarbonisation benefits and supports consumer affordability aims, to the benefit of electricity consumers.
- 5.2.23 The **Statement of Need [EN010142/APP/7.1]** sets out that due to technological advances, solar facilities are already among the cheapest form of electricity generation in the UK and Government forecasts indicate that costs will continue to reduce in the future.
- 5.2.24 Scale remains important, and maximising the generating capacity of schemes improves their economic efficiency, and so brings electricity generation to the market at the lowest cost possible. Larger solar schemes, such as the Scheme, deliver power more quickly and at a lower unit cost than multiple independent schemes which make up the same total capacity, bringing forward carbon reduction and economic benefits in line with government policy.
- 5.2.25 UK solar generation makes an important and reliable annual contribution to meeting national demand, as set out in the **Statement of Need [EN010142/APP/7.1]**. The Scheme would contribute to an adequate and

dependable UK generation mix, through enabling the generation of more low-carbon power from indigenous and renewable resources.

- 5.2.26 As concluded in the **Statement of Need [EN010142/APP/7.1]**, the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme, represents a significant and economically rational step forwards in the fight against the global climate emergency.

Summary

- 5.2.27 In summary and as set out in the **Statement of Need [EN010142/APP/7.1]**, the Scheme is a leading UK large-scale solar development. If consented, it will be an essential component of the UK's plan to deliver a future of efficient decarbonisation through the deployment of large-scale, technologically and geographically diverse low-carbon generation schemes.
- 5.2.28 The Scheme will provide infrastructure that is a CNP for which the presumption in favour of the granting of development consent under NPS EN-1, in accordance with Section 104(3) of the PA 2008 (Ref 1), clearly applies. Section 6 of this Planning Statement also sets out the need for and benefits of the Scheme, demonstrating that this outweighs any adverse residual impacts and that there are no policy tests which indicate that consent should be refused.

5.3 Benefits of the Scheme

Overview

- 5.3.1 The Scheme provides the following benefits which are explained further below.

Electricity Generation

- 5.3.2 The Scheme will have a 500MW connection to the National Grid Cottam Substation. Over the 60-year lifetime of the Scheme, it will have a total energy generation figure of approximately 48.5 TWh.
- 5.3.3 Ofgem estimates that the typical household in Britain uses 2,700 kWh of electricity per annum (Ref 62). Therefore, the Scheme will generate enough electricity to power approximately 299,383 homes per annum. This demonstrates the significant contribution that the Scheme will have in generating low carbon renewable electricity supporting the transition to net zero.

Decarbonisation

- 5.3.4 The benefits that the Scheme will provide in relation to decarbonisation are outlined in the **Statement of Need [EN010142/APP/7.1]** and also summarised above. **Chapter 7: Climate Change** of the **ES [EN010142/APP/6.1]** estimates that the operational carbon intensity of the Scheme (considering operational emissions only) is approximately 50.9

grams of carbon dioxide equivalent per kilowatt-hour of electricity generated (gCO₂e/kWh). The operational carbon intensity is the amount of carbon generated per kWh taking into account the lifetime emissions of the Scheme associated with its operation.

- 5.3.5 Comparing the Scheme against a gas fired Combined Cycle Gas Turbine (CCGT) generating facility (currently the most carbon-efficient fossil-fuelled technology available), a representative figure for the carbon intensity of a CCGT is 354 gCO₂e/kWh. The operational carbon intensity of the Scheme is therefore 80% lower than that of a CCGT when considering the whole life carbon of the Scheme (i.e. including the construction and decommissioning phases).
- 5.3.6 When considering whole life carbon emissions, the Scheme would represent a saving of over 15 million tonnes CO₂e, relative to the counterfactual CCGT. The overall greenhouse gas impact of the Scheme is therefore significantly beneficial, and the Scheme will play a vital part in achieving the rate of transition required by nationally set policy commitments and supporting the trajectory towards net zero.
- 5.3.7 To summarise, GHG emission savings are expected to be achieved throughout the lifetime of the Scheme compared to other fossil fuel energy generation types. It is therefore considered that the GHG emissions during construction, operation and decommissioning of the Scheme can be 'offset' by the net positive impact of the Scheme on GHG emissions and the UK's ability to meet its carbon targets.
- 5.3.8 The GHG saving achieved throughout the lifetime of the Scheme demonstrates the role solar energy generation has to play in the transition to, and longer-term maintenance of, a low carbon economy. Without low-carbon energy generation projects such as the Scheme, the average grid GHG intensity will not decrease as is projected, which could adversely affect the UK's ability to meet its carbon reduction targets.

Ecological Enhancements

- 5.3.9 The **Framework LEMP [EN010142/APP/7.17]** submitted in support of the DCO sets out the parameters for delivering the indicative landscape and ecological enhancements as illustrated by **Figure 3-1: Indicative Principal Site Layout** of the ES [EN010142/APP/6.3]. A requirement forms part of the **draft DCO [EN010142/APP/3.1]** stating that no part of the authorised development shall commence until a LEMP has been submitted to and approved in writing by the relevant local planning authority and that the LEMP must be substantially in accordance with the **Framework LEMP [EN010142/APP/7.17]** and must be implemented as approved.
- 5.3.10 The **Framework LEMP [EN010142/APP/7.18]** and **Figure 3-1: Indicative Principal Site Layout of the ES [EN010142/APP/6.3]** will ensure the implementation of a Scheme that integrates with the local green infrastructure network, improving ecological and recreational connectivity across the Scheme. This will be through the management, improvement and compensation/mitigation measures if impacts cannot be avoided with respect to woodland, trees, hedgerows, grasslands and the enhancement of aquatic and riparian habitats.

5.3.11 The ecological enhancements and benefits associated with the Scheme will include:

- a. Enhancements to watercourses consisting of soft engineering techniques and improvements to the riparian corridor to improve channel diversity and biodiversity.
- b. Woodland planting (also referred to as buffers) and native tree belts will be established to reinforce the retained existing woodland and tree belts, which are characteristic of the existing landscape and provide ecological value.
- c. New hedgerows with trees will be established to supplement the existing, retained hedgerows with trees.
- d. Gaps in currently defunct hedges will be planted with suitable native species to improve the connectivity of habitats (such as between ancient and other broad-leaved woodland) within and adjacent to the Order limits.
- e. Species-rich grassland to be established across the Scheme, under the PV panels and in set aside areas. By establishing a diverse mix of grasses and herbs, biodiversity will increase, enhancing value for wildlife. This will provide habitat for game birds and food source for over-wintering farmland birds such as Skylark, Linnet and Yellowhammer.
- f. Wide grassland margins and undeveloped corners of fields, particularly along the periphery of the Scheme, have been incorporated into the design to enhance foraging for Skylark nesting both onsite and offsite.
- g. The perimeter fence design will include gaps to allow mammals that may use woodland habitats, including small deer, Badger, Brown Hare and Hedgehog, to pass underneath at strategic locations. Equally, in some locations, gaps will be avoided to allow the security fencing to act as an anti-predator fence, particularly in areas targeted at providing habitat for ground-nesting birds.
- h. Vegetation would be established through natural regeneration within the Order limits and through a suitable long-term habitat management regime. Consideration will be paid to microclimatic conditions when identifying appropriate species.
- i. New areas of tree planting around infrastructure are proposed to provide both screening from Scheme infrastructure and to improve habitat connectivity as well to the increase the area of hedge / woodland habitat within the Order limits. New scrub habitat and wider hedgerows (up to 8m wide) will be created in selected areas to provide suitable habitat for declining farmland birds such as Yellowhammer and Tree Sparrow *Passer montanus*. Hedgerows and trees will be allowed to grow tall and wide to provide maximum benefits for biodiversity and this natural regeneration will encourage a mosaic of successional habitats.
- j. A range of artificial bird and bat boxes will be installed in existing woodland areas, on retained individual trees and existing trees in

hedgerows to increase the availability of nesting and roosting features and enhance the value of these habitats for these species groups.

- k. Habitat piles and hibernacula would be constructed throughout the Scheme in suitable areas, such as close to ponds or watercourse, using natural materials generated during clearance of the site, such as logs, turf, and grass strimming. These would provide refuge and hibernation opportunities for amphibians and reptiles, as well as dead wood habitat for invertebrates, which would in turn benefit fauna such as bats and birds.

5.3.12 The change of use from predominantly intensive arable farming to semi-improved grassland across the Order limits will also be beneficial to the structure and quality of soils with the proposed plant cover protecting the soil from wind and water erosion. Farm machinery movements will be reduced across the Scheme thereby improving soil structure resulting in improved infiltration and drainage. The recovery of topsoil organic matter to a higher equilibrium will also result in benefits including carbon sequestration and hydrological function. Research published by the British Society of Soil Science (BSSS) (Ref 63) identifies that the greatest and most rapid soil carbon gains can be achieved through land use change, particularly conversion from arable land to grassland or woodland.

5.3.13 The Applicant is committed to achieving at least the Government's 10% target for biodiversity net gain as set out in the Environment Act 2021 (Ref 43). A **Biodiversity Net Gain (BNG) report [EN010142/APP/7.14]**, Natural England's Biodiversity Metric 4.0, has been produced for the DCO Application. This report demonstrates that the Scheme has the potential to deliver significant biodiversity net gain on the Site.

Permissive Paths

5.3.14 The Scheme will include the provision of two new permissive paths connecting Common Lane to Northlands Road and Common Lane to Kexby Road. These paths will provide recreational access in an area where PRoW are limited and also improving north-south off-road links. The paths will be located within 25m wide corridors that will allow sufficient space for planting such as hedgerows to screen solar infrastructure and offer biodiversity and visual interest to users.

5.3.15 The new routes have had regard to existing networks and has the potential to connect in with the claimed Glentworth and Harpswell Definitive Map Modification Order (DMMO 371) PRoW (bridleway) that will run north-south between Harpswell and Glentworth, should this be confirmed.

5.3.16 The new routes will connect with and link to the existing PRoW network and other informal recreational routes within the area providing increased access for local residents to open space. The proposed width of the permissive paths will mean that they are suitable for pedestrians and horse riders thereby also increasing access to the countryside by multiple users given that the majority of the Principal Site is not currently accessible to the public.

Employment Generation

- 5.3.17 **Chapter 14: Socio Economics and Land Use** of the ES [EN010142/APP/6.1] states that during construction, the Scheme will support, on average, 914 net additional jobs per annum. Of these, 138 jobs per annum are expected to be taken up by residents within a 60-minute drive time area, and 776 by people outside this area.
- 5.3.18 The jobs created will be in the renewable energy sector, specifically relating to solar installation, but also electricity transmission. As such, they will contribute to the development of skills needed for the UK's transition to Net Zero by 2050 and described within the Net Zero Strategy: Building Back Greener (Ref 42). The indirect jobs include those created within the supply chain and therefore reflect the opportunities for low carbon industries to contribute to the Scheme.
- 5.3.19 The Applicant is also committing to implementing a Skills, Supply Chain and Employment Plan for the construction of the Scheme which will maximise and pro-actively expand the economic benefits of the Scheme for the local community. A **Framework Skills, Supply Chain and Employment Plan (SSCEP)** [EN010142/APP/7.18] accompanies the DCO Application. This will be secured by a requirement of the DCO confirming that no part of the authorised development shall commence until a full SSCEP has been submitted to and approved by the relevant local planning authority. The SSCEP will need to be substantially in accordance with the **Framework SSCEP** [EN010142/APP/7.18]. The **Framework SSCEP** [EN010142/APP/7.18] sets out delivery mechanisms including the number of apprenticeships funded/taken up, the number of vocational qualifications achieved, the number of schools engaged, and events delivered, increased awareness of careers, measuring the proportion of local workforce employed from the local area, measures to maximise diversity of the workforce, business and networking support and the number/value of contracts secured by local businesses.
- 5.3.20 Similar employment benefits are also anticipated for the decommissioning phase.

Economic Benefits

- 5.3.21 As set out in **Chapter 14: Socio-economics and Land Use** of the ES [EN010142/APP/6.1], Gross Value Added (GVA) per construction worker in the East Midlands was approximately £57,200 in 2019. Applying this GVA figure to employment generated from the construction phase, it is estimated that approximately £52.3 million will be generated from the Scheme per year, of which approximately £7.9 million will be within West Lindsey and Bassetlaw districts, and £44.4 million within the East Midlands as a whole.
- 5.3.22 A set out in **Chapter 11: Human Health** of the ES [EN010142/APP/6.1] construction activities associated with the Scheme will provide access to employment in this phase, which will provide a beneficial health impact to these workers. There is evidence that employment matters to health, not only from an economic perspective, but also in terms of quality of life. Good quality work protects against social exclusion through the provision of income, social interaction, identity and purpose which the Scheme will help

to deliver through its construction phase. Similar economic benefits are also anticipated for the decommissioning phase.

6. Appraisal

6.1 Introduction

- 6.1.1 This section presents an appraisal of the Scheme's compliance with the main relevant policy requirements that have been identified following a review of national and local planning policy and legislation, as outlined in Section 2 of this Planning Statement.
- 6.1.2 **Appendix A: NPS Accordance Tables, and Appendix B: Local Policy Accordance Tables**, set out an analysis of compliance with the specific policies of the suite of designated NPSs, and adopted and emerging local planning policies, respectively.
- 6.1.3 The planning appraisal considers the construction, operation and decommissioning of the Scheme.

6.2 Meeting the Renewable Energy Need

Planning Policy Context

- 6.2.1 Section 2 and 3 of NPS EN-1 (Ref 2) discuss the need for energy NSIPS. These explain the context and drivers for the identified need for nationally significant energy infrastructure. NPS EN-1 (Ref 2) and EN-3 (Ref 3) recognise that solar development is proven to be beneficial on a large scale and is therefore a technology identified as being required at a nationally significant scale. NPS EN-5 (Ref 10) sets out the need for the electricity network to be able to support the development of CNP infrastructure, such as solar. Within the revised Energy NPSs (November 2023), the following principles are outlined:
- a. The need to secure adequate energy supply to accommodate projected increased national energy use;
 - b. The need to replace electricity generation capacity that will be decommissioned;
 - c. The need to reduce greenhouse gas emissions to meet decarbonisation commitments by 2050;
 - d. The commitment that all electricity will come from low carbon sources by 2035;
 - e. The need for more electricity capacity and resilience; and
 - f. The need to diversify energy supply reduce reliance on imports of fossil fuels.
- 6.2.2 NPS EN-1 (Ref 2) and NPS EN-3 (Ref 3) reflect up-to-date national planning policy, having come into effect in January 2024. These NPSs set out national planning policy with regard to the delivery of energy generating technologies that are low carbon and ensuring that the UK is more “*energy independent, resilient and secure.*”
- 6.2.3 Paragraph 2.3.3 of NPS EN-1 (Ref 2) provides that, to ensure the supply of energy always remains secure, reliable, affordable, and consistent with

meeting net zero carbon emissions by 2050, “a step change in the decarbonisation of our energy system” will be required.

6.2.4 NPS EN-1 (Ref 2) paragraph 3.1.1 recognises the need for significant amounts of new large-scale energy infrastructure to meet the government’s energy objectives and that the government considers that the need for such infrastructure is urgent. Paragraph 3.1.2 states that “it will not be possible to develop necessary amounts of such infrastructure without some significant residual adverse impacts”. This statement is set out within each technology specific NPS as, due to their scale, it is rarely possible to deliver NSIPs without some significant effects. It is acknowledged within paragraph 3.1.2 of NPS EN-1 that projects should demonstrate how effects are minimised through the application of Parts 4 and 5, but that this does not remove the presumption in favour of granting consent.

6.2.5 Paragraphs 3.2.6 to 3.2.8 are set out in bold within NPS EN-1 (Ref 2) and state that:

“The Secretary of State should assess all applications for development consent for the types of infrastructure covered by this NPS on the basis that the government has demonstrated that there is a need for those types of infrastructure which is urgent, as described for each of them in this Part.

In addition, the Secretary of State has determined that substantial weight should be given to this need when considering applications for development consent under the Planning Act 2008.

The Secretary of State is not required to consider separately the specific contribution of any individual project to satisfying the need established in this NPS.”

6.2.6 Paragraph 3.3.20 of NPS EN-1 (Ref 2) sets out that the Government expects solar, alongside wind, to form the majority of the generation capacity needed for a net zero, secure, reliable and cost-efficient system:

6.2.7 ***“Wind and solar are the lowest cost ways of generation electricity, helping reduce costs and providing a clean and secure source of electricity supply (as they are not reliant on fuel for generation). Our analysis shows that a secure, reliable, affordable, net zero consistent system in 2050 is likely to be composed predominantly of wind and solar”.***

6.2.8 Whilst NPS EN-1 Paragraph 3.3.12 (Ref 2) recognises the role that smaller scale renewable energy developments play in contributing to achieve the Government’s objectives and commitments for the energy system, it explains that this alone will not be sufficient and that “the government does not believe they will replace the need for new large-scale electricity infrastructure to meet our energy objectives”. Further to this, paragraph 3.3.12 goes on to set out that large-scale centralised energy generation facilities offer a number of economic and other benefits, such as more efficient bulk transfer of power, which enables surplus generation capacity in one area to be used to cover shortfalls elsewhere.

6.2.9 Paragraph 3.3.62 of NPS EN-1 (Ref 2) confirms that: “Government has concluded that there is a critical national priority (CNP) for the provision of nationally significant low carbon infrastructure.” CNP infrastructure is defined

in paragraph 4.2.5 of NPS EN-1 (Ref 2), and includes all onshore generation that does not involve fossil fuel combustion. This includes solar infrastructure such as the Scheme.

- 6.2.10 Paragraph 4.2.16 of NPS EN-1 (Ref 2) sets out that CNP infrastructure is to be treated as if it has met any tests which are set out within the NPS or any other planning policy, which requires a clear outweighing of the harm, exceptionality or very special circumstances, as the starting point for the Secretary of States decision making.
- 6.2.11 Paragraph 3.3.63 of NPS-EN-1 goes on to state that the CNP for low carbon infrastructure will *“in general outweigh any other residual impacts not capable of being addressed by application of the mitigation hierarchy.”* This confirms that with respect to this policy test, that the bar is high, where the impacts of a CNP infrastructure scheme would be required outweigh need and benefits overall in order for consent to be declined.
- 6.2.12 Paragraph 4.1.3 of NPS EN-1 (Ref 2) sets out the presumption in favour of granting consent to applications for energy NSIPs that are identified as CNP infrastructure, due to the level and urgency of need for such infrastructure, *“unless any more specific and relevant policies set out in the relevant NPSs clearly indicate that consent should be refused”*. Paragraph 4.1.7 of NPS EN-1 (Ref) goes on to state that:
- “For projects which qualify as CNP Infrastructure, it is likely that the need case will outweigh the residual effects in all but the most exceptional cases.”*
- 6.2.13 At the local level, Nottinghamshire County Council have declared a climate emergency and Lincolnshire County Council has committed to becoming carbon neutral by 2050. These declarations and targets are further endorsed by adopted and emerging local planning policy (Central Lincolnshire Local Plan (2023) policies S14 and S16 (Ref 18), Bassetlaw Core Strategy (2011) policy DM10 (Ref 25) and Draft Bassetlaw Local Plan Main Modifications (2023) policies ST50 and ST51 (Ref 33)) where there is a presumption in favour of ground mounted solar PV and low carbon energy proposals subject to proposals meeting certain tests confirming that proposals will not lead to significant harm of unacceptable impacts. These policies may be of relevance within the context of decision-making in relation to s104(d) of the PA 2008 capable of being important and relevant considerations to the decision-making process. Paragraph 4.1.15 of NPS EN-1 (Ref 2) states that *“in the event of a conflict between these documents and an NPS, the NPS prevails for the purpose of Secretary of State decision making given the national significance of the infrastructure”*.
- 6.2.14 Sturton by Stow and Stow Neighbourhood Plan (2022) Policy 1 (Ref 23) supports action to address climate change and recognise the need for future development to be consistent with the United Kingdom’s net zero 2050 targets.

Appraisal

- 6.2.15 The main objective of the Scheme is to generate a significant amount of renewable and low carbon electricity for an operational period of 60 years.

Section 5 of this Planning Statement and the **Statement of Need [EN010142/APP/7.1]** explain that the Scheme will deliver a significant amount of low carbon energy in a short amount of time, compared to other forms of energy generation infrastructure, since ground mounted solar developments are proven at scale and are relatively quick to construct.

- 6.2.16 Over its 60 year lifetime, the Scheme is expected to generate a total of 48.5 TWh of electricity, which is enough electricity to power approximately 299,383 homes per annum. The Scheme would help bring forward carbon reduction and economic benefits in line with government policy and help to deliver the Government's objectives and commitments for the development of a secure, affordable and low carbon energy system. Therefore, the Scheme will contribute significantly and quickly to meeting the Government's ambitions of 70GW of solar by 2035 and will be in accordance with the designated Energy NPSs in delivering CNP infrastructure where there is a presumption in favour of granting consent.
- 6.2.17 The environmental impacts of the Scheme have been assessed as reported in the **ES [EN010142/APP/6.1-6.3]** and are discussed in this Planning Statement. Overall, with the mitigation hierarchy being followed, and appropriate mitigation implemented, and relative to the large scale nature of the Scheme, it is expected to have limited and localised residual significant adverse effects during its 60 year operation. These effects are outweighed by the significant national benefits that the Scheme will provide, as supported by the general presumption in favour of granting consent for CNP infrastructure set out in NPS EN-1 (Ref 2), which states that the urgent need for CNP infrastructure will outweigh residual impacts not capable of being addressed through mitigation. This is further supported by policies within each relevant local authority's development plan, where the presumption in favour of renewable low carbon energy development also applies. In addition, as explained further in this section of the Planning Statement, there are no specific and relevant policies set out in the relevant NPSs which clearly indicate that consent should be refused.
- 6.2.18 In summary, the Scheme will provide infrastructure that is a CNP where need is fully established and for which the presumption in favour of granting development consent is engaged. Given that the Energy NPSs came into effect in January 2024, in accordance with section 104 (3) of the PA 2008 (Ref 1), the Secretary of State must have regard to these as relevant national policy for decision making. The above demonstrates how the Scheme is in accordance with the principles of the Energy NPSs (Ref) in delivering CNP infrastructure at a time of urgent need. The deployment of large scale solar is part of the national planning policy strategy along with other technologies forming an essential component of the UK's plan to bring forward all electricity that is needed from low carbon sources by 2035 and to meet net zero targets by 2050. The Scheme will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme, represents a significant and economically rational step forwards in the fight against the global climate emergency.

- 6.2.19 Therefore, substantial weight should be given to the need for the Scheme, and its status as CNP infrastructure, as identified in NPS EN-1 (Ref 2). This need and its benefits are considered to be sufficient to pass any policy test in the NPS of other important and relevant policies, and will outweigh impacts, provided the mitigation hierarchy has been followed, in all but the most exceptional cases.

6.3 Good Design and Site Selection

Planning Policy Context

- 6.3.1 Section 4.7 of NPS EN-1 (Ref 2) sets out the principles for good design that are applicable for all energy infrastructure. Paragraph 4.7.1 states that high quality design goes “*far beyond*” aesthetic considerations; the functionality of an object, whether a building or other type of infrastructure, is equally important.
- 6.3.2 It is stated in paragraph 4.7.2 of NPS EN-1 (Ref 2) that:
- “Applying good design to energy projects should produce sustainable infrastructure sensitive to place, including impacts on heritage, efficient in the use of natural resources, including land-use, and energy used in their construction and operation, matched by an appearance that demonstrates good aesthetic as far as possible. It is acknowledged, however that the nature of energy infrastructure development will often limit the extent to which it can contribute to the enhancement of the quality of the area”.*
- 6.3.3 NPS EN-1 (Ref 2) paragraph 4.7.3 explains how good design, in terms of siting and use of appropriate technologies, can help mitigate adverse impacts of the Scheme. Given how good design can contribute towards mitigating the adverse impacts of a project, paragraph 4.7.4 of NPS EN-1 (Ref 2) requires applicants to consider how good design can be applied during the early stages of a project.
- 6.3.4 NPS EN-1 (Ref 2) paragraphs 4.7.5 to 4.7.7 encourage the use of design objectives and the appointment of a design champion to guide the design development from conception to operation. Paragraph 4.7.6 acknowledges that whilst the applicant may not have any or very limited choice in the physical appearance of some energy infrastructure, there may be opportunities for the applicant to demonstrate good design in terms of siting. NPS EN-1 (Ref 2) expects applicants to provide details in their application of how the design process was conducted and how the design has evolved.
- 6.3.5 Paragraph 4.7.10 of NPS EN-1 (Ref 2) requires the Secretary of State to be satisfied that energy infrastructure is “*sustainable, attractive, durable, and adaptable*”. Paragraph 4.7.11 requires the applicant to ensure consideration has been given to the functionality (including fitness for purpose and sustainability), and aesthetics, including its contribution to the quality of the area in which it would be located. It also seeks consideration of any potential amenity benefits, and visual impacts on the landscape as far as possible.
- 6.3.6 NPS EN-3 (Ref 3) provides specific design policies for solar development and recognises that there are a number of factors when considering the

- design and layout of large-scale ground mounted solar PV sites. Paragraph 2.10.17 outlines the requirements of solar farms, highlighting that a solar farm requires between 2 to 4 acres for each MW of output, with a typical 50MW solar farm consisting of around 100,000 to 150,00 panels covering between 125-200 acres.
- 6.3.7 NPS EN-3 (Ref 3) paragraphs 2.10.19 to 2.10.48 specifically refer to factors influencing site selection and design. These factors include: irradiance and topography; network connection; proximity to dwellings; agricultural land classification and land type; accessibility; public rights of way and security and lighting. Further technical considerations regarding the design and layout of sites are outlined in NPS EN-3 (Ref 3) paragraphs 2.10.49 to 2.10.69 including site capacity, site layout design and appearance, project lifetime, and decommissioning.
- 6.3.8 Paragraphs 2.10.70 to 2.10.71 of NPS EN-3 (Ref 3) discuss the need for flexibility in design for renewable energy infrastructure. This is mirrored in paragraphs 2.2.1 to 2.2.8 of NPS EN-5 (Ref 10) which consider factors influencing site selection and design for electricity networks infrastructure: *“There will usually be a degree of flexibility in the location of the development’s associated substations, and applicants should consider carefully their location, as well as their design”*.
- 6.3.9 Paragraph 2.2.9 of NPS EN-5 (Ref 10) states that the applicant should *“consider such characteristics as the local topography, the possibilities for screening of the [electricity networks] infrastructure and/or other options to mitigate any impacts”*. Paragraph 2.4.3 requires the Secretary of State to be mindful that electricity networks infrastructure must in the first instance be safe and secure, and that applicant’s ability to influence the aesthetic appearance of infrastructure may be limited by the functional design constraints of safety and security.
- 6.3.10 In addition to national planning policy, national design guidance is also of relevance and is referred to at paragraph 4.7.5 footnote 122 of NPS EN-1 (Ref 2). The National Infrastructure Commission (NIC) in their Design Principles for National Infrastructure refers to four key pillars of good design including Climate, People, Place and Value (Ref 64). The NIC recognise that design relates to both visual appearance and technical performance. In addition, the National Design Guide (January 2021) sets out the components of good design with 10 characteristics of well-designed places including context, movement, nature, uses and lifespan (Ref 65). The design policy and guidance context is also discussed in the **Design and Access Statement [EN010142/APP/7.3]**.
- 6.3.11 In terms of local policy, Appendix B: Local Policy Accordance Table of this Planning Statement lists the relevant policies with regard to design. The adopted Central Lincolnshire Local Plan (2023) (Ref 18) and associate Energy Efficient Design and Construction SPD (Ref 66), Bassetlaw Core Strategy (2011) (Ref 25) and Draft Bassetlaw Local Plan Main Modifications (2023) (Ref 33) all have policies seeking to ensure that proposals achieve high quality design, have regard to the local character and respond to the context of its surroundings.

6.3.12 Neighbourhood Plan policy relevant to design is listed within Appendix B: Local Policy Accordance Table of this Planning Statement. The Corringham Neighbourhood Plan (2022) (Ref 21); Glentworth Neighbourhood Plan (2019) (Ref 22); Hemswell and Harpswell Neighbourhood Plan (2023) (Ref 24); Treswell and Cottam Neighbourhood Plan (2019) (Ref 30); Sturton by Stow and Stow Neighbourhood Plan (2022) (Ref 23); and the Rampton and Woodbeck Neighbourhood Plan (2021) (Ref 29), all contain policies focused on achieving good design, appreciating the surrounding area and having regard to local character.

Appraisal

- 6.3.13 The location and design of the Scheme is the result of a comprehensive site selection process that was environmental, and planning led to avoid and minimise impacts as early as possible. Following this, the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity using solar PV arrays, whilst also being sensitive to the local context and surrounding area within which it is located, avoiding and minimising impacts on the environment as far as practicable.
- 6.3.14 The Applicant's design team has included landscape architects, who took on the role of design champions and worked collaboratively with the project team to provide a cohesive and responsive design for the Principal Site which has been informed by statutory consultation and stakeholder engagement, ongoing environmental assessments, engineering and design considerations, and in collaboration with other developers bringing forward solar DCO projects within proximity to the Scheme.
- 6.3.15 The Cable Route Corridor was designed in collaboration with the developers of Cottam Solar Project, Gate Burton Energy Park, and West Burton Solar Project, to derive a shared cable corridor in order to minimise impacts through design.
- 6.3.16 Design objectives were developed at an early stage and have guided the Scheme's design response to the local context to develop a good design that balances the need to maximise renewable energy generation from the Scheme, whilst minimising potential adverse impacts and providing mitigation and enhancement measures where practicable, as set out in the **Design and Access Statement [EN010142/APP/7.3]**. This has included:
- a. delivering a design which carefully integrates the Scheme into the local and surrounding landscape, taking consideration of Lincoln Cliff AGLV early on, to reduce the Scheme's visibility and its landscape and visual impacts as far as practicable;
 - b. avoiding and retaining existing ecological features and habitats, and increasing the biodiversity value of the Order limits through embedded and additional mitigation and enhancement measures to provide a minimum of 10% BNG;
 - c. Improvements to the connectivity of PRow through the provision of permissive paths within the Order limits; and

- d. Reducing impacts as far as practicable on the setting of designated heritage assets and excluding infrastructure on sensitive archaeological sites.
- 6.3.17 Design decisions have been made by the Applicant, responding to the outcomes of statutory consultation and stakeholder engagement, technical considerations, ongoing fieldwork and desk-based analysis, and discussions with the developers of Cottam, Gate Burton and West Burton solar DCO projects in the design of the Cable Route Corridor. The evolution of the Scheme's design is summarised in **Chapter 4: Alternatives and Design Evolution** of the ES [EN010142/APP/6.1], and within the **Design and Access Statement** [EN010142/APP/7.3]. The landscape and ecological design for the Scheme and the design of permissive paths is set out in the **Framework LEMP** [EN010142/APP/7.17].
- 6.3.18 The Applicant is seeking flexibility in the Scheme's design as outlined in **Chapter 3: Scheme Description of the ES** [EN010142/APP/6.1] to enable a detailed design process to follow if the DCO is granted. This will ensure that the Scheme can make best use of the latest technology and construction methods to maximise efficiency and generate the most amount of low carbon energy. The EIA has therefore been undertaken adopting the principles of the 'Rochdale Envelope', assessing the maximum (and, where relevant, minimum) parameters for the Scheme where flexibility needs to be retained, presenting a worst-case assessment within the **ES** [EN010142/APP/6.1]. The **Outline Design Principles Statement** [EN010142/APP/7.4] sets out design principles which will inform the detailed design of which the Scheme when constructed. A detailed Design Principles Statement (which will be required to be prepared in general accordance with the Outline statement) will be secured by the DCO and will provide certainty that the Scheme design will be delivered to avoid and mitigate adverse environmental effects as far as practicable whilst maximising the benefits of the Scheme.
- 6.3.19 **Chapter 4: Alternatives and Design Evolution of the ES** [EN010142/APP/6.1] explains how the Applicant has undertaken site selection and design in a proportionate way, in accordance with paragraphs 2.10.19 to 2.10.48 of NPS EN-3 (Ref 3). **Chapter 3: Scheme Description of the ES** [EN010142/APP/6.1] and section 6 of the **Statement of Need** [EN010142/APP/7.1] details how the Scheme meets the technical considerations of paragraphs 2.10.49 to 2.10.69 of NPS EN-3 (Ref 3). The following provides a summary of how the Scheme meets the considerations set out in NPS EN-3:
- a. Irradiance and topography – the Applicant's site selection process (set out in **Chapter 4: Alternatives and Design Evolution of the ES** [EN010142/APP/6.1]) demonstrates that land was identified for the Principal Site within an area of good solar irradiance and relatively low lying and flat topography landscape to maximise energy generation.
 - b. Network Connection – The Applicant undertook a search of available capacity within Lincolnshire County Council and Nottinghamshire County Council and following discussions with National Grid secured a Point of Connection (POC) at National Grid Cottam Substation. The location of the Order limits was therefore informed by the selection of a

site within a feasible distance for connection to the available POC at Cottam and with suitable capacity for export of renewable energy generated in alignment with the capacity of that POC.

- c. Proximity to Dwellings – the Applicant has sought to avoid urban areas in selecting the location of the Principal Site and includes buffers from sensitive receptors and residential dwellings as part of the Scheme’s layout.
- d. Agricultural land classification – the Applicant’s site selection process (set out in **Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1]**) demonstrates that the use of Best and Most Versatile (BMV) land was minimised by targeting non BMV land. The majority of land within the Order limits is agricultural land which is not classified as best and most versatile.
- e. Accessibility – the Applicant’s site selection process included an access and transport strategy that was developed early in the site selection process, which has ensured that access to the Principal Site is available from the local highway network.
- f. Public Rights of Way (PRoW) – the Applicant’s site selection process has resulted in locating the developable area of the Principal Site in an area with no PRoW. Where one part of land within the Principal Site is crossed by one existing and one claimed PRoW, this area will be used for landscape and ecological mitigation only, as set out in the **Framework LEMP [EN010142/APP/7.17]**. Improvements to the connectivity of these PRoW are proposed through the provision of permissive paths. PRoW that are impacted by the Scheme will be diverted or managed via a banksman as set out in the **Framework PRoW Management Plan [EN010142/APP/7.18]**, except for one temporary closure where a diversion is not feasible, and that will only occur during construction for up to four weeks within the Cable Route Corridor
- g. Security and lighting - proposed fencing has been designed to minimise its visual prominence and during operation, areas of solar PV panels will not require artificial lighting other than during temporary periods of maintenance/repair. Pole mounted internal facing closed circuit television (CCTV) systems are proposed around the perimeter of the operational areas of the Solar PV Site. These will not require lighting and will use infrared technology at night.
- h. Site Capacity – the site selection process included an assumption in favour of a contiguous site to allow the development of a cohesive design, and to derive a site that was sufficient to reflect the power output reflective of the Bilateral Connection Agreement with National Grid. This meant that the site selection process resulted in the Scheme being firmly within the range of expected site size for each MW output set out in paragraph 2.10.17 of NPS EN-3 (Ref 3).
- i. Site layout design and appearance – the contiguous site, and the layout and appearance of the proposed east-west single axis tracker technology, and associated DC coupled BESS, described in **Chapter 3: Scheme Description** of the ES [EN010142/APP/6.1] and illustrated on **Figure 3-1** of the ES [EN010142/APP/6.3] provides an efficient

arrangement that maximises electricity generation whilst avoiding and minimising environmental effects. Underground cabling is proposed to reduce visual impacts.

- j. Project lifetime – the Applicant is proposing a 60 year operational design life of the Scheme which is typical for solar farms.
- k. Decommissioning – the Applicant is proposing to decommission the Scheme after 60 years and has provided an appropriate framework of design control measures in the **Framework DEMP [EN010142/APP/7.10]**.

6.3.20 In summary, the Scheme delivers good design, being in accordance with the design policies set out in the NPSs that acknowledge the context of any design decisions must reflect the need to efficiently deliver large scale renewable energy infrastructure, and therefore (as recognised in national policy) the extent to which a scheme can contribute to the enhancement of the quality of the area is limited. The Scheme design does however include embedded and additional measures that will deliver biodiversity enhancements; improved connectivity and enhancement of PRoW through the provision of two new permissive paths and the inclusion of a landscape strategy which is sensitive to its surroundings, by reducing the Scheme's impact on the landscape and providing opportunities for screening to protect residential amenity. The location and design of the Scheme accords with the site selection and technical considerations set out in NPS EN-3 (Ref 3) for large scale solar development. The Scheme will also deliver a high quality solar development design that has responded to the local and surrounding context in accordance with relevant local planning policies.

6.4 Landscape and Visual

Planning Policy Context

- 6.4.1 Section 5.10 of NPS EN-1 (Ref 2) sets out the landscape and visual considerations for energy NSIPs. Paragraph 5.10.1 explains that "*landscape and visual effects of energy projects will vary on a case-by-case basis according to the type of development, its location and the landscape setting of the proposed development*". Paragraph 5.10.4 further states that "*Landscape effects arise not only from the sensitivity of the landscape but also the nature and magnitude of change proposed by the development, whose specific siting and design make the assessment a case-by-case judgement*".
- 6.4.2 NPS EN-1 paragraph 5.10.5 (Ref 2) states that "*Virtually all nationally significant energy infrastructure projects will have adverse effects on landscape, but there may also be beneficial landscape character impacts arising from mitigation*".
- 6.4.3 Paragraph 5.10.6 of NPS EN-1 (Ref 2) describes how projects need to be designed carefully, with regard given to the potential impact on the landscape in terms of siting, operational and other relevant constraints. It states, "*the aim should be to minimise harm to the landscape, providing reasonable mitigation where possible and appropriate*".

- 6.4.4 Paragraph 5.10.12 of NPS EN-1 (Ref 2) refers to local landscapes that may be highly valued and states that where a local development document has policies based on landscape these should be paid particular attention. However, it is confirmed that *“locally valued landscapes should not be used in themselves to refuse consent, as this may unduly restrict acceptable development”*.
- 6.4.5 With regard to visual effects, NPS EN-1 paragraph 5.10.13 (Ref 2) states that *“All proposed energy infrastructure is likely to have visual effects for many receptors around proposed sites”*. Paragraph 5.10.14 then goes on to state that the Secretary of State *“will have to judge whether the visual effects on sensitive receptors such as local residents, and other receptors, such as visitors to the local area, outweigh the benefits of the project”*.
- 6.4.6 Paragraphs 5.10.16 to 5.10.25 of NPS EN-1 (Ref 2) require the applicant to undertake a landscape and visual assessment of the effects during construction and operation on landscape components and landscape character. Paragraph 5.10.17 expects the applicant to consider any relevant landscape character assessments and associated studies, along with relevant local policies based on these assessments in local development documents. Paragraph 5.10.21 states that the assessment *“should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project and potential impacts on views and visual amenity”*. The use of landscape management plans by applicants to enhance landscape is encouraged in paragraph 5.10.24, confirming that this will *“help to enhance environmental assets where they contribute to landscape and townscape quality”*.
- 6.4.7 With regard to mitigating the effects of development on landscape and visual receptors, it is acknowledged in NPS EN-1 (Ref 2) paragraph 5.10.26 that while reducing the scale of energy infrastructure can help to mitigate effects, doing so or amending the design may result in a significant operational constraint and reduction in function, including electricity generation output. NPS EN-1 paragraph 5.10.27 (Ref 2) states *“Adverse landscape and visual effects may be minimised through appropriate siting of infrastructure within its development site and wider setting. The careful consideration of colours and materials will support the delivery of a well-designed scheme, as will sympathetic landscaping and management of its immediate surroundings”*.
- 6.4.8 Paragraph 5.10.35 of NPS EN-1 (Ref 2) states that outside of designated landscapes, the Secretary of State should *“...judge whether any adverse impact on the landscape would be so damaging that it is not offset by the benefits (including need) of the project”*. Paragraph 5.10.36 directs the Secretary of State to *“consider whether any adverse impacts are temporary, such as during construction, and/or is capable of being reversed in a timescale that is considered reasonable”*.
- 6.4.9 Paragraph 5.10.37 of NPS EN-1 (Ref 2) sets out that the Secretary of State should *“consider whether the project has been designed carefully, taking account of environmental effects on the landscape and siting, operational and other relevant constraints, to minimise harm to the landscape, including by appropriate mitigation”*.

- 6.4.10 NPS EN-3 (Ref 3) paragraph 2.10.94 explains that “*the approach to assessing cumulative landscape and visual impact of large-scale solar farms is likely to be the same as assessing other onshore energy infrastructure*”. It is acknowledged that solar farms are likely to be in low lying areas, with good exposure, therefore they “*may have a wider zone of influence than other types of onshore energy infrastructure*”. However, paragraph 2.10.95 states “*whilst it may be the case that development covers a significant surface area, in the case of ground-mounted solar panels it should be noted that with effective screening and appropriate land topography, the area of a zone of influence could be appropriately minimised*”.
- 6.4.11 NPS EN-3 (Ref 3) paragraph 2.10.131 states applicants should consider the potential to mitigate landscape and visual impacts through measures such as screening with native hedges, trees and woodland. Paragraph 2.10.132 requires applicants to consider utilising existing features such as hedges or landscaping to assist in site security and screen security fencing. Paragraph 2.10.133 requires the applicant to minimise security lighting where possible, stating that any lighting should utilise a passive infra-red (PIR) technology, while being designed in a manner which minimises impacts.
- 6.4.12 Paragraphs 2.10.97 and 2.10.98 of NPS EN-3 (Ref 3), also state that in considering the landscape and visual impacts of solar projects, the design should be informed by a landscape and visual impact assessment (LVIA). The methodology of the LVIA should be informed by baseline data, which considers the landscape character of the area. This includes consideration of Natural England published maps and written descriptions of the landscape character of England, based on National Character Areas (NCA) and Local Landscape Character Areas (LLCA) defined by landscape character assessments undertaken to inform the preparation of Local Plans and Neighbourhood Plans.
- 6.4.13 The Central Lincolnshire Local Plan 2023 (Ref 18) outlines the importance of Areas of Great Landscape Value (AGLV) under Policy S62, which contains specific criteria in which proposed development should accord with in relation to potential impacts upon the AGLV. These locally designated landscape areas are “*recognised for their intrinsic character and beauty*” and are afforded a high level of protection reflecting their “*locally important high scenic quality, special landscape features and sensitivity*”. The policy seeks to ensure the conservation, enhancement, protection and maintenance of the landscape quality, and minimise adverse visual impacts of developments within or within the setting of AGLV.
- 6.4.14 The Central Lincolnshire Local Plan (2023) (Ref 18), Bassetlaw Core Strategy (2011) (Ref 25), and the Draft Bassetlaw Local Plan Main Modifications (2023) (Ref 33) all contain policies expecting proposals for development to be sensitively integrated into the existing landscape, be sympathetic to the existing landscape and where possible, seek to make the most of opportunities to protect and enhance landscape characteristics and features. These include Policies S5, S14, S53, S57 and S62 of the Central Lincolnshire Local Plan (2023), Policies DM3, DM4, DM9 and DM10 of the Bassetlaw Core Strategy (2011), and Policies ST11, ST35, ST37 and ST51 of the Draft Bassetlaw Local Plan Main Modifications (2023).

- 6.4.15 The following landscape and visual policies within neighbourhood plans are of relevance:
- a. Corringham Neighbourhood Plan (2022) (Ref 21) Policies CNP5 and CNP 6, and the Corringham Character Assessment (2019) (Ref 67).
 - b. Hemswell and Harpswell Neighbourhood Plan (2023) (Ref 24) Policies 4, 5 and 8, and the Hemswell and Harpswell Character Assessment (2018) (Ref 68).
 - c. Glentworth Neighbourhood Plan (2019) (Ref 22) Policies 1, 2 and 3, and the Neighbourhood Character Profile for Glentworth (Ref 69).
 - d. The Sturton by Stow and Stow Neighbourhood Plan (2022) (Ref 23) Policies 5 and 9, The Sturton by Stow and Stow Neighbourhood Profile (2019) (Ref 70), and The Sturton by Stow and Stow Neighbourhood Plan Protected Views Assessment (2020) (Ref 71).

Assessment Conclusions

- 6.4.16 A landscape and visual impact assessment (LVIA) has been undertaken which assesses the Scheme's impact on the existing landscape character and its potential visual effects. The LVIA proposes mitigation measures to avoid and reduce impacts as far as practicable, in line with the requirements of NPS EN1 (Ref 2) and NPS EN-3 (Ref 3) and is set out in **Chapter 12: Landscape and Visual Amenity** of the ES [EN010142/APP/6.1].

Landscape Effects

- 6.4.17 **Chapter 12: Landscape and Visual Amenity** of the ES [EN010142/APP/6.1] confirms that the Scheme is not located within any national or regionally designated landscapes thereby resulting in no significant adverse effects upon these designated landscapes. A small section of the eastern part of the Principal Site is located within the locally designated AGLV Lincoln Cliff. The effects upon this and other LLCA's are discussed below.
- 6.4.18 **Chapter 12: Landscape and Visual Amenity** of the ES [EN010142/APP/6.1] provides an assessment of landscape effects during construction, operation (year 1, winter and year 15, summer), as well as decommissioning.
- 6.4.19 The assessment concludes that at year 1 of operation, due to the presence of solar infrastructure within the Principal Site for 60 years, and with the planting and ecological mitigation not yet mature to provide screening, significant adverse effects are anticipated on LLCA 3A Till Vale and LLCA 2B Lincoln Cliff – Harpswell. However, no other significant effects are expected on any other LLCA's at year 1 of operation due to the level of screening from existing vegetation. No significant adverse landscape effects are expected in relation to the operation of the cabling within the Cable Route Corridor.
- 6.4.20 At year 15 of operation, adverse effects on LLCA 3A Till Vale will still be significant due to the long-term alteration of the character of the area, however planting and ecological mitigation and enhancement will be more mature, limiting perceptual influences and resulting in a positive change to some elements of the landscape character, quality and green infrastructure.

In addition, screening provided by more mature mitigation planting will reduce the effect for LLCA 2B Lincoln Cliff – Harpswell to minor adverse, which is not significant. Effects will also be reduced to most of the other LLCA's located around the Principal Site, remaining not significant. No significant adverse effects are expected in relation to the Cable Route Corridor during year 15 of operation. A requirement of the **draft DCO [EN010142/APP/3.1]** limits the operational period of the Scheme to 60 years and therefore these effects on the LLCAs are reversible.

- 6.4.21 With respect to construction and decommissioning of the Principal Site, no significant adverse effects are anticipated on any of the identified LLCAs, other than LLCA 3A Till Vale, LLCA 2C Lincoln Cliff (which is also designated as an AGLV), and LLCA 2B Lincoln Cliff – Harpswell. This is due to physical changes to the landscape and perceptual influences related to construction, particularly excavation, earthworks, movement of plant and personnel; and the progressive installation of solar infrastructure as a new and incongruous element. These effects are temporary and short term, and decommissioning effects will be further reduced due to increased maturity of planting. No significant adverse effects are expected on LLCAs during the construction of the Cable Route Corridor.

Visual Effects

- 6.4.22 **Chapter 12: Landscape and Visual Amenity** of the ES **[EN010142/APP/6.1]** provides an assessment of visual effects of the Scheme. Through consultation with the relevant stakeholders, 29 viewpoints were selected to illustrate typical viewpoints of the Principal Site from different receptors; illustrate different distances from the Principal Site; and demonstrate the influence of existing vegetation, the impact of potential mitigation planting and likely visual effects overall. These representative viewpoints (and photomontages) are illustrated in **Figure 12-13** and **Figure 12-14** of the ES **[EN010142/APP/6.3]**.
- 6.4.23 The methodology adopted to derive viewpoints from the Cable Route Corridor was broadly similar to the Principal Site as set out in **Chapter 12: Landscape and Visual Amenity** of the ES **[EN010142/APP/6.1]**. Nine representative viewpoints were selected through consultation with the Lincolnshire County Council Landscape Officer with respect to views of the Cable Route Corridor from residential properties, Public Rights of Way, roads, railways and rivers.
- 6.4.24 The Scheme has been designed to minimise visual effects. This has been through the initial site selection process and the iterative design and review process that has followed which is discussed above and is set out in **Chapter 4: Alternatives and Design Evolution** of the ES **[EN010142/APP/6.1]**, the **Design and Access Statement [EN010142/APP/7.3]** and within the **Framework LEMP [EN010142/APP/7.17]**. Visual effects of the Principal Site have been minimised through constraints mapping to reduce impacts on sensitive visual receptors, including views from residential properties, views from PRoW and views from roads. Design mitigation is also proposed which has been informed by this design process.

- 6.4.25 The assessment concludes that, with the mitigation proposed as part of the Scheme's design, during operation (Year 1), 11 of the Viewpoints (1, 2a, 2b, 4, 7, 9, 13, 19, 20, 28 and 29) will experience significant adverse effects. By operation Year 15, mitigation planting will be sufficiently mature to reduce the magnitude of visual effects relative to Year 1 for the majority of the viewpoints within the Principal Site, such that these are no longer significant. The exception to this is at three of the Viewpoints, Viewpoint 7: B1398 Middle Street, Glentworth Cliff Farm, Viewpoint 9: Kexby Road, west of Glentworth Grange and Viewpoint 13: Public footpath (Hems/787/2) on Lincoln Cliff, Hemswell (Millfield) where residual significant adverse effects are anticipated. In these three cases, visual sensitivity and therefore the level of resulting effect is high, due to the proximity of residential receptors with open, long-range views that are likely to be of value.
- 6.4.26 Residual effects persist, with no reduction in the magnitude of effects, at Viewpoint 7: B1398 Middle Street, Glentworth Cliff Farm due to its elevated location, with open, elevated views from the Cliff meaning that mitigation through screen planting is difficult to achieve. There would also be no reduction in the magnitude of effects at Viewpoint 13: Public footpath (Hems/787/2) on Lincoln Cliff, Hemswell (Millfield) due to its elevated position, with the proposed planting only providing limited screening from this elevation. It is noted that the inherent characteristics of these views, which the Scheme seeks to retain, in terms of openness, expansive skies, and long-range views will not change. At Viewpoint 9: Kexby Road, west of Glentworth Grange although residual impacts remain significant, these are reduced from major adverse to moderate adverse as planting in the foreground will be established to provide a buffer from properties, partly offsetting the loss of long-range views from properties but reducing the visual influence of the solar infrastructure beyond.
- 6.4.27 There will be no significant adverse effects on any PRoW, and no significant adverse effects on viewpoints in relation to the Cable Route Corridor at year 1 and year 15 of operation.
- 6.4.28 **Chapter 12: Landscape and Visual Amenity** of the ES [EN010142/APP/6.1] considers the potential impact of Principal Site upon residential amenity. This concludes that whilst significant adverse effects will arise beyond the 15-year operational stage for certain residential receptors, the Scheme does not intrude above the skyline, disrupt views with vertical elements, result in overshadowing or give rise to significant noise or movement, and the nearest solar infrastructure is approximately 1.3km away, therefore effects will not reach a threshold where residential visual amenity is a consideration.
- 6.4.29 Significant adverse effects are predicted for visual receptors during construction and decommissioning of the Principal Site since they will experience short range views of solar PV infrastructure that is not currently screened by planting. This will relate to 11 of the Viewpoints (1, 2a, 2b, 4, 7, 9, 13, 19, 20, 28, 29). Significant adverse visual effects are expected for two viewpoints within the Cable Route Corridor (CRC6 and CRC7) in relation to trenchless activities and access routes within the Cable Route Corridor impacting upon views from a PRoW (Footpath Bram/66/1/S) and from Trent Valley Way, a long-distance footpath that extends along the Trent Valley.

Appraisal

6.4.30 The Applicant has undertaken an iterative design process which responds to policy requirements, published landscape character assessments and fieldwork analysis, in order to minimise harm to the landscape and reduce the visual effects of the Scheme. This has been achieved through a Scheme that is of good design which balances the need to generate a large amount of renewable energy, whilst responding to the local context and integrating the Scheme into its landscape setting, in accordance with national and local planning policies.

6.4.31 **Chapter 12: Landscape and Visual Amenity** of the ES [EN010142/APP/6.1], the **Framework LEMP** [EN010142/APP/7.17] and the **Design and Access Statement** [EN010142/APP/7.3] explain the principles used to develop the landscape design for the Scheme. These include:

- a. Not locating any solar infrastructure near Lincoln Cliff AGLV designation, with only ecological or landscape mitigation located within the boundary of this local designation.
- b. Locating the boundary of the Principal Site away from the areas around Ingham and Fillingham, which include sensitive features such as PRoW, Fillingham Lake and potential views from Fillingham Castle, a Grade II listed building and historic park and garden.
- c. Providing buffers around residential properties, with woodland mitigation where appropriate, but also cognisant of residents' appreciation of open views. These buffers vary from around 30 m (where existing dense screening is in place) or more generally a minimum of 50 m, up to around 300 m.
- d. Creating a buffer between the Principal Site and the Cottam Solar Project to the south and using these fields for ecological and landscape mitigation only.
- e. Creation of new green infrastructure elements and corridors throughout the Scheme, to increase habitat connectivity; enhance landscape condition; and improve visual amenity within sometimes degraded agricultural landscapes. This includes provision of semi-improved grassland beneath the solar panel areas and within the wider Principal Site to increase biodiversity relative the current arable monocultures, including biomass crops. These also include the provision of:
 - i. woodland belts to the west of Harpswell, to mitigate impacts on views from the Scheduled Monument moated site and historic gardens that are accessible through permissive paths and open space;
 - ii. woodland screening and an area of biodiversity enhancement south of Springthorpe Grange, to reduce visual impacts on the open views from the south of the property;
 - iii. woodland or shelter belt planting along the south side of the Order limits and mitigation area south of Kexby Road;

- iv. enhancements to existing hedgerows running east-west through the site, to create more robust and continuous green infrastructure corridors; and
 - v. reinstatement and/or improvement of field boundaries, particularly in the more open parts of the site such as west of Harpswell, to limit visibility of the Scheme and increase landscape condition and habitat connectivity.
- f. Provision of two permissive paths, one connecting Common Lane and Kexby Road, and one connecting Common Lane and Northlands Road, both offering recreational access in an area where PRoW are limited and also improving north-south off-road links. The paths will be located within 25m wide corridors that will allow sufficient space for planting such as hedgerows to screen solar infrastructure and offer biodiversity and visual interest to users.
 - g. Provision of wide buffers to trees over 4m tall and 10m from the top of ditch banks.
 - h. Using higher flood-risk areas for ecological mitigation, with scope for wetland habitats.
 - i. Use of existing farm tracks and field openings as the preferred routes for construction access, minimising loss of hedgerows.

6.4.32 These embedded design features are taken into consideration as part of the landscape and visual impact assessment and reduce the landscape and visual effects of the Scheme as far as possible.

6.4.33 With the exception of the effects on LLCA 3A Till Vale, significant adverse landscape effects predicted at year 1 of operation are anticipated to reduce to a level that is not significant by year 15 of operation, following the establishment of the landscape mitigation and enhancement. In addition, significant visual effects at year 1 on the majority of Viewpoints will also decrease to not significant at year 15, with the exception of viewpoints 7, 9 and 13. As noted above, the Scheme does not intrude above the skyline, disrupt views with vertical elements, result in overshadowing or give rise to significant noise or movement, and the nearest solar infrastructure is approximately 1.3km away, therefore the identified significant visual effects will not result in adverse effects on residential visual amenity.

6.4.34 All operational effects will be reversed following 60 years of operation through decommissioning, which will be secured by the DCO, and all adverse landscape and visual effects identified during the construction and decommissioning phases are short term and temporary.

6.4.35 In summary, the residual significant landscape effects are due to the change in land use and massing of the panels and associated structures, and the residual localised visual effects largely relate to sensitive receptors, such as residential properties where it is not possible to screen views of the Principal Site due to the elevated position of the Cliff and open views. It is considered that any effects on the AGLV should not be used in themselves to refuse consent, as this may unduly restrict acceptable development, as supported by paragraph 5.10.12 of NPS EN-1 (Ref 2).

- 6.4.36 The Scheme has sought to minimise impacts through design iteration, and whilst they may be long term the residual landscape and localised visual effects will be temporary. The substantial benefits and need for the Scheme as set out in Section 5 of this Planning Statement, including the delivery of CNP Infrastructure to contribute towards meeting national energy objectives outweigh the residual landscape effects when applying the planning balancing exercise to the Scheme.
- 6.4.37 Therefore, the Scheme accords with policy relating to landscape and visual amenity in NPS EN-1 (Ref 2) and NPS EN-3 (Ref 3) and has taken account of the existing character and sensitivity of the landscape in relation to energy development as set out in local policy.

6.5 Historic Environment

Planning Policy Context

- 6.5.1 As stated in NPS EN-1 (Ref 2) paragraph 5.9.1 *“The construction, operation and decommissioning of energy infrastructure has the potential to result in adverse impacts on the historic environment above, at and below the surface of the ground”*.
- 6.5.2 Paragraph 5.9.3 of NPS EN-1 (Ref 2) sets out the different types of heritage assets and states *“the sum of the heritage interests that a heritage asset holds is referred to as its significance”*, this also includes the setting within which the heritage asset is located. Paragraph 5.9.4 outlines the different types of designated heritage assets, which are those with *“a level of significance that justifies official designation”*, while paragraph 5.9.5 sets out that heritage assets may not currently be designated but are *“demonstrated to be of equivalent significant to designated heritage assets of the highest significance”*. These non-designated heritage assets are required to be considered subject to the policies for those that are designated. Paragraph 5.9.7 of NPS EN-1 (Ref 2) requires the Secretary of State to consider the impacts of development on other non-designated heritage assets.
- 6.5.3 NPS EN-1 paragraph 5.9.9 (Ref 2) requires the applicant to *“undertake an assessment of any likely significant heritage impacts of the proposed development as part of the EIA, and describe these along with how the mitigation hierarchy has been applied in the ES”*. Paragraph 5.9.10 of NPS EN-1 (Ref 2) sets out that the ES should describe the significance of heritage assets and their setting, and paragraph 5.9.11 of NPS EN-1 (Ref 2) states that this should include a desk based assessment and, where necessary, field evaluation. The level of detail should be proportionate to the importance of the heritage assets. Paragraph 5.9.12 (Ref 2) requires that applications contain sufficient information to enable the extent of impacts on the significance of any heritage assets to be understood.
- 6.5.4 Paragraph 5.9.17 of NPS EN-1 (Ref 2) states *“Where the loss of the whole or part of a heritage asset’s significance is justified, the Secretary of State will require the applicant to record and advance understanding of the significance of the heritage asset before it is lost (wholly or in part)”*, this should be proportionate to the asset’s significance and the impact to the asset.

- 6.5.5 NPS EN-1 paragraph 5.9.23 (Ref 2) makes reference to the Secretary of State needing to comply with regulation 3 of the Decision Regulations which are discussed in Section 2 of this Planning Statement.
- 6.5.6 NPS EN-1 paragraph 5.9.27 (Ref 2) states that *“When considering the impact of a proposed development on the significance of a designated heritage asset, the Secretary of State should give great weight to the asset’s conservation. The more important the asset, the greater the weight should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss, or less than substantial harm to its significance”*.
- 6.5.7 NPS EN-1 paragraph 5.9.28 (Ref 2) states *“any harm or loss of significance affecting any designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification”*.
- 6.5.8 Regarding decision making, in cases where substantial harm to a heritage asset would result, NPS EN-1 paragraph 5.9.31 (Ref 2) explains that: *“Where the proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset the Secretary of State should refuse consent unless it can be demonstrated that the substantial harm to, or loss of, significance is necessary to achieve substantial public benefits that outweigh that harm or loss”*..
- 6.5.9 In cases where harm is less than substantial, NPS EN-1 paragraph 5.9.32 (Ref 2) establishes a lower threshold for the need to demonstrate that the benefits of the scheme outweigh impacts on a designated heritage asset, stating that *“where the proposed development will lead to less than substantial harm to the significance of the designated heritage asset, this harm should be weighed against the public benefits of the proposal...”*.
- 6.5.10 Paragraph 5.9.33 of NPS EN-1 (Ref 2) states that *“in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”*.
- 6.5.11 Paragraph 4.2.16 NPS EN-1 (Ref 2) discusses how the Secretary of State will consider the balance of benefits and impacts in relation to CNP infrastructure (such as the Scheme) where the NPS (or any other planning policy) requires an outweighing of harm. This states that where residual impacts remain after the mitigation hierarchy has been applied, in all but the most exceptional circumstances the residual impacts will be outweighed by the urgent need for CNP infrastructure, and therefore *“...the Secretary of State will take as the starting point for decision making that such infrastructure is to be treated as if it has met any tests which are set out within the NPSs, or any other planning policy, which requires a clear outweighing of harm, exceptionality or very special circumstances”*.
- 6.5.12 Paragraph 4.2.17 (Ref 2) follows this by providing a non-exhaustive list of policy tests that the Secretary of State will consider the need case for CNP infrastructure satisfies. This includes the requirement for the substantial public benefits of a project to outweigh substantial harm or loss of a heritage asset. It states that: *“...the Secretary of State will take as a starting point that CNP Infrastructure will meet the following, non-exhaustive, list of tests...”*

...where substantial harm to or loss of significance to heritage assets should be exceptional or wholly exceptional”.

- 6.5.13 Given that the need case for, and public benefits of, CNP infrastructure is sufficient to outweigh substantial harm to a heritage asset, and noting that the list of policy tests in NPS EN-1 paragraph 4.2.17 (Ref 2) is not exhaustive, it can be inferred that the need case for, and public benefits of, CNP infrastructure will also (and to an even greater degree) outweigh impacts on the significance of a heritage asset that amount to less than substantial harm.
- 6.5.14 NPS EN-3 (Ref 3) paragraphs 2.10.107 and 2.10.108 notes that solar PV developments can impact the setting of heritage assets as well as potentially having direct impacts on archaeological deposits. However, paragraph 2.10.110 (Ref 3) also highlights that Solar PV development has the potential to result in a positive effect on heritage assets, this is due to Solar PV development removing fields from regular ploughing or low-level piling.
- 6.5.15 Paragraph 2.10.118 of NPS EN-3 (Ref 3) recognises the importance of setting on the significance of heritage assets, with large-scale solar farms having the potential to cause significant impacts on assets depending on their “*scale, design and prominence*”. Paragraph 2.10.119 adds “*Applicants may need to include visualisations to demonstrate the effects of a proposed solar farm on the setting of heritage assets*”.
- 6.5.16 Paragraph 2.10.137 of NPS EN-3 (Ref 3) state that the ability to microsite elements of solar development during construction should be an important consideration by the Secretary of State when assessing the risks posed by development on archaeology. Paragraph 2.10.138 (Ref 3) provides that the Secretary of State should consider granting consents allowing for micro siting so that precise locations can be amended during construction, for example where any previously unknown archaeology is discovered.
- 6.5.17 Paragraph 2.10.160 of NPS EN-3 (Ref 3) requires the Secretary of State to take into account the length of time consent is sought for when considering indirect effects on the historic environment, including any effects the development may have on the setting of designated heritage assets.
- 6.5.18 Local Policies S14, S53, S57, S65 and S66 of the Central Lincolnshire Local Plan (2023) (Ref 18), Policies DM8, DM10 and DM11 of the Bassetlaw Core Strategy (2011) (Ref 25), and Policies ST6, ST35, ST42, ST43 and ST51 of the Draft Bassetlaw Local Plan Main Modifications (2023) (Ref 33) seek to protect and enhance the historic environment, ensuring new development mitigates against potential harm.
- 6.5.19 The following Neighbourhood Plan policies also seek to protect and enhance both designated and non-designated heritage assets:
- a. Corringham Neighbourhood Plan (2022) (Ref 21) Policies CNP1, CNP7, CNP8 and CNP12;
 - b. Glentworth Neighbourhood Plan (2019) (Ref 22) Policy 3;
 - c. Hemswell and Harpswell Neighbourhood Plan (2023) (Ref 24) Policy 7;
 - d. Treswell and Cottam Neighbourhood Plan (2019) (Ref 30) Policy 2

- e. Draft Treswell and Cottam Neighbourhood Plan (2024) (Ref 34) Policy 6;
- f. Sturton by Stow and Stow Neighbourhood Plan (2022) (Ref 23) Policies 5 and 6; and
- g. Rampton and Woodbeck Neighbourhood Plan (2021) (Ref 29) Policy 6.

Assessment Conclusions

- 6.5.20 **Chapter 8: Cultural Heritage** of the ES [EN010142/APP/6.1] and its supporting **appendices [EN010142/APP/6.2]** provide an assessment of the likely effects of the Scheme on heritage assets. This includes a description of the significance of the heritage assets and the contribution of their setting to their significance.
- 6.5.21 Geophysical survey (magnetometry) of the Principal Site and Cable Route Corridor has been undertaken for the Scheme. The results of the geophysical survey are discussed in **Appendix 8-2: Cultural Heritage Desk-Based Assessment** of the ES [EN010142/APP/6.2] and reported in detail within **Appendix 8-5: Geophysical Survey Reports** of the ES [EN010142/APP/6.2]. Archaeological trial trench evaluation was undertaken across the Principal Site, the results of which are presented in **Appendix: 8-6 Archaeological Evaluation Overarching Executive Report** of the ES [EN010142/APP/6.2].

Designated assets

- 6.5.22 **Chapter 8: Cultural Heritage** of the ES [EN010142/APP/6.1] identifies 24 designated heritage assets which have the potential to be impacted by the Scheme (fifteen Grade II listed buildings, six Scheduled Monuments, two Grade I listed buildings and one Grade II* listed building), these are illustrated in **Figures 8-1 and 8-2** of the ES [EN010142/APP/6.3]. It is anticipated that, throughout each phase of the Scheme, there would be no change to the setting or significance of eight of these designated heritage assets, resulting in a neutral (not significant) effect. Without mitigation, adverse effects are expected on the setting of the remaining designated assets during the construction of the Scheme. Following the implementation of embedded mitigation, which may include but is not limited to, siting haulage and access routes away from sensitive receptors, use of low noise generators, and placement of security and work lights to minimise light spill with sympathetic screening of works, the assessment concludes there would only be temporary impacts on designated heritage assets as a result of construction of the Scheme which are minor and negligible and not significant.
- 6.5.23 Without mitigation, longer-term significant adverse effects on setting are anticipated following construction at six designated heritage assets (three Scheduled Monuments, one Grade I listed building, one Grade II listed building and one Grade II* listed building). With embedded mitigation, including the removal of Scheme infrastructure in fields closest to assets, biodiversity zones and enhancement planting, the assessment concludes there would be no significant adverse effects to designated heritage assets as a result of the Scheme, resulting in less than substantial harm.

Non-designated assets of schedulable quality

- 6.5.24 The assessment in **Chapter 8: Cultural Heritage** of the ES [EN010142/APP/6.1] has identified one non-designated asset present within the Order limits, which given the nature of the asset is considered to be of schedulable quality. This is the Winter Camp of the Viking Great Army (Historic Environment Record MLI125067), located on a prominent ridge and bluff overlooking a curve in the River Trent, just to the west of the A156. Through the construction of a temporary access for the Cable Route Corridor (Cable Route Corridor Access 6) the disturbance or removal of a small section of surviving archaeological remains may be required which has the potential for a significant effect. This effect will be mitigated through a programme of additional mitigation which would comprise archaeological excavation and recording (strip, map and sample excavation) prior to construction.
- 6.5.25 The focus of the Winter Camp comprises the settlement activity and associated cemetery which lie to the southwest of the Order Limits towards the highest point of the bluff. The proposed works will therefore only impact a small section of the asset and the temporary access route will not result in a significant loss of archaeological remains.
- 6.5.26 A **Heritage Harm Statement** of all designated and the one non-designated asset of schedulable quality has been undertaken and is included in **Appendix C** to this Planning Statement. The purpose of the **Heritage Harm Statement** is to assess, in accordance with national policy and guidance, whether the Scheme would result in substantial harm to designated heritage assets and the non-designated asset of schedulable quality. The **Heritage Harm Statement** concludes that the Scheme would not result in substantial harm to designated heritage assets and all effects can be reasonably equated with less than substantial harm, at the lower end of the spectrum. For the Viking Winter Camp (non-designated asset of schedulable quality), the **Heritage Harm Statement** concludes that the temporary access would not result in significant loss of archaeological remains and therefore it is concluded the Scheme will result in less than substantial harm to the significance of the asset.

Non-designated heritage assets

- 6.5.27 During construction, the Scheme has the potential to result in the loss of six non-designated heritage assets including the Winter Camp of the Viking Great Army (discussed above), an asset of schedulable quality, and five archaeological assets. These are assessed as potentially significant, however with the implementation of additional mitigation measures the effect on these assets is reduced to minor adverse and therefore not considered significant. Other features of the historic environment have been assessed, including historic important hedgerows, with effects anticipated to be minor adverse and therefore not significant.
- 6.5.28 It is not expected that the operation of the Scheme will result in any further intrusive ground activities. As such, no further physical impact to the archaeological resource is identified during the operational phase of the Scheme. While there is the potential for temporary impacts on setting during decommissioning, it is not anticipated they will cause any additional impacts

over and above those related to construction. Upon completion of decommissioning, the long-term adverse effects on setting from the Scheme infrastructure will have been reversed and will no longer exist.

Appraisal

- 6.5.29 The Applicant has undertaken an iterative design process which responds to policy requirements, published historic landscape character assessments and fieldwork analysis, in order to minimise harm to the historic environment. In accordance with the mitigation hierarchy, the Scheme design has been carefully considered to avoid, reduce, or mitigate potentially significant effects on cultural heritage and archaeology assets as set out in **Chapter 4: Alternatives and Design Evolution** of the ES [EN010142/APP/6.1] and the **Design and Access Statement** [EN010142/APP/7.3]. This has resulted in a Scheme that avoids direct physical impact on any designated heritage assets. Whilst there will be some residual impacts on the setting of some designated heritage assets, these have been assessed to result in 'less than substantial harm' (see the Heritage Harm Statement provided as **Appendix C** to this Planning Statement).
- 6.5.30 One non-designated heritage asset of schedulable quality (Winter Camp of the Viking Great Army) is anticipated to experience direct impacts as a result of the construction of access to the Cable Route Corridor. The potential significant adverse effect to this heritage asset through the removal or disturbance of a small section of this asset has been assessed as 'less than substantial harm' by the Heritage Harm Statement provided as **Appendix C** to this Planning Statement. This effect can be mitigated through archaeological excavation and recording which will allow greater understanding of the asset's heritage value.
- 6.5.31 **Chapter 8: Cultural Heritage** of the ES [EN010142/APP/6.1], the **Framework LEMP** [EN010142/APP/7.17] and the **Design and Access Statement** [EN010142/APP/7.3] set out the design principles embedded into the Scheme to meet the Scheme's design objectives:
- a. Inclusion of setbacks and buffers between the Principal Site and heritage assets (designated and non-designated) to reduce impacts upon the setting and views from these assets. Buffers including screening and planting.
 - b. Exclusion of fields from the Scheme to limit impacts on the setting and designated views from the Scheduled Monument of Harpswell Hall.
 - c. Trial trenching of the Principal Site has confirmed areas of archaeological potential within the Principal Site (Special Archaeological Sites) that are excluded from all development to protect archaeology in situ.
 - d. Utilising existing vegetation and topography to limit views of the Scheme and minimise effects on the setting of heritage assets.
 - e. Proposing new native species rich hedgerows with hedgerow trees to be planted where historic field boundaries have been lost through the amalgamation of fields.

- f. Ensuring that existing woodland and hedgerows (including important and historic hedgerows) will be managed to protect and enhance historic boundaries.

6.5.32 Following consultation and taking into account feedback from stakeholders, the Scheme was refined in order to minimise impacts on key heritage assets nearest the Scheme, through:

- a. Removal of panels from three fields at the northeastern corner of the Principal Site to mitigate heritage and landscape impacts relating to the Scheduled Monument at Harpswell Hall. These include designated views from the former 'prospect mound' and similar views from permissive paths along the historic moat.
- b. Removal of solar infrastructure from the two fields immediately east of the Harpswell Hall (Biodiversity Zone (BZ) 8), to mitigate impacts from the Scheduled Monument and also reduce the presence of solar infrastructure close to a permissive circular walking route around the two fields to the east.
- c. Removal of solar infrastructure from the field north of Kexby Road and west of Northlands Road to mitigate heritage impacts and reduce visibility for users and residents of Kexby Road and from viewpoints around Glentworth. This area is now proposed for biodiversity mitigation and enhancement, as the eastern part of BZ 13.

6.5.33 Within the Cable Route Corridor the proposed cable route alignment has, where possible, taken into account significant archaeological remains. As set out within the **Framework CEMP [EN010142/APP/7.8]**, embedded mitigation within the Cable Route Corridor will include:

- a. 20m buffer zone in which no construction activity will take place will be established along the northern side of the Fleet Plantation scheduled monument;
- b. the use of trenchless crossings to install the high-voltage (HV) cables rather than open cut trenching therefore avoiding and preserving buried peat deposits of potential Neolithic date within the floodplain of the River Trent; and
- c. the use of trenchless crossings rather than open cut trenching to avoid impacts to the extensive complex of Iron Age and Romano-British enclosures, field system and trackway east of Cow Pasture Lane, Cottam.

6.5.34 The embedded design features described in the paragraphs above demonstrate that the Applicant has taken care to develop the Scheme in a way that avoids, reduces and mitigates impacts on archaeology and heritage features, and accords with the mitigation hierarchy.

6.5.35 The Scheme will be decommissioned after 60 years of operation, with all operational effects reversed, as secured by a requirement of the **draft DCO [EN010142/APP/3.1]**. Upon completion of decommissioning, the setting of cultural heritage assets which have been impacted by the Scheme will be restored to its current condition, other than those where planting will remain as a permanent fixture in the landscape.

- 6.5.36 Impacts are expected upon non-designated heritage assets however these are not significant following the implementation of a programme of archaeological excavation and recording to be undertaken in accordance with a Written Scheme of Investigation (WSI) that will be agreed with the relevant Local Authorities. This programme of excavation and recording would mitigate the loss of these heritage assets by preserving them by record, thereby allowing their continued study and greater understanding and appreciation of their heritage value.
- 6.5.37 In summary, as a result of careful design and following the implementation of mitigation measures, all residual effects are assessed as not significant and equate to less than substantial harm on all designated and non-designated heritage assets impacted by the Scheme. In accordance with NPS EN-1 paragraph 5.9.31 (Ref 2) (and taking account of the principles set out by 4.2.16 and 4.2.17 of NPS EN-1), the substantial public benefits and need for the Scheme, as set out in Section 5 and Section 6.2 of this Planning Statement, including the delivery of CNP infrastructure to contribute towards meeting national energy security objectives and carbon reduction commitments, clearly and demonstrably outweigh the less than substantial harm to designated heritage assets and the small scale permanent harm to the non-designated asset of schedulable quality that would result.
- 6.5.38 Given the above, consideration of the prescribed matters set out in Regulation 3 of the Decision Regulations (Ref 15) (discussed in Section 2 of this Planning Statement) does not materially alter the planning balance for the Scheme.
- 6.5.39 Overall, the Scheme has followed the mitigation hierarchy in seeking to protect and conserve assets where practicable, and the public benefits of the Scheme outweigh the harm, in line with national policy and regulations and also with relevant local policies. Impacts on archaeological and heritage assets therefore should not weigh against the granting of Development Consent for the Scheme.

6.6 Air Quality

Planning Policy Context

- 6.6.1 NPS EN-1 (Ref 2), paragraph 5.2.8, requires applicants to undertake an assessment of the impacts of the proposed project as part of the ES, where a project is likely to have adverse effects on air quality.
- 6.6.2 Paragraph 5.2.13 of NPS EN-1 (Ref 2) states that the Secretary of State should consider whether mitigation measures are needed, noting that a “*construction management plan may help codify mitigation at this stage*”. It also sets out that the Secretary of State should have regard to the Air Quality Strategy and should consider relevant advice within Local Air quality Management guidance.
- 6.6.3 Paragraph 5.2.16 of NPS EN-1 (Ref 2) explains that air quality considerations should be given substantial weight in the decision making process, especially where a project would lead to a deterioration in air quality. It also states that “*air quality considerations will also be important*”

where substantial changes in air quality levels are expected, even if this does not lead to any breaches of statutory limits, objectives or targets”.

- 6.6.4 NPS EN-1 (ref) paragraph 5.7.1 requires mitigation of impacts from a range of emissions, including dust, to be included within the Development Consent Order, as they have the potential to have a detrimental effect on amenity or cause a common law nuisance or statutory nuisance under Part III, Environmental Protection Act (1990) (Ref 72).
- 6.6.5 Paragraph 5.7.4 of NPS EN-1 (Ref 2) acknowledges that some impact on amenity for local communities is likely to be unavoidable, therefore *“the aim should be to keep impacts to a minimum, and at a level that is acceptable”*.
- 6.6.6 Paragraph 5.7.5 (Ref 2) requires an assessment to be undertaken on the potential for dust impacts and the effect on amenity within the ES and paragraph 5.7.6 sets out the criteria for such an assessment.
- 6.6.7 In its decision making, paragraph 5.7.12 of NPS EN-1 (Ref 2), states that the Secretary of State should satisfy itself that an assessment of dust has been carried out and all reasonable steps have or will be taken to minimise any detrimental impacts.
- 6.6.8 With regard to local policy, Policies S14 and S53 of the Central Lincolnshire Local Plan (2023) (Ref 18) require development to be sympathetic to surrounding uses and not result in adverse impacts upon air quality. Policy DM4 of the Bassetlaw Core Strategy (2011) (Ref 25) requires development to avoid detrimental effects on the amenity of nearby residents, while Policies ST44, 48 and ST50 of the Draft Bassetlaw Local Plan Main Modifications (2023) (Ref 33) aim to protect the District against adverse impacts on air quality, maintaining and where possible, improving air quality.
- 6.6.9 Policy 5 of the Sturton by Stow and Stow Neighbourhood Plan (2022) (Ref 23) aims to apply principles of good design to avoid adverse impacts caused by pollution. Other relevant policies with regard to air quality include Policy CNP1 of the Corringham Neighbourhood Plan (2022) (Ref 21), and Policy 1 of the Treswell and Cottam Neighbourhood Plan (2019) (Ref 30).

Assessment Conclusions

- 6.6.10 **Chapter 6: Air Quality** of the ES [EN010142/APP/6.1] explains that a **Dust Risk Assessment (Appendix 6-2** of the ES [EN010142/APP/6.2]) and **Air Quality Monitoring (Appendix 6-3** of the ES [EN010142/APP/6.2]) has been undertaken to consider the potential effects of the Scheme on air quality during construction and decommissioning with the results of these assessments being incorporated into the ES chapter to determine environmental effects.
- 6.6.11 The overall risk of dust soiling effects and human health effects are low up to 350 m from the Scheme, during construction and decommissioning activities. The potential impact from earthworks is low risk due to the small magnitude of earthworks associated with the Scheme and the implementation of good practice measures as embedded mitigation. Risks associated with construction and trackout activities will also be a low risk to dust soiling and human health due to the implementation of good practice measures to be secured by the **Framework CEMP [EN010142/APP/7.8]** and **Framework**

DEMP [EN010142/APP/7.10]. These measures are set out in **Tables 6-14 and 6-15** of **Chapter 6: Air Quality** of the ES **[EN010142/APP/6.1]** with no significant effects arising.

- 6.6.12 In considering impacts upon air quality through construction traffic, a detailed dispersion model was carried out using peak construction traffic flows taken from the **Transport Assessment (TA) (Appendix 15-1** of the ES **[EN010142/APP/6.2])**. This concluded that impacts from construction and decommissioning traffic will be negligible at all modelled receptors, as such, no adverse significant effects are anticipated.
- 6.6.13 Impacts associated with operational traffic impacts and upon sensitive ecological receptors were scoped out of **Chapter 6: Air Quality** of the ES **[EN010142/APP/6.1]**.

Appraisal

- 6.6.14 **Chapter 6: Air Quality** of the ES **[EN010142/APP/6.1]** confirms that the Scheme will not have an adverse effect on air quality with respect to dust emissions or impacts upon air quality through construction and decommissioning traffic.
- 6.6.15 The Scheme will not lead to a deterioration in air quality close to sensitive receptors and will not lead to a breach of any national air quality limits or statutory air quality objectives. There are no Air Quality Management Areas declared in either West Lindsey District Council or Bassetlaw District Council with concentrations of nitrogen dioxide and particulate matter meeting UK objectives across the districts, which are largely rural with no large conurbations.
- 6.6.16 The implementation of good practice during construction and decommissioning secured by the **Framework CEMP [EN010142/APP/7.8]** and **Framework DEMP [EN010142/APP/7.10]** will ensure that the environmental risk of the Scheme on air quality in relation to dust and construction traffic remains low with no significant adverse effect on residential amenity or low air quality. The mitigation proposed in the form of the **Framework CEMP [EN010142/APP/7.8]** and **Framework DEMP [EN010142/APP/7.10]** will ensure compliance specifically with paragraph 5.2.13 of NPS EN-1 (Ref 2). The Scheme is in accordance with NPS EN-1 and local planning policies that are of relevance set out in the planning policy context section of this part of the Planning Statement.

6.7 Climate Change

Planning Policy Context

- 6.7.1 Legislation and policy relating to the need to decarbonise the UK's energy generation system to meet its climate change legal obligations are discussed in Section 5 and 6.2 of this Planning Statement and are not repeated here.
- 6.7.2 Paragraph 4.10.5 of NPS EN-1 (Ref 2) states that "*measures implemented to ensure a scheme can adapt to climate change may give rise to additional impacts*". Applicants are required to take reasonable steps to maximise the use of nature-based solutions alongside other conventional techniques,

when preparing measures to support climate change adaptation. Further to this, paragraph 4.10.7 adds that nature-based solutions can also result in biodiversity benefits and net gain.

- 6.7.3 Paragraph 4.10.6 of NPS EN-1 (Ref 2) highlights that: *“Integrated approaches, such as looking across the water cycle, considering coordinated management of water storage, supply, demand, wastewater and flood risk can provide further benefits to address multiple infrastructure needs, as well as carbon sequestration benefits.”*
- 6.7.4 Paragraph 4.10.8 of NPS EN-1 (Ref 2) also expects applicants to consider the direct and indirect impacts of climate change *“when planning the location, design, build, operation and, where appropriate, decommissioning of new energy infrastructure”*, while paragraphs 4.10.9 to 4.10.12 of NPS EN-1 (Ref 2) require consideration of the impacts of climate change on development in the ES and state that a range of climate change scenarios should be assessed.
- 6.7.5 Paragraph 4.10.11 of NPS EN-1 (Ref 2) expects applicants to demonstrate a *“high level of climate resilience built-in from the outset and should also demonstrate how proposals can be adapted over their predicted lifetimes to remain resilient to a credible maximum climate change scenario”*. In particular for solar development, paragraph 2.4.11 of NPS EN-3 (Ref 3) expects applicants to consider how plant will be resilient to increased risk of flooding and the impact of higher temperatures.
- 6.7.6 Referring to section 4.10 of NPS EN-1, paragraphs 2.3.1 to 2.3.3 of NPS EN-5 (Ref 10) advise that, with regard to electricity infrastructure, the resilience of a project to climate change should be assessed in the ES, and applicants should set out how the project would be resilient to flooding, with particular reference to substations.
- 6.7.7 Paragraph 5.3.4 of NPS EN-1 (Ref 2) requires all proposals for energy infrastructure projects to include a Greenhouse Gas (GHG) assessment, to ensure that appropriate mitigation and adaptation measures are incorporated. Paragraphs 5.3.8 and 5.3.9 provide that the Secretary of State should *“be satisfied that the applicant has as far as possible assessed the GHG emissions of all stages of the development”* and *“that the applicant has taken all reasonable steps to reduce the GHG emissions of the construction and decommissioning stage of the development”* (respectively).
- 6.7.8 In the local context, Nottinghamshire County Council have declared a climate emergency and Lincolnshire County Council have committed to becoming carbon neutral by 2050. Policy S14 of the Central Lincolnshire Local Plan (2023) (Ref 18), Policy DM10 of the Bassetlaw Core Strategy (2011) (Ref 25), and Policy ST50 of the Draft Bassetlaw Local Plan Main Modifications (2023) (Ref 33) support developments that achieve a reduction in greenhouse gas emissions and contribute to climate change mitigation. They also support proposals for development that include measures to adapt to the expected impacts of climate change. Local planning policies seek to ensure that developments incorporate climate change resilience in their design (Policy S20 of the Central Lincolnshire Local Plan (2023) (Ref 18), Policy DM4 of the Bassetlaw Core Strategy (2011) (Ref 25) and Policy ST35 of the Draft Bassetlaw Local Plan Main Modifications (2023) (Ref 33)).

- 6.7.9 Policies within adopted Neighbourhood Plans also support development that contributes to climate change mitigation and adaptation, along with a reduction in GHGs. (Policy CNP1 of the Corringham Neighbourhood Plan (2022) (Ref 21) and Policies 1 and 5 of the Sturton by Stow and Stow Neighbourhood Plan (2022) (Ref 23)).

Assessment Conclusions

- 6.7.10 A Climate Change Resilience Assessment (CCRA) has been undertaken for the Scheme, which assesses the resilience of the Scheme to projected future climate change impacts. The CCRA has used the most up to date UK Climate Projections 2018 (UKCP 2018) (Ref 73) data to determine the future baseline climate conditions and assess the risks associated with gradual climate change and an increased frequency of extreme weather events.
- 6.7.11 Section 7.7 of **Chapter 7: Climate Change** of the ES [EN010142/APP/6.1] outlines adaptation measures that have been incorporated into the Scheme's design and management measures proposed during the construction and decommissioning phases set out in the **Framework CEMP [EN010142/APP/7.8]** and **Framework DEMP [EN010142/APP/7.10]** and secured through requirements in the **draft DCO [EN010142/APP/4.1]** relating to the preparation of the detailed CEMP and DEMP to increase the resilience of the Scheme to climate change. These include having a flood resistant and resilient design with the majority of the Principal Site being in areas of low flood risk; the location of vulnerable infrastructure outside areas of high flood risk; and the positioning of solar PV panels at angles and heights sufficiently above predicted flood levels as detailed within **Appendix 10-3 Flood Risk Assessment** of the ES [EN010142/APP/6.2]. The CCRA concludes that with the proposed embedded mitigation and design measures the risks of climate change impacts on the Scheme during construction, operation and decommissioning are not significant.
- 6.7.12 An In Combination Climate Change Impact (ICCI) Assessment is also provided in **Chapter 7: Climate Change** of the ES [EN010142/APP/6.1]. The ICCI Assessment assesses future climate projections and the sensitivity of receptors to both climate change and the Scheme. This concludes that with the proposed embedded mitigation and design measures in place, there will be no significant in-combination climate change risks to the Scheme.
- 6.7.13 A GHG assessment has been undertaken and is presented in **Chapter 7: Climate Change** of the ES [EN010142/APP/6.1] which sets out the findings of the likely significant effects of the Scheme in relation to climate change. The GHG assessment concludes that the Scheme will have a beneficial and significant effect upon GHG emissions reduction during its 60 year operation. Whilst there are negative effects relating to GHG emissions during the construction and decommissioning phases of the Scheme, the overall beneficial GHG impact during operation will offset the negative effect of these emissions, resulting in a net benefit in GHG reduction.
- 6.7.14 The GHG impact of the construction and decommissioning stages of the Scheme are anticipated to result in minor adverse effects on climate change which are not significant when taking into consideration the measures proposed in the **Framework CEMP [EN010142/APP/7.8]** and **Framework DEMP [EN010142/APP/7.10]**.

- 6.7.15 With regard to GHG during operation, effects are significantly beneficial due to the operational carbon intensity remaining below that of a gas fired generating facility throughout its lifetime (which was used as the without-project baseline for the Scheme, assuming electricity would otherwise be generated by this kind of facility), and the Scheme's role in achieving the rate of transition required by nationally set policy commitments and supporting the trajectory towards net zero.
- 6.7.16 The operational carbon intensity of the Scheme is 86% lower than that of a Combined Cycle Gas Turbine (CCGT), which would represent a saving of over 15 million tonnes of carbon dioxide equivalent (tCO₂e) in comparison to the without-project baseline. The use of the BESS also provides the opportunity for additional carbon savings. This is because battery storage is a fast response power source when compared to traditional energy generation methods, which will allow for energy to be quickly provided to the grid when supply from other renewable sources is lower. The grid balancing function of BESS is currently performed by high-carbon intensity power sources, the use of batteries charged from solar PV generation will deliver a direct carbon saving relative to an open cycle gas turbine. This is set out in more detail in **Chapter 7: Climate Change** of the ES [EN010142/APP/6.1].
- 6.7.17 Section 7.3 of **Chapter 7: Climate Change** of the ES [EN010142/APP/6.1] also acknowledges that land use change is anticipated to have a beneficial effect during the lifetime of the Scheme, due to the higher carbon sequestration value of grassland in comparison to cropland (however this is excluded from the lifecycle GHG impact assessment). The beneficial effects of the land use change in relation to soils are also set out in **Chapter 15: Soils and Agriculture** of the ES [EN010142/APP/6.1].

Appraisal

- 6.7.18 The Scheme's design and mitigation measures will ensure that it is resilient to climate change risks in the future and will therefore deliver an adaptable and resilient energy generating facility for 60 years.
- 6.7.19 The significant beneficial effects of the Scheme on GHG emissions, and the considerable GHG savings achieved throughout the lifetime of the Scheme when compared to a CCGT, demonstrate the role solar energy generation has to play in the transition to, and longer-term maintenance of, a renewable and low carbon energy system and economy.
- 6.7.20 The Scheme directly supports UK planning policy of decarbonising electricity generation and implementing a Scheme that is resilient to climate change. On this basis, the Scheme accords with NPS EN-1, NPS EN-3 and other recent Government energy and climate change policy and legislation referred to in Section 2, 5 and 6.2 of this Planning Statement.
- 6.7.21 In summary, the Scheme's significant beneficial GHG savings during operation and its proposed design and control measures during all phases of development demonstrate the Scheme's compliance with climate change resilience and GHG emissions policies set out in national and local planning policy. This weighs in favour of granting the DCO.

6.8 Flood Risk and Drainage

Planning Policy Context

Flood risk to and from development

- 6.8.1 NPS EN-1 (Ref 2) paragraph 5.8.13 states that a site-specific flood risk assessment (FRA) should be provided “*for all energy projects located in Flood Zones 2 and 3 in England*”. In Flood Zone 1 in England, an assessment should accompany all proposals involving: sites of 1 hectare or more; land identified as having critical drainage problems; land identified as being at increased flood risk in future; land that may be subject to other sources of flooding (for example surface water); where the Environment Agency (the EA), Lead Local Flood Authority, Internal Drainage Board or other body have indicated that there may be drainage problems.
- 6.8.2 Paragraph 5.8.14 of NPS EN-1 (Ref 2) requires the Flood Risk Assessment (FRA) to identify and assess the risks of all forms of flooding to and from the project. It should also demonstrate how the flood risks will be managed, while considering impacts from climate change.
- 6.8.3 The need for a FRA is also set out in paragraph 2.10.84 of NPS EN-3 (Ref 3) which requires it to be submitted alongside the applicant’s ES, and to consider the impacts of drainage.
- 6.8.4 Paragraph 5.8.15 of NPS EN-1 (Ref 2) outlines the minimum requirements for FRA’s, which includes taking the impacts of climate change into account, quantifying the different types of flooding, assessing the residual risk of flooding, and the requirement for sustainable drainage systems.

Sequential Test

- 6.8.5 Paragraph 5.8.6 of NPS EN-1 (Ref 2) introduces the Sequential Test, explaining that its aim is to “*ensure that flood risk from all sources of flooding is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding*”.
- 6.8.6 Paragraph 5.8.9 of NPS EN-1 (Ref 2) further explains the Sequential Test and contains a footnote (213) referencing the NPPF’s Planning Practice Guidance (PPG) flood risk section (Ref 74) (paragraph 023 Reference ID 7-923-20220825) which provides guidance as to how the Sequential Test should be applied.
- 6.8.7 Paragraph 5.8.16 of NPS EN-1 (Ref 2) notes that further guidance on flood risk can be found in the NPPF. Paragraph 167 of the NPPF (Ref 16) states that: “*All plans should apply a sequential, risk-based approach to the location of development – taking into account all sources of flood risk*”. The PPG outlines that the sequential approach is designed to ensure that areas at little or no risk of flooding from any source are developed in preference to areas at higher risk. It emphasises that all forms of flood risk (including surface water flooding) need to be treated consistently with river and tidal flooding in mapping probability and assessing vulnerability. Therefore, the Sequential Test should be applied across all areas of flood risk (Ref 74).

- 6.8.8 Paragraph 5.8.21 of NPS EN-1 (Ref 2) provides the reasons that a Sequential Test should be undertaken, and reiterates what is outlined in the PPG, stating that the Sequential Test ensures that a “*sequential, risk- based approach is followed to steer new development to areas with the lowest risk of flooding, taking all sources of flood risk and climate change into account*”. It also supports opportunities to lower flood risk through the use of Sustainable Urban Drainage Systems (SuDS)..
- 6.8.9 Paragraph 5.8.23 of NPS EN-1 (Ref 2) requires the consideration of alternative sites to take account of policy on alternatives as set out in Section 4.3 of NPS EN-1 and states “*All projects should apply the Sequential Test to locating development within the site*”. This is reiterated within paragraph 5.8.29 of NPS EN-1 (Ref 2) which states “*The sequential approach should be applied to the layout and design of the project. Vulnerable aspects of the development should be located on parts of the site at lower risk and residual risk of flooding*”.
- 6.8.10 In determining an application for development consent, the Secretary of State must be satisfied that where relevant the Sequential Test has been applied and satisfied as part of site selection and a sequential approach has been applied at site level to minimise risk by directing the most vulnerable uses to areas of lowest flood risk (paragraph 5.8.36 of NPS EN-1) (Ref 2).

Exception Test

- 6.8.11 Paragraph 5.8.9 of NPS EN-1 (Ref 2) introduces the Exception Test, stating “*If, following application of the Sequential Test, it is not possible, (taking into account wider sustainable development objectives), for the project to be located in areas of lower flood risk the Exception Test can be applied*”. This paragraph contains a footnote (214) referencing the NPPF’s Planning Practice Guidance (PPG) flood risk section (paragraph 031 Reference ID 7-031-20220825) (Ref 74) providing guidance on what the Exception Test consists of, and how it is intended to be applied.
- 6.8.12 The NPPF reiterates the above guidance in relation to the Exception Test. Annex 3 of the NPPF (Ref 16) identifies solar farms as ‘essential infrastructure’. Table 2: Flood risk vulnerability and flood zone ‘incompatibility’ of the PPG (paragraph 079, Reference ID: 7-079-20220825) sets out that where essential infrastructure is located within Flood Zone 3a or 3b, and the sequential test has not been passed, an Exception Test is required.
- 6.8.13 Paragraph 5.8.11 of NPS EN-1 (Ref 2) states that “*Both elements of the Exception test will have to be satisfied for development to be consented. To pass the Exception Test it should be demonstrated that:*
- the project would provide wider sustainability benefits to the community that outweigh flood risk; and*
- the project will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible will reduce flood risk overall”.*

Drainage

- 6.8.14 With regard to drainage, paragraph 5.8.15 of NPS EN-1 (Ref 2) introduces the need for a FRA to include details of how surface water will be impacted by the Scheme, and how the Scheme will manage the discharge of surface water, including how the hierarchy of drainage mitigation and management has been followed. It also requires a FRA to explain and justify why the types of SuDS and methods of discharge have been selected.
- 6.8.15 Paragraph 5.8.15 of NPS EN-1 (Ref 2) also contains a footnote referencing the NPPF's Planning Practice Guidance (PPG) flood risk section (Ref 74) (paragraph 055 Reference ID 7-055-20220825), which explains the use and importance of SuDS, reiterating that they provide benefits for water quantity, water quality, biodiversity and amenity. The PPG also refers to available technical standards (Ref) to help guide decisions about the design, maintenance and operation of sustainable drainage systems.
- 6.8.16 NPS EN-1 paragraph 5.8.25 (Ref 2) explains the range of sustainable approaches to surface water drainage management. Paragraph 5.8.26 requires the site layout and surface water drainage systems to be able to *"cope with events that exceed the design capacity of the system, so that excess water can be safely stored on or conveyed from the site without adverse impacts"*. The predicted impacts of climate change should be accounted for in surface water drainage arrangements, as required by paragraph 5.8.27 of NPS EN-1 (Ref 2).
- 6.8.17 Paragraph 5.8.28 of NPS EN-1 (Ref 2) states it *"may be necessary to provide surface water storage and infiltration to limit and reduce both the peak rate of discharge from the site and the total volume discharged from the site. There may be circumstances where it is appropriate for infiltration facilities or attenuation storage to be provided outside the project site, if necessary through the use of a planning obligation"*.

Decision making

- 6.8.18 In terms of decision making, paragraph 5.8.36 of NPS EN-1 (Ref 2) directs applicants to demonstrate to the Secretary of State that the application is supported by an appropriate FRA, the Sequential Test has been applied and satisfied as part of site selection, and a sequential approach has been applied at the site level. It also requires proposals to be in line with any relevant national and local flood risk management strategy, which relates to section 9(1) of the Flood and Water Management Act 2010 (Ref 75). This requires local flood risk management strategies to be developed by lead local flood authorities.
- 6.8.19 Paragraph 5.8.36 of NPS EN-1 (Ref 2) also states that the Secretary of State should be satisfied that SuDS have been designed into the Scheme or provide clear evidence that their use would be inappropriate should they not be used, and that the project is designed to remain safe and operational during its lifetime, without increasing flood risk elsewhere.
- 6.8.20 NPS EN-1 (Ref 2) paragraph 5.8.41 adds that essential infrastructure within flood zone 3b *"should only be consented if the development will not result in a net loss of floodplain storage, and will not impede water flows"*.

Local Policies

- 6.8.21 Policy S21 of the Central Lincolnshire Local Plan (Ref 18), Policy DM12 of the Bassetlaw Core Strategy 2011 (Ref 25) and Policy ST52 of the Draft Bassetlaw Local Plan Main Modifications (Ref 33) require the incorporation of SuDS into development where practicable. The Joint Lincolnshire Flood Risk and Water Management Strategy 2019 – 2050 (Ref 76) is also relevant, as a local flood risk management strategy under Section 9(1) of the Flood and Water Management Act 2010 (Ref 75), which the Scheme is required to be in line with under Paragraph 5.8.36 of NPS EN-1 (Ref 2).
- 6.8.22 Policies S21 of the Central Lincolnshire Local Plan (2023) (Ref 18), Policy DM12 of the Bassetlaw Core Strategy (2011) (Ref 25) and Policy ST52 of the Draft Bassetlaw Local Plan Main Modifications (2023) (Ref 33) seek to ensure that proposals are accompanied by a site-specific flood risk assessment, which demonstrates that there will not be an increase in the risk of flooding elsewhere, that the application of the sequential and Exception Tests are applied if necessary and that proposals incorporate Sustainable Drainage Systems.
- 6.8.23 In terms of Neighbourhood Plans, these also include policies relating to flood risk and drainage. This includes Policy 6 of the Hemswell and Harpswell Neighbourhood Plan (2023) (Ref 24), provision 3.2 of Policy 3 of the Glentworth Neighbourhood Plan (2019) (Ref 22); Policy 1 of the adopted Treswell and Cottam Neighbourhood Plan (2019) (Ref 30); and Policies 1, 5 and 13 of the Sturton by Stow and Stow Neighbourhood Plan (2022) (Ref 23).

Assessment Conclusions

Flood Risk

- 6.8.24 The majority of the Principal Site is situated within areas with the lowest risk of flooding from any sources as shown in **Figure 10-5** of the ES **[EN010142/APP/6.3]**. However, there are four small areas of Flood Zone 2 and 3 located near and within the boundary of the Principal Site. Only one of these locations overlaps with PV panel infrastructure forming part of the Scheme and comprising 0.35 ha of land. The remaining areas falling within Flood Zone 2 and 3 will not comprise above ground infrastructure (such as BESS, substations, inverters and transformers), instead comprising ecological mitigation and green infrastructure only. The majority of the Cable Route Corridor is also located within Flood Zone 1 with small areas of Flood Zone 2 and 3 associated with watercourses located to the south-west of the Principal Site. The area of the Cable Route Corridor located to the west of the River Trent, surrounding National Grid Cottam Substation is within Flood Zone 3.
- 6.8.25 **Appendix 10-3: Flood Risk Assessment (FRA)** of the ES **[EN010142/APP/6.2]** provides an assessment of flood risk to and from the Scheme from all sources of flooding. The **FRA (Appendix 10-3)** of the ES **[EN010142/APP/6.2]** demonstrates how residual flood risk will be managed during construction, operation and decommissioning of the Scheme and how the requirements of the Sequential Test and Exceptions Test are satisfied.

- 6.8.26 **Chapter 10: Water Environment** of the ES [EN010142/APP/6.1] confirms that flood risk during construction and at decommissioning will be managed through the CEMP and DEMP, which will be secured by the DCO and required to be in accordance with the **Framework CEMP [EN010142/APP/7.8]** and **Framework DEMP [EN010142/APP/7.10]**.
- 6.8.27 The assessment of flood risk during the operation of the Scheme concludes that although there would be a small amount of solar PV which interacts with Flood Zone 2 and 3, the residual flood risk will be low once mitigation is included. This will include raising the minimum height of the PV panels to 20.06 AOD in this specific area as set out in **Appendix 10-3: Flood Risk Assessment (FRA)** of the ES [EN010142/APP/6.2] and the **Outline Design Principles Statement [EN010142/APP/7.4]**. A requirement of the DCO will ensure that the detailed design is substantially in accordance with the **Outline Design Principles Statement [EN010142/APP/7.4]**. The Solar PV Panel mounting structure legs do not materially remove floodplain volume, particularly with the relatively few panels that will be located in Flood Zone 3. Therefore, floodplain compensation is not considered to be required.
- 6.8.28 **Chapter 10: Water Environment** of the ES [EN010142/APP/6.1] assesses flood risk and drainage in the context of EIA. This concludes that with the proposed mitigation measures to be implemented as part of the CEMP and DEMP that there will be no change to the risk of flooding from all sources with no significant effects arising. Given the design mitigation secured through the OEMP, there will be no significant adverse effects predicted upon receptors with regard to flood risk during the operation of the Scheme.
- 6.8.29 An **Outline Drainage Strategy** within **Appendix 10-4** of the ES [EN010142/APP/6.2] has been prepared setting out how surface water will be managed across the Scheme to avoid an increase in flood risk elsewhere. The Outline Drainage Strategy concludes that runoff will be attenuated via sustainable drainage techniques (excluding infiltration to ground due to assumed geological conditions) and restricted at greenfield rates to watercourses within the Order limits as per the existing conditions. A detailed Surface Water Drainage Strategy will be secured by a requirement of the **draft DCO [EN010142/APP/3.1]**.
- 6.8.30 The FRA demonstrates flood risk, from all sources, will not increase as a result of the Scheme, within the Order limits or elsewhere.

Appraisal

Sequential Test

- 6.8.31 A sequential approach has been applied in selecting the land for the Scheme and to the layout and design of the Principal Site. This approach has resulted in the majority of the Order limits being within an area at a low risk of flooding from all sources.
- 6.8.32 The location of the Principal Site was selected on the basis of a range of factors which are discussed in more detail in **Chapter 4: Alternatives and Design Evolution** of the ES [EN010142/APP/6.1]. This explains that the site selection process for the Principal Site excluded areas of flood risk as far as practicable, taking into account wider environmental and planning

considerations such as those outlined in section 2.3 of NPS EN-3 (Ref 3). The site selection process therefore adopted a sequential approach to the selection of the Principal Site.

- 6.8.33 The site selection process to identify a contiguous site did result in small areas of Flood Zone 2 and 3 remaining within the Principal Site. However, the design evolution of the Scheme applied a sequential approach to the layout and design of infrastructure within the Principal Site, which involved locating vulnerable infrastructure that is critical to maintaining the supply of electricity (two substations, Solar Stations and BESS) in areas with the lowest risk of flooding from any source. Although one small area of solar PV panels remains in Flood Zone 2 and 3, mitigation forms part of the Scheme to ensure that the solar PV infrastructure in this area is resilient and can remain operational in times of flood. Given the above, the Sequential Test, has, where relevant, been met for site selection and design with the Scheme being in accordance with NPS EN-1, the NPPF and associated PPG with respect to flood risk. The Exception Test is therefore only required for the remaining small area of solar PV that remains in Flood Zone 2 and 3.
- 6.8.34 Part of the Cable Route Corridor is located in Flood Zone 3a. As discussed in section 3.5 of this Planning Statement in relation to site selection, a key consideration with respect to the siting requirements of solar schemes is their proximity to a grid connection point with sufficient capacity for the electricity generated. In terms of the Scheme, this grid connection is available at the National Grid Cottam Substation. This is located in Flood Zone 2 and is surrounded by areas of Flood Zone 3 (see fluvial flood risk map alongside the Order limits in **Figure 10-5** of the ES **[EN010142/APP/6.3]**). As set out in **Chapter 4: Alternatives and Design Evolution** of the ES **[EN010142/APP/6.1]**, whilst alternative cable route corridors were considered, these alternatives also included areas of the corridor located in Flood Zone 3. Therefore, there are no available alternative routes that avoid Flood Zones 2 and 3. In addition, from the early inception of the Scheme, a shared Cable Route Corridor with the other NSIP projects located within this area was sought to minimise environmental effects. This demonstrates that there were no alternative routes at a lower risk of flooding other than the Cable Route Corridor. In policy terms, the Sequential Test has been applied, but it is not possible for the Cable Route Corridor to be located within an area of lower flood risk and therefore it is necessary to apply the Exception Test.

Exception Test

- 6.8.35 The Solar PV Site and Cable Route Corridor are classed as 'Essential Infrastructure' as defined in Annex 3 of the NPPF (Ref 16). In accordance with Table 2 of the PPG (Ref 74), the Scheme should avoid Flood Zone 3a and 3b where feasible. Where this is unavoidable, the development is required to pass the Exception Test. As some of the Scheme's infrastructure within the Solar PV Site and the Cable Route Corridor are proposed to be located within Flood Zone 3 it is necessary to apply the Exception Test to these parts of the Scheme.
- 6.8.36 The requirements of the Exception Test in national policy are discussed above. The most recent adopted policy for the Exception Test is set out in

the NPPF (Ref 16), its supporting PPG and NPS EN1 (Ref 2). The following explains how the Scheme meets the requirements of the Exception Test.

Wider sustainability benefits

6.8.37 Through the generation of renewable and low carbon electricity, the Scheme is a CNP as set out in NPS EN-1 (Ref 2) and will contribute to the critical and urgent need to decarbonise electricity generation in the UK as established in NPS EN-1 (Ref 2), the Net Zero Strategy: Build Back Greener (October 2021) (Ref 42), and the British Energy Security Strategy (April 2022) (Ref 40). It will contribute to the UK's obligations for net zero under the Climate Change Act 2008 (as amended) (Ref 47). It is also in line with current planning policy on renewable energy (NPS EN-3 (Ref 3)) which recognises the need for sustained growth in solar capacity to meet net zero emissions by 2050. Therefore, the Scheme will have both a national, and global significance, through supporting the decarbonisation of the nation's electricity generation, and is clearly commensurate with national energy policy, as set out in this Planning Statement, and the **Statement of Need [EN010142/APP/7.1]**.

6.8.38 In addition, the Scheme will include habitat creation and enhancement as set out in **Chapter 9: Ecology and Nature Conservation** of the ES **[EN010142/APP/6.1]**, the **Biodiversity Net Gain Report [EN010142/APP/7.14]** and the **Framework LEMP [EN010142/APP/7.17]**. This will contribute to the Scheme providing biodiversity net gain in line with the Environment Act 2021 (Ref 43). Section 5.2 of this Planning Statement also sets out wider benefits of the Scheme. There are areas of high-risk flooding within the Principal Site which are excluded for solar panels and are proposed to be used for ecological enhancement.

6.8.39 Therefore, taking the above into account, the Scheme will provide wider sustainability benefits to the community, including job creation in the local area during construction and decommissioning, that outweigh its impacts on flood risk, in accordance with NPS EN-1 (Ref 2) and the NPPF (Ref 16).

Safe for its lifetime without increasing flood risk

6.8.40 In response to meeting the second requirement of the Exception Test set out in NPS EN-1, and the NPPF, the information set out within Section 7 of the **FRA (Appendix 10-3 of the ES [EN010142/APP/6.2])** and the **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])** set out mitigation measures that have been embedded into the design of the Principal Site and the Cable Route Corridor. With respect to the Principal Site, east-west tracking panels are also proposed which can be tilted, providing greater resilience during times of flood by moving the panels to an angle where the base of the panel is higher from the ground (e.g., in a horizontal position). The Principal Site will therefore be safe throughout its lifetime, and not lead to increased flood risk elsewhere. The Scheme as a whole, with a considered design and mitigation measures, will be at a low risk of flooding from all sources, will be safe for its lifetime there will be no increases in flooding elsewhere.

6.8.41 Therefore, the Scheme satisfies the second requirement of the Exception Test of NPS EN-1 (Ref 2) and the NPPF (Ref 16) and will remain safe throughout its lifetime without increasing flood risk elsewhere.

Conclusion

- 6.8.42 The **FRA (Appendix 10-3** of the ES [EN010142/APP/6.2]) and **Chapter 10: Water Environment** of the ES [EN010142/APP/6.1] confirm that the construction, operation and decommissioning of the Scheme, with mitigation and control measures, will remain safe for its lifetime and will not increase flood risk elsewhere, taking into account climate change. The proposed surface water drainage design set out in the **Outline Drainage Strategy (Appendix 10-4** of the ES [EN010142/APP/6.2]) demonstrates that sustainable drainage techniques have been designed into the Scheme and will be maintained by the Applicant, or another private operator to be confirmed and secured through the DCO.
- 6.8.43 A sequential approach has been applied in selecting the land for the Scheme and to the subsequent layout and design of the solar infrastructure within the Principal Site. This demonstrates that the Sequential Test has been met with respect to the Principal Site. The Sequential Test has been applied to the Cable Route Corridor, confirming that there are no alternative locations available. The Exception Test has been passed in relation to the Principal Site and Cable Route Corridor owing to the wider sustainability benefits that the Scheme will deliver and that it will remain safe throughout its lifetime without increasing flood risk elsewhere.
- 6.8.44 In summary, the Scheme is therefore in accordance with the flood risk and drainage policies of NPS EN-1, NPS EN-3, NPS EN-5, the NPPF and associated PPG and relevant policies within local development plans.

6.9 Water Quality

Planning Policy Context

- 6.9.1 NPS EN-1 paragraph 5.16.2 (Ref 2) outlines the impacts development may have on the water environment, stating “*During the construction, operation, and decommissioning phases, development can lead to increased demand for water, involve discharges to water, and cause adverse ecological effects resulting from physical modifications to the water environment*”. It also states that there is the potential for an increased risk of spills and leaks of pollutants to the water environment, which could lead to adverse impacts on health or on protected species and habitats. Where the project is likely to have effects on the water environment, paragraph 5.16.3 of NPS EN-1 (Ref 2) expects applicants, as part of their ES, to “*undertake an assessment of the existing status of, and impacts of the proposed project on, water quality, water resources and physical characteristics of the water environment.*”
- 6.9.2 NPS EN-1 Paragraph 5.16.12 (Ref 2) states that the Secretary of State, within the decision making process, will need to “*give impacts on the water environment more weight where a project would have an adverse effect on the achievement of the environmental objectives established under the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017*”.
- 6.9.3 The Secretary of State must refuse development consent where a project is likely to cause deterioration of a water body or its failure to achieve good status or good potential, unless the requirements set out in the Water

Environment (Water Framework Directive) (England and Wales) Regulations 2017 (Ref 77) (including Regulation 19) are met (NPS EN-1 paragraph 5.16.14 (Ref 2)). Paragraph 5.16.16 states that the Secretary of State should also “*consider proposals to mitigate adverse effects on the water environment and any enhancement measures put forward by the applicant and whether appropriate requirements should be attached to any development consent and/or planning obligations are necessary*”.

- 6.9.4 In addition to national policy, there is local planning policy of relevance that also seeks to protect water quality in line with the Water Framework Directive. Specifically, Policies S21 and S60 of the Central Lincolnshire Local Plan (2023) (Ref 18), Policies DM4 and DM10 of the Bassetlaw Core Strategy (2011) (Ref 25), and Policies ST35, ST39, ST50, ST51, ST52 and ST53 of the Draft Bassetlaw Local Plan Main Modifications (2023) (Ref 33) set out that development should protect, enhance and restore watercourses, ponds, lakes and water dependant habitats where possible. They also set out that development, where appropriate, should incorporate Sustainable Urban Drainage Systems (SuDS) and take an integrated approach to water management, in line with the surface water hierarchy.
- 6.9.5 Neighbourhood planning policies of relevance to the quality of the water environment include Policy CNP5 of the Corringham Neighbourhood Plan (2021) (Ref 21), Policies 5 and 6 of the Hemswell and Harpswell Neighbourhood Plan (2023) (Ref 24), and Policies 5 and 13 of the Sturton by Stow and Stow Neighbourhood Plan (2022) (Ref 23).

Assessment Conclusions

- 6.9.6 **Chapter 10: Water Environment** of the ES [EN010142/APP/6.1] presents the findings of an assessment of the likely significant effects on the water environment including surface water features such as rivers, streams, ditches, lakes, groundwater assets, and demand for water resources.
- 6.9.7 **Chapter 10: Water Environment** of the ES [EN010142/APP/6.1] concludes, with the implementation of embedded mitigation measures and best practice control measures secured via detailed plans which are to be substantially in accordance with the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]**, that no significant adverse effects are anticipated to any of the identified surface water bodies or groundwater bodies during the construction, operation or decommissioning phases of the Scheme.
- 6.9.8 Since the Scheme includes BESS, **Chapter 10: Water Environment** of the ES [EN010142/APP/6.1] also specifically sets out measures to manage the risks associated with battery fire safety and its potential impacts upon water quality. The BESS containers will possess an internal fire suppression system. In the event of an incident, fire water runoff will be contained within the swale surrounding the BESS, where it will be held and tested before either being released into the surrounding watercourses (if of acceptable quality) or taken off site by a tanker for treatment elsewhere. The swale will then be cleaned of all contaminants. This strategy has been developed in conjunction with the guidance from the National Fire Chiefs Council and through liaison with the local fire and rescue service, and ensures there is no pathway provided from the potential contaminated fire water to surface water

features with no change in impact to the surface water quality of the River Eau, Yawthorpe Beck and unnamed drains.

- 6.9.9 These control measures are further set out in the **Framework Battery Safety Management Plan (FBSMP) [EN010142/APP/7.13]** and **Outline Drainage Strategy within Appendix 10-4** of the ES [EN010142/APP/6.2].
- 6.9.10 Permanent access across watercourses will be required within the Principal Site for the lifetime of the Scheme. **Chapter 10: Water Environment** of the ES [EN010142/APP/6.1] assumes that this will be via culverted crossings. The creation of such crossings will result in a direct, localised and a permanent impact. However, there will not be an interruption of flow and the new crossings relate to small ephemeral unnamed ditches. Due to the low importance of these receptors **Chapter 10: Water Environment of the ES [EN010142/APP/6.1]** concludes potential impacts will be negligible and therefore not significant. The assessment also concludes that there would be no permanent impacts on the water environment as a result of the Cable Route Corridor as it will be located underground.
- 6.9.11 During routine operation and maintenance, there is the potential for impacts to groundwater quality from any spillages of chemicals used on-site. However, the use of control measures in accordance with those proposed in the **Framework OEMP [EN010142/APP/7.9]** including adoption of best industry practice to manage the risk of chemical spillages will ensure any potential for impact is minimised.
- 6.9.12 A **Water Framework Directive (WFD) Assessment** has also been prepared and is presented in **Appendix 10-2** of the ES [EN010142/APP/6.2]. The Scheme interacts with several WFD water bodies within the WFD catchments of Lower Trent and Erewash within the Humber RBMP, and Witham within the Anglian RBMP. The WFD surface water bodies include the River Eau from Source to Northorpe Beck, Fillingham Beck, the River Till, as well as tributaries of the River Trent and River Till, and Skellingthorpe Main Drain. The WFD groundwater bodies screened into the assessment include the Lower Trent Erewash-Secondary Combined Water Body and the Witham Lias Water Body. The WFD Assessment considers each activity associated with the Scheme, such as the solar PV panels, infrastructure and cable crossings of water bodies, and assesses them against the biological, physico-chemical and hydromorphological, and groundwater quality elements that comprise the WFD water bodies. The WFD concludes that the Scheme is compliant with the objectives of the WFD. The Scheme will not cause deterioration in the status of the WFD water bodies and will not prevent the water bodies achieving Good Ecological Status and Good Ecological Potential.

Appraisal

- 6.9.13 Through appropriate management of construction and decommissioning activities the Scheme will have no significant adverse effects on water environment receptors during these phases.
- 6.9.14 Impacts on surface or groundwater quality from site run-off and the potential for accidental spillages during maintenance activities will be controlled through the implementation of detailed CEMP and OEMP plans. These will

- be substantially in accordance with the **Framework CEMP [EN010142/APP/7.8]** and the **Framework OEMP [EN010142/APP/7.9]** submitted as part of this DCO application. The chemical pollutant risk from surface water runoff will be low as it will largely comprise of runoff from roofs and panels thereby consisting mainly of rainfall. Other control measures to protect water quality will be the form of a detailed battery safety management plan and drainage strategy to be substantially in accordance with the **Framework Battery Safety Management Plan [EN010142/APP/7.13]** and **Outline Drainage Strategy** (refer to **Appendix 10-4** of the ES **[EN010142/APP/6.2]**) submitted as part of the DCO application. These measures will ensure that there will be no significant effects arising from the potential contamination of surface water and therefore water quality in the event of a fire associated with BESS.
- 6.9.15 During operation, within the area of solar PV panels, the impermeable area will remain largely consistent with its pre-development state as solar PV panels are elevated above ground and incident rainfall will run off them to the ground as it does now. Channelisation from rainfall dripping off the end of solar panels will be mitigated for through the planting of native grassland under and surrounding the panels. This planting will absorb the rainfall running off the panels. The inclusion of swales as part of the overall SuDS, will control the rate of flow from new impermeable areas towards the receiving watercourses as well as providing a mechanism to treat any contaminants should this be necessary. The potential pollution of watercourses from the BESS/substations and access roads is low. The inclusion of swales as part of the SuDS solution is considered to be sufficient mitigation against potential pollutants.
- 6.9.16 The implementation of a detailed Drainage Strategy, which will need to be in accordance with the **Outline Drainage Strategy (Appendix 10-4** of the ES **[EN010142/APP/6.2])** secured as a requirement in the DCO, will ensure that there will be negligible impact to any receiving water feature from surface water runoff or the risk of chemical spillages during routine operation and maintenance.
- 6.9.17 The management of battery fire safety is set out in the **Framework Battery Safety Management Plan (FBSMP)** submitted alongside the DCO application **[EN010142/APP/7.13]**. The **draft DCO [EN010142/APP/3.1]** will include a requirement for the submission and approval of a detailed Battery Safety Management Plan. This will need to be substantially in accordance with the FBSMP and the Scheme implemented in accordance with the detailed plan and will ensure the implementation of control measures to protect water quality in the event of a fire.
- 6.9.18 The **Outline Drainage Strategy (Appendix 10-4** of the ES **[EN010142/APP/6.2])** replicates natural drainage conditions within the Principal Site ensuring no impact on the hydrology of watercourses.
- 6.9.19 A Water Management Plan (WMP) (which will be produced post consent) will include details for water quality monitoring and pollution prevention and control. The WMP will be a management plan that is brought forward as part of the detailed CEMP to be secured by a requirement of the DCO and to be substantially in accordance with the **Framework CEMP [EN010142/APP/7.8]**.

- 6.9.20 The inspection and maintenance of the SuDS drainage system and watercourse crossings will be implemented in accordance with the detailed OEMP to be secured as a requirement of the DCO and to be substantially in accordance with the **Framework OEMP [EN010142/APP/7.9]** submitted as part of this DCO application.
- 6.9.21 The Scheme will also provide WFD enhancement measures associated with open cut crossings of minor water channels to the Principal Site and Cable Route Corridor. Baseline surveys will be undertaken prior to the commencement of works to provide a baseline for reinstatement. Reinstatement will seek to provide an improved and enhanced channel which will aim to improve the riparian corridor and biodiversity. These measures will be set out in the WFD Mitigation and Enhancement Strategy identified in the **Framework CEMP [EN010142/APP/7.8]** and brought forward as part of the detailed CEMP to be secured by a requirement as part of the DCO.
- 6.9.22 As land is being taken out of arable agricultural use, the assessment concludes that there would be indirect beneficial impacts through a possible reduction of agricultural chemical inputs to watercourses, and a reduction in pesticide use on crops within the local area, resulting in a beneficial effect on the water environment, as set out in **Chapter 9: Ecology and Nature Conservation** of the ES **[EN010142/APP/6.1]**. Taking land out of arable production may also have other benefits by reducing the risk of soil erosion and the need for local water abstraction for crop irrigation.
- 6.9.23 In summary, the inclusion of mitigation measures as set out within the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]** will ensure that the Scheme will not have a significant adverse effect on water quality during all phases of the Scheme. The implementation of the WFD Mitigation and Enhancement Strategy alongside a detailed CEMP will also include opportunities for the enhancement of riparian habitats. The Scheme will therefore not result in the deterioration of waterbodies or cause their failure to achieve good status or good potential status thereby according with NPS EN-1 (ref) and relevant local plan policies.

6.10 Noise and Vibration

Planning Policy Context

- 6.10.1 Paragraph 5.12.6 of NPS EN-1 (Ref 2) requires a noise assessment to be prepared where noise and vibration impacts are likely to arise and sets out the methodology for this assessment. Paragraph 5.12.9 of NPS EN-1 (Ref 2) adds that operational noise impacts, with respect to human receptors, should be assessed using the principles of the relevant British Standards and other guidance. Paragraphs 2.10.120 to 2.10.126 of NPS EN-3 (Ref 3) sets out how Applicants should consider potential noise and vibration impacts of construction traffic with respect to solar projects.
- 6.10.2 NPS EN-1 (Ref 2) expects energy NSIPs to demonstrate good design with regard to mitigating noise impacts. Specifically, paragraph 5.12.15 of NPS EN-1 expects projects to “*demonstrate good design through selection of the*

quietest or most acceptable cost-effective plant available; containment of noise within buildings wherever possible". It also suggests the optimisation of plant layout to minimise noise emissions; and, where possible, the use of landscaping, bunds or noise barriers to reduce noise transmission. Paragraph 4.7.3 of NPS EN-1 (Ref 2), and paragraph 2.5.2 of NPS EN-3 (Ref 3) also explains that 'good design' should mitigate impacts such as noise.

6.10.3 NPS EN-1 (Ref 2) paragraph 5.12.17 states that the Secretary of State:

"should not grant development consent unless they are satisfied that the proposals will meet the following aims, through the effective management and control of noise:

avoid significant adverse impacts on health and quality of life from noise

mitigate and minimise other adverse impacts on health and quality of life from noise

where possible, contribute to improvements to health and quality of life through the effective management and control of noise".

6.10.4 Paragraphs 5.12.13 to 5.12.16 of NPS EN-1 (Ref 2) sets out national planning policy requirements with respect to mitigation. This states that in considering mitigation measures that the hierarchy approach for the consideration of noise impacts should be adopted as set out in paragraph 6.11.3 above. This will ensure compliance with NPS EN-1, the Noise Policy Statement for England (NPSE) (Ref 78), the NPPF (Ref) and Planning Practice Guidance (PPG) (Ref 17). This includes adopting a hierarchy approach for the consideration of noise impacts.

6.10.5 In applying the hierarchy approach to considering potential impacts upon noise, the NPSE sets out definitions for significant adverse effects and adverse effects. This is described as:

- a. Lowest Observed Adverse Effect Level (LOAEL) – the level above which, as an average response, adverse effects on health and quality of life can be detected; and
- b. Significant Observed Adverse Effect Level (SOAEL) – the average response level above which, as an average response, significant adverse effects on health and quality of life occur.

6.10.6 The NPSE clarifies that where the impact associated with noise lies between the Lowest Observed Adverse Effect Level (LOAEL) and the Significant Observed Adverse Effect Level (SOAEL), that "*all reasonable steps should be taken to mitigate and minimise effects.*"

6.10.7 Policies S14 and S53 of the Central Lincolnshire Local Plan (2023) (Ref 18), Policy DM4 and DM10 of the Bassetlaw Core Strategy (2011) (Ref 25), and Policies 48 and ST51 of the Draft Bassetlaw Local Plan Main Modifications (2023) (Ref 33) are of relevance requiring development to be acceptable in terms of noise and vibration.

6.10.8 While reference to noise impacts is only mentioned in Policy 5 of the Sturton by Stow and Stow Neighbourhood Plan (2022) (Ref 23), reference to

residential amenity is referred to within other relevant neighbourhood plans. This includes, Policy CNP1 of the Corringham Neighbourhood Plan (2022) (Ref 21), and Policy 1 of the Treswell and Cottam Neighbourhood Plan (2019) (Ref 30).

Assessment Conclusions

- 6.10.9 **Chapter 13: Noise and Vibration** of the ES [EN010142/APP/6.1] provides an assessment of noise and vibration impacts from construction, construction traffic noise, and operational noise in accordance with the requirements of NPS EN-1 (Ref 2), the Noise Policy Statement for England (NPSE) (Ref 78), the NPPF and PPG.
- 6.10.10 The operational noise and vibration assessment concludes that no significant noise effects are predicted during the operational phase of the Scheme. Table 13-17 of **Chapter 13: Noise and Vibration** of the ES [EN010142/APP/6.1] sets out operational noise effects during night-time periods with all items of plant operating, as a worst-case assessment. This confirms that at nine receptor locations, operational noise is below the LOAEL indicating no adverse effect. Whilst at all other locations, the LOAEL is exceeded, the SOAEL is not exceeded at any location thereby demonstrating no significant adverse impacts as a result of the Scheme.
- 6.10.11 **Chapter 13: Noise and Vibration** of the ES [EN010142/APP/6.1] sets out embedded mitigation measures including:
- a. Locating solar stations and BESS in areas away from large concentrations of residential properties.
 - b. Location and orientation of inverters and transformers as far as practically possible away from residential properties where the highest level of noise is predicted.
 - c. Locate solar and BESS stations at least 250m from residential properties; and to
 - d. Commit that noise at sensitive receptors will be no higher than the levels set out in **Chapter 13: Noise and Vibration** of the ES [EN010142/APP/6.1] to be secured through the **Framework OEMP** [EN010142/APP/7.9].
- 6.10.12 A requirement is also proposed to secure a community liaison group to facilitate liaison between representatives of people living in the vicinity of the Order limits in relation to the construction of the authorised development. This will further support communication and the implementation of mitigation measures.
- 6.10.13 **Chapter 13: Noise and Vibration** of the ES [EN010142/APP/6.1] also concludes that all predicted noise levels during daytime construction and decommissioning on the Principal Site and Cable Route Corridor remain below the daytime SOAEL and are therefore not significant. There would also be no significant adverse effects in relation to vibration during the construction and decommissioning of the Scheme. The Applicant is committing to a communication strategy and noise complaint system, which will be secured through the DCO as part of the **Framework CEMP**

[EN010142/APP/7.8] and **Framework DEMP [EN010142/APP/7.10]** to reduce noise and vibration effects as far as practicable.

- 6.10.14 During construction, trenchless crossings will be undertaken within the Cable Route Corridor. The assessment of trenchless activities has assumed a worst-case scenario that all trenchless method sites within the Cable Route Corridor will be entry pits, which generate the highest level of noise, and that they will be undertaken at night. The assessment of noise impacts associated with trenchless activities concludes that the SOAEL may be exceeded without mitigation at a residential receptor at Stow Park (R29) and Grange Farm Stables/Marton Grange (R30) in this worst-case scenario, resulting in a significant adverse effect. However, trenchless methods at night near these receptors will only be required if there is a clear and obvious benefit, such as for safety reasons, or if required by the asset owner. In addition, the hierarchy of mitigation for trenchless methods that is set out in the **Framework CEMP [EN010142/APP/7.8]** (informing a detailed CEMP to be secured by the DCO) ensures that acoustic fencing will be used if required, which will reduce noise to below the night time SOAEL at receptors R29 and R30, therefore significant adverse effects can be avoided.
- 6.10.15 Noise from construction traffic is also assessed. This concludes that there will be no significant adverse effect from construction traffic noise at the majority of roads. The assessment explains that construction activities along the Cable Route Corridor will only result in any one access being utilised for up to two months. As a worst-case scenario, with three construction teams cumulatively using the same routes, receptors along the B1241, north of Fleets Road and Cottam Road, and east of Westbrecks Lane are predicted to experience temporary adverse significant effects for a duration of approximately two months. However, the Applicant is committing to a method of scheduling construction traffic so construction teams do not overlap, as set out in the **Framework CEMP [EN010142/APP/7.8]** (informing a detailed CEMP to be secured by the DCO). This means that it is not anticipated that construction teams would cumulatively use the same routes, as set out in paragraph 13.9.2 and 13.9.3 of **Chapter 13: Noise and Vibration of the ES [EN010142/APP/6.1]**, therefore significant adverse effects can be avoided.
- 6.10.16 The impact of noise and vibration from Heavy Goods Vehicles (HGV) is also assessed in **Chapter 13: Noise and Vibration** of the ES **[EN010142/APP/6.1]** which concludes that there would be no significant adverse effect with respect to both noise and vibration on the majority of roads. As a worst-case scenario, with multiple construction teams utilising the same routes, there will be 29 and 40 average HGV movements per hour on Fillingham Road and Headstead Bank respectively, resulting in a moderate adverse effect that is significant. The Scheme includes the creation of a schedule of construction traffic, to ensure that there will be no anticipated overlap of construction traffic teams (as noted above). If effects arise, they will only be during the construction period and will be temporary. Average HGV movements are therefore anticipated to be no more than 14 movements per hour, resulting in no significant adverse effects and not a specific need for mitigation.

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- 6.10.17 With the implementation of mitigation measures significant adverse noise and vibration effects during the construction, operation and decommissioning of the Scheme will be avoided at sensitive receptors. Mitigation measures have been embedded into the Scheme design and construction methodology to minimise adverse effects where practicable, as set out in Section 13.7 of **Chapter 13: Noise and Vibration** of the ES [EN010142/APP/6.1]. These include embedded design measures representing Best Practicable Means (BPM) during construction and decommissioning, and the consideration of plant selection, layout of the Order limits, including locating and orienting noise generating infrastructure such as the transformers forming part of substations, Solar Stations and BESS in a sensitive manner to minimise operational noise at sensitive receptors. The Applicant is specifically committing to noise related design principles including no noise generating equipment within 250 m from residential receptors as set out in the **Outline Design Principles Statement [EN010142/APP/7.4]** which will inform the detailed design, to be secured by the DCO.
- 6.10.18 A hierarchy of mitigation measures is contained within the **Framework CEMP [EN010142/APP/7.8]** which will ensure that significant noise effects do not occur due to potential night time works and will be agreed once the principal contractor for these works is appointed. These measures include avoiding trenchless activities within 200 m of sensitive receptors and considering open cut cable laying as an alternative if not, the use of quieter equipment, and the use of temporary acoustic fencing depending on the location, plant and timing of works.
- 6.10.19 In addition, consideration has been given to traffic routing, timing and access points to the Scheme to minimise noise impacts at existing receptors and the management of construction traffic on the highway network through the **Framework CTMP [EN010142/APP/7.11]**, which will inform a detailed CTMP to be secured through the DCO.
- 6.10.20 The Scheme shows good design in relation to noise and vibration in accordance with paragraph 4.7.3 of NPS EN-1 (Ref 2). With embedded mitigation measures and good design, the Scheme meets the three aims of paragraphs 5.12.17 of NPS EN-1, the NPSE, NPPF and PPG on noise as relevant and important matters. The Scheme will avoid significant adverse effects during daytime construction, operation and decommissioning, and will avoid significant effects from construction noise by implementing the mitigation outlined above. The preparation of a construction traffic schedule to be set out in the **Framework CEMP [EN010142/APP/7.8]** will also avoid significant effects from construction traffic and HGV movements by ensuring no overlap of construction traffic teams using the same roads at one time.
- 6.10.21 It is also noted that the duration of any construction noise and vibration effects and construction traffic noise effects are considered to be temporary, short term and leaving no permanent residual effect once the works are complete.
- 6.10.22 Overall, the Scheme is in accordance with NPS EN-1 and relevant local planning policies with regard to the acceptability of noise and vibration impacts.

6.11 Biodiversity

Planning Policy Context

- 6.11.1 NPS EN-1 (Ref 2) paragraph 5.4.4 introduces the Habitat Regulations and the Habitats Regulations Assessment (HRA), and states that “*the highest level of biodiversity protection is afforded to sites identified through international conventions*”. The Habitat Regulations set out sites for which an HRA is required, including Special Areas of Conservation and Special Protection Areas.
- 6.11.2 Paragraph 5.4.7 of NPS EN-1 (Ref 2) also recognises SSSIs as sites of international importance, affording features of SSSIs not covered by an international designation, a high level of protection. Paragraph 5.4.8 states that “*development on land within or outside a SSSI, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted*”. This is unless the benefits, including need, of the development outweigh both its likely impact on the SSSI and any broader impacts on the national network of SSSIs.
- 6.11.3 Sites of regional and local biodiversity and geological interest are outlined in NPS EN-1 (Ref 2) paragraph 5.4.12, which identifies the important contribution to ecological networks and nature recovery these provide, including wider benefits associated with public access and climate mitigation. This includes local wildlife sites (LWS) with paragraph 5.4.13 confirming that local development plan policies should “*secure their protection from harm or loss but also help to enhance them and their connection to the wider ecological networks.*”
- 6.11.4 Paragraphs 5.4.14 to 5.4.15 (Ref 2) set out national policy consideration with respect to ancient woodland, ancient trees, and veteran trees stating that the government is committed to “*maintain and enhance the existing resource of known ancient and veteran trees*” and that “*ancient and veteran trees found outside ancient woodland are particularly valuable*”. NPS EN-1 (Ref 2) paragraph 5.4.32 states that applicants should “*include measures to mitigate fully the direct and indirect effects of development on ancient woodland, ancient and veteran trees or other irreplaceable habitats during both construction and operational phases*”.
- 6.11.5 NPS EN-1 (Ref 2) paragraph 5.4.17 states that the applicant should ensure that the “*ES clearly sets out any effects on internationally, nationally, and locally designated sites of ecological or geological conservation importance, on protected species and on habitats and other species identified as being of principal importance for the conservation of biodiversity, including irreplaceable habitats*”. Opportunities to conserve and enhance these biodiversity interests should be demonstrated by the applicant (NPS EN-1 paragraph 5.4.19). The need to consider biodiversity as part of the design, layout and future phases of proposals is set out in NPS EN-3 paragraph 2.1.100 (Ref 3).
- 6.11.6 Paragraph 5.4.21 of NPS EN-1 (Ref 2) outlines the opportunity for nature inclusive design throughout the design process, stating that “*Energy infrastructure projects have the potential to deliver significant benefits and*

enhancements beyond Biodiversity Net Gain, which result in wider environmental gains”.

- 6.11.7 NPS EN-1 (Ref 2) paragraph 5.4.25 states that applicants should provide sufficient information to the Secretary of State to determine whether an HRA Appropriate Assessment is required.
- 6.11.8 Paragraph 5.4.42 of NPS EN-1 (Ref 2) sets out that as a general principle, development should *“avoid significant harm to biodiversity and geological conservation interests, including through consideration of reasonable alternatives. Where significant harm cannot be avoided, impacts should be mitigated and as a last resort, appropriate compensation measures should be sought”.*
- 6.11.9 NPS EN-1 (Ref 2) paragraph 5.4.35 sets out examples of measures that applicants should demonstrate to appropriately avoid, mitigate and compensate impacts to, and enhance biodiversity. This includes, but is not limited to, confining construction activities to minimum areas required for the works; timing construction to limit disturbance; best practice measures in construction and operation to ensure impacts to species and habitats is minimised; restoration of habitats; enhancing existing habitats and where practicable, creating new habitats of value.
- 6.11.10 Paragraph 5.4.41 of NPS EN-1 (Ref 2) states the *“benefits of nationally significant low carbon energy infrastructure may include benefits for biodiversity interests and these benefits may outweigh the harm to these interests”.* The Secretary of State may take account of such net benefits in decision making.
- 6.11.11 Paragraph 5.4.48 of NPS EN-1 (Ref 2) requires the Secretary of State to ensure that appropriate weight is attached to designated sites, ecological receptors and any relevant biodiversity and geological interests within the wider environment. Paragraph 5.4.52 states the Secretary of State should give *“due consideration to regional or local designations. However, given the need for new nationally significant infrastructure, these designations should not be used in themselves to refuse development consent”.*
- 6.11.12 NPS EN-1 (Ref 2) paragraph 5.4.53 explains that the Secretary of State should not grant development consent if the development would result in the loss or deterioration of any irreplaceable habitats, including ancient woodland, and ancient and veteran trees unless there are wholly exceptional reasons, and a suitable compensation strategy exists.
- 6.11.13 NPS EN-3 Paragraph 2.5.2 (Ref 3) adds that proposals for renewable energy infrastructure should demonstrate ‘good design’ by mitigating impacts and effects on ecology. Paragraph 2.10.78 further explains that applicants should use an advising ecologist during the design process to ensure that adverse impacts are avoided, minimised or mitigated in line with the mitigation hierarchy, and to also ensure that biodiversity enhancements are maximised.
- 6.11.14 Solar farms have the potential to increase the biodiversity value of a site, as explained in paragraph 2.10.89 of NPS EN-3 (Ref 3). In some instances, this can result in significant benefits and enhancements beyond Biodiversity Net Gain, which result in wider environmental gains which is encouraged. The

benefits of low carbon infrastructure may outweigh other harm to biodiversity, as recognised within NPS EN-1 (Ref 2).

6.11.15 Development is required to protect and enhance ecological and biodiversity features, as identified within local planning policy. This includes ensuring that the differing levels of designation afforded to sites of nature conservation value are given appropriate weight in the decision making process. Policies that relate to ecology and biodiversity include Policy S5, S14, S53, S59, S60, S61, S62, S63, S64, S65 and S66 of the Central Lincolnshire Local Plan (2023) (Ref 18) and Policy DM4, DM9 and DM10 of the Bassetlaw Core Strategy (2011) (Ref 25). Within the Draft Bassetlaw Local Plan Main Modifications (2023) (Ref 33), Policies ST35, ST39, ST40, ST41, ST50 and ST51 are of relevance to ecology and biodiversity.

6.11.16 Planning policy within made Neighbourhood Plans also seek to protect and enhance biodiversity. This is reflected in the following:

- a. Corringham Neighbourhood Plan (2022) (Ref 21) Policies CNP1, CNP12 and CNP13;
- b. Glentworth Neighbourhood Plan (2019) (Ref 22) Policies 3 and 5;
- c. Hemswell and Harpswell Neighbourhood Plan (2023) (Ref 24) Policies 5 and 6;
- d. Treswell and Cottam Neighbourhood Plan (2019) (Ref 30) Policy 2;
- e. Sturton by Stow and Stow Neighbourhood Plan (2022) (Ref 23) Policies 11 and 12;
- f. Rampton and Woodbeck Neighbourhood Plan (2021) (Ref 29) Policy 5; and
- g. Draft Treswell and Cottam Neighbourhood Plan (2024) (Ref 34) Policy 6.

Assessment Conclusions

6.11.17 **Chapter 9: Ecology and Nature Conservation** of the ES [EN010142/APP/6.1] provides an assessment of the Scheme's impact on important ecological features and is supported by extensive survey work (see Appendices 9-2 to 9-11 of the ES [EN010142/APP/6.2]) to confirm the ecological habitats and species likely to be affected by the Scheme.

6.11.18 A **Habitats Regulations Assessment (HRA) Report (Appendix 9-12 of the ES [EN010142/APP/6.2])** has been prepared to support the Secretary of State with its duties under the Conservation of Habitats and Species Regulations (2017) (as amended) (Ref 79) and in accordance with planning policy. The HRA Report concludes that the Scheme is not directly connected with or necessary for the conservation management of a European Site and does not risk having a significant effect on a European Site on its own or in combination with other proposals.

6.11.19 With the implementation of mitigation measures incorporated into the Scheme design, as set out in Section 9.8 of **Chapter 9: Ecology and Nature Conservation** of the ES [EN010142/APP/6.1] the assessment concludes that the construction, operation and decommissioning of the

Scheme are unlikely to result in any significant adverse effects on all important species habitats and designated sites. As the assessment concludes that there will be no significant adverse effects, no additional mitigation is required. However, the Applicant has put forward measures as part of the Scheme to provide enhancements for biodiversity, as set out in Section 9.10 of **Chapter 9: Ecology and Nature Conservation** of the ES **[EN010142/APP/6.1]**.

6.11.20 An **Arboricultural Impact Assessment (AIA) (Appendix 12-7 of the ES [EN010142/APP/6.2])** has been produced setting out the likely direct and indirect impacts of the Scheme on trees. This concludes that tree loss to facilitate the Scheme represents only 1.24% (11,450m²) of the total tree canopy cover within or adjacent to the Order limits. No veteran or ancient trees are to be removed.

6.11.21 As detailed in the **Biodiversity Net Gain Assessment Report [EN010142/APP/7.14]**, the Scheme will meet a minimum 10% BNG, consistent with the terms of the BNG Report and aligned with the proposals in the **Framework LEMP [EN010142/APP/7.17]**. An updated BNG Report will be secured by a requirement of the DCO.

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Internationally and nationally designated nature conservation sites

6.11.22 There are no internationally designated sites for nature conservation within the Principal Site or Cable Route Corridor, and the Scheme is not directly connected with or necessary for the conservation management of a European Site and does not risk having a significant adverse effect on a European Site on its own or in combination with other proposals, as set out in the **HRA Report (Appendix 9-12 of the ES [EN010142/APP/6.2])**.

6.11.23 There is one SSSI, Ashton's Meadow, 1.5km to the west of the Cable Route Corridor, however there are no ecological or hydrological connections between this SSSI and the Order limits, and no construction traffic will pass within 200m of the SSSI. Given the distance between the Order limits and Ashton's Meadow SSSI, there will be no direct impacts on habitat within the SSSI; no fragmentation of habitats, or of populations of species using habitats and no species mortality of any species associated with Ashton's Meadow SSSI. As such there will be no direct impacts during construction, operation or decommissioning of the Scheme.

6.11.24 Embedded mitigation measures set out in the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]** which form part of the DCO application. A requirement is proposed as part of the **draft DCO [EN010142/APP/3.1]** to secure a CEMP and DEMP preventing the commencement/decommissioning of the Scheme until these detailed environmental management plans have been submitted to and approved by the relevant planning authority. The CEMP and DEMP will also need to be substantially in accordance with the framework plans and implemented in accordance with the approval. These control measures will ensure no impact on the integrity or function of Ashtons Meadow SSSI.

Sites of regional and local ecological interest

- 6.11.25 There are three local wildlife sites (LWS) within the Order limits, which are specifically within the Cable Route Corridor. These are Upton Grange Road Verges LWS, Willingham to Fillingham Road Verges LWS, and Cow Pasture Lane Drains LWS. There are no LWS within the Principal Site.
- 6.11.26 During construction, access will be required to cross all three LWS. Construction access will use an existing farm access at Upton Grange Road Verges LWS which will avoid the need for further encroachment into this LWS. There will be no significant adverse effects to this LWS.
- 6.11.27 However, at the Willingham to Fillingham Road Verges LWS, existing accesses cannot be used and additional passing bays are required along the road to allow construction traffic and other road users to safely pass. This will involve the loss of verge habitat, resulting in 115m² of verge likely needing to be removed to provide a temporary construction access. This amounts to approximately 0.4% of the overall LWS (approximately 3.1ha). Although the Order limits for the Cable Route Corridor have been refined as part of an iterative design process to seek to avoid and minimise the extent of the LWS present in the Scheme, as well as minimising the volume of construction traffic which will need to pass alongside the LWS verges, a minor adverse effect, which is not significant, is anticipated on this LWS.
- 6.11.28 At Cow Pasture Lane Drains LWS, whilst access for construction of the Cable Route Corridor will utilise existing access tracks, there is potential for a temporary Bailey bridge to be placed over the LWS to facilitate any crossing and as a result, this may lead to a temporary degradation in habitats within the LWS through shading. However, with mitigation measures in place including using non-intrusive methods and setbacks to avoid spillages, to be secured by a detailed CEMP, and the temporary nature of such works if they were required, there will be no fragmentation of habitats or species mortality of any species associated with Cow Pasture Lane Drains LWS as a result of construction of the Scheme. It is concluded that there will be a negligible effect on this LWS, which is not assessed as significant.
- 6.11.29 During operation and decommissioning, with the cables being buried beneath the ground during operation and remaining in situ after the Scheme is decommissioned, there will be no pathways that could affect all three LWS. Where there is potential to remove cables during decommissioning, impacts will be mitigated in line with legislation and policy requirements at that time, as set out in the **Framework DEMP [EN010142/APP/7.10]** informing a detailed DEMP which will be secured by the DCO as a requirement. As such, no impacts are anticipated on these LWS during operation and decommissioning.
- 6.11.30 Mitigation measures detailed within the **Framework CEMP [EN010142/APP/7.8]** will ensure that there will be no impact on the integrity or functioning of any of the identified LWS. Measures to protect Willingham to Fillingham Road Verges LWS include keeping the working area to a minimum of 5m inside LWS and ensuring no spoil, materials or vehicles will be stored within the LWS. Once construction is completed the temporary access will be removed and the top and subsoil from the LWS backfilled

promptly, retaining the original soil profile and seed bank. A security perimeter fence will be implemented early in the construction phase to prevent further encroachment into the remainder of the LWS.

- 6.11.31 Best practice measures will also be used to mitigate any other construction related effects on biodiversity, including those associated with dust deposition, air pollution, pollution incidents, water quality, light, noise and vibration. These measures will be secured in a detailed CEMP.
- 6.11.32 Other regionally and locally designated sites of nature conservation identified in the assessment within 50 m of the Order limits, and those further afield are not anticipated to experience any direct or indirect impacts during construction, operation or decommissioning, and through the implementation of the mitigation measures detailed in the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]** that form part of the DCO application. Requirements are proposed as part of the **draft DCO [EN010142/APP/3.1]** to secure a CEMP, OEMP and DEMP preventing the commencement/operation and decommissioning of the Scheme until these detailed environmental management plans have been submitted to and approved by the relevant planning authority. The CEMP, OEMP and DEMP will also need to be substantially in accordance with the framework plans and implemented in accordance with the approval. These measures will ensure that noise, dust and lighting disturbances are sufficiently controlled resulting in no impact on the integrity or function of these non-statutory sites.

Ancient woodland, veteran trees and important hedgerows

- 6.11.33 The **AIA (Appendix 12-7 of the ES [EN010142/APP/6.2])** sets out the potential impact of the Scheme upon trees outlining the extent of tree removal to construct the Scheme; potential impacts upon ancient and veteran trees; incursions into root protection areas and canopy spreads and sets out tree protection measures to be adopted.
- 6.11.34 There is no ancient woodland within or immediately adjacent to the Order limits.
- 6.11.35 There are a total of 1,074 features across the extent of the Order limits comprising a mix of individual trees, groups of trees, woodland and hedgerows. The **AIA (Appendix 12-7 of the ES [EN010142/APP/6.2])** concludes that part of one tree group and one individual tree of high quality (category A); one individual tree, one tree group and part of two woodlands of moderate quality (category B); five individual trees, part of five tree groups, two hedgerows and part of 47 hedgerows of low quality (category C); and two individual trees and one tree group identified as unsuitable for retention (category U) have the potential to be removed or part removed to facilitate the Scheme.
- 6.11.36 The **AIA (Appendix 12-7 of the ES [EN010142/APP/6.2])** explains that the buffer zones of four veteran trees (T127, T537, T541 and T554) will be crossed by the proposed access routes for the Scheme. Mitigation measures to be secured in the CEMP are proposed to ensure that tree roots and soil structure will be robustly protected, and existing growing conditions will be maintained, through micro-siting accesses as far from tree stems as possible

and using sensitive construction methods. **Chapter 9: Ecology and Natural Environment** of the ES [EN010142/APP/6.1] therefore concludes that a temporary adverse effect that is not significant is anticipated.

- 6.11.37 No additional works to trees (including pruning) have been identified at this time. The majority of trees and important hedgerows (which are not classed as veteran or ancient) will be retained, as set out on the **Hedgerow Removal Plan [EN010142/APP/2.9]** with the **Indicative Principal Site Layout [Figure 3-1] of the ES [EN010142/APP/6.3]** seeking to avoid direct or indirect impacts where possible. In total, 1.24% of the total tree population within the Order limits have the potential to be removed or partially removed to facilitate the Scheme.
- 6.11.38 Tree loss of moderate quality (category B) and low quality (category C) tree features are predominantly for either construction to facilitate access (e.g., widening of tracks) and/or for the installation of the cables (e.g., where the cables intersect an existing hedgerow). One tree group (G1046) identified as high quality (category A) is to be part removed to facilitate a visibility splay. One individual tree identified (T436) as high quality (category A) is to be removed to facilitate access.
- 6.11.39 No impacts to trees protected by Tree Preservation Orders (TPO) are anticipated (based on TPO information available at the time of writing).
- 6.11.40 Where practicable, the **Indicative Principal Site Layout (Figure 3-1 of the ES [EN010142/APP/6.3])** uses existing farm tracks as internal haul roads and existing field openings as the preferred routes for construction access, minimising loss of hedgerow sections. Therefore, the majority of hedgerows across the Order limits have been avoided and will be retained, including, where practicable, those which are considered as important hedgerows under the wildlife and landscape criteria of the Hedgerow Regulations 1997 (Ref 80). **Chapter 9: Ecology and Nature Conservation** of the ES [EN010142/APP/6.1] concludes that construction activities will result in the loss of sections of hedgerow due to security fencing and access routes across the Principal Site and to facilitate works within the Cable Route Corridor. The **Hedgerow Removal Plan [EN010142/APP/2.9]** shows the locations of where there is predicted to be the requirement for removal of sections of hedgerows. This amounts to approximately 6.91km of hedgerow, including 0.83km from six which are considered to be 'important' hedgerows. The **Biodiversity Net Gain Report [EN010142/APP/7.14]** confirms that a total of 5.52km of hedgerow habitats will be lost to facilitate the Scheme, while 52.10km will be retained in current condition.
- 6.11.41 Measures to protect retained trees and hedgerows will be put in place and secured through a detailed CEMP, DEMP and LEMP as requirements of the DCO. These measures will need to be substantially in accordance with the measures set out in the **Framework CEMP [EN010142/APP/7.8]**, **DEMP [EN010142/APP/7.10]** and **Framework LEMP [EN010142/APP/7.17]** to ensure that impacts are minimised and that the Scheme is implemented in accordance with the detailed management plans.
- 6.11.42 The above demonstrates that the Scheme design parameters will minimise the loss and impacts on trees and hedgerows that are of greatest quality and value and which are afforded greater protection in policy terms. The tree loss

scenario presented within the **AIA (Appendix 12-7 of the ES [EN010142/APP/6.2])** represents a worst-case scenario whereby at the detailed design stage, the Scheme will be further developed to avoid and minimise impacts on trees through micro-siting within the Cable Route Corridor in particular.

6.11.43 The impacts of necessary tree and hedgerow removal to facilitate the Scheme will be mitigated by the implementation of a high-quality scheme of new tree planting and associated landscaping works to enhance the existing biodiversity and arboricultural value of the Order limits as detailed and to be secured by the **Framework LEMP [EN010142/APP/7.17]** forming part of the DCO submission. A requirement forms part of the **draft DCO [EN010142/APP/3.1]** which will prevent the Scheme commencing until a written landscape and ecological management plan has been submitted to and approved by the relevant planning authority. The LEMP will need to be substantially in accordance with the **Framework LEMP [EN010142/APP/7.17]** and to be implemented as approved. The embedded and additional mitigation proposed in the **Framework LEMP [EN010142/APP/7.17]**, including infilling existing hedgerow, and the planting of new hedgerow consisting of native species will deliver a net gain in this habitat and the overall impact will be beneficial. The majority of removals relates to hedgerows with respect to temporary construction works associated with the Cable Route Corridor. Hedgerows will be replanted and reinstated following the completion of works thereby resulting in a temporary minor adverse effect that is not significant, with no residual impacts remaining.

Protected species and habitats

6.11.44 Table 9-15 of **Chapter 9: Ecology and Nature Conservation** of the ES **[EN010142/APP/6.1]** sets out a summary of potential impacts of the Scheme on protected species that are within and close to the Order limits.

6.11.45 The construction, operation and decommissioning phases of the Scheme are not anticipated to result in any significant adverse impacts to protected species and other habitats within and close to the Order limits.

6.11.46 **Chapter 9: Ecology and Nature Conservation** of the ES **[EN010142/APP/6.1]** acknowledges that the construction and operation of the Scheme will result in the loss of arable farmland used by breeding Skylark. However, with the proposed mitigation and enhancement measures set out in the **Framework LEMP [EN010142/APP/7.17]**, which includes the provision of sufficient areas of habitat creation, alongside extensive habitat enhancements, the impact of loss of arable farmland for breeding Skylark during construction will be offset and impacts during operation will be mitigated. As such, a minor adverse to negligible impact is anticipated, which is not significant, to the Skylark population.

6.11.47 A single Quail territory has also been identified, which will be impacted by the temporary loss of habitat in the Principal Site as newly planted habitats mature. However not all habitat within the Principal Site will be lost at once, and as such a minor adverse effect that is not significant is anticipated.

- 6.11.48 During operation, there is the potential for the presence of solar PV panels to result in a displacement of bats. However, the assessment within **Chapter 9: Ecology and Nature Conservation** of the ES [EN010142/APP/6.1] concludes that taking into account embedded mitigation measures and a Scheme design which sets back PV panel arrays from all important habitats used by foraging bats, i.e., hedgerows and woodlands, there is no robust data to suggest, with the mitigation measures proposed, that significant displacement of bats from these habitats will occur. As such, a negligible effect that is not significant is anticipated.
- 6.11.49 As part of the Scheme's design, all badger setts within the Principal Site will have an appropriate exclusion zone of up to 30 m around the sett to prevent disturbance and accidental damage. The Cable Route Corridor is sufficiently wide that the final route for the cable laying can be micro-sited to avoid any Badger setts, including a 30 m exclusion zone around setts. Buffers are secured in the **Outline Design Principles Statement [EN010142/APP/7.4]** and will be adhered to during construction as secured via the **Framework CEMP [EN010142/APP/7.8]**. Gaps will also be provided in the security perimeter fence to allow mammals such as badger to retain connectivity.
- 6.11.50 Measures to protect protected species and habitats as set out in the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]**, **Framework DEMP [EN010142/APP/7.10]** and **Framework LEMP [EN010142/APP/7.17]** will ensure the avoidance of impacts and the inclusion of mitigation to enhance the biodiversity value of the Scheme as an overall benefit. A requirement forming part of the **draft DCO [EN010142/APP/3.1]** will ensure that the detailed CEMP, OEMP, DEMP and LEMPs have to be submitted and approved by the relevant planning authority prior to that phase of the Scheme and to be implemented in accordance with the approved details thereby securing the protection and enhancement measures. In addition, an **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])** sets out measures to manage surface water, including for PV array runoff, BESS runoff and foul water drainage to protect aquatic and riparian species and habitats. A requirement forming part of the **draft DCO [EN010142/APP/3.1]** will require the submission and approval of a detailed drainage strategy to be substantially in accordance with the **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])** and for the Scheme to be implemented in accordance with the approved details thereby ensuring the delivery of the embedded mitigation forming part of the Scheme and considered as part of the **ES [EN010142/APP/6.1]**.
- 6.11.51 As a result of the mitigation and enhancement measures set out in **Chapter 9: Ecology and Nature Conservation** of the ES [EN010142/APP/6.1], the Scheme will result in significant beneficial effects to broad-leaved woodland, running water, hedgerows and breeding birds. It will also result in beneficial effects to standing water, reptiles and amphibians, non breeding birds, bats, badger and other mammals as a result of planting in gaps in hedgerow and the creation of new hedgerows, tree planting and conversion of arable land to grassland habitats.

Summary

- 6.11.52 The Scheme avoids and mitigates all significant adverse effects on internationally, nationally and locally designated sites and other important ecological features such as protected species and habitats, and veteran trees, during the construction, operation and decommissioning phases. This has been achieved through a considered and iterative design informed by a design team with qualified professional ecologists, which includes embedded avoidance, buffers and mitigation measures that will be secured through requirements included in the **draft DCO [EN010142/APP/3.1]**.
- 6.11.53 In addition to protecting existing ecological sites and features, the Applicant has also taken opportunities to provide mitigation and enhancement measures within the Order limits to increase biodiversity and provide overall net gains in habitat. These measures include woodland, scrub and hedgerow planting, encouraging areas to naturally regenerate, establish species rich grassland across the Principal Site, and other habitat restoration and creation within the Order limits. This is outlined in Section 5 of this Planning Statement, the **Framework LEMP [EN010142/APP/7.17]** and the **Design and Access Statement [EN010142/APP/7.3]** and illustrated on the landscape masterplan provided in the latter two documents. The Scheme therefore delivers a minimum of 10% BNG, and significant beneficial impacts on ecological features and habitats.
- 6.11.54 The Scheme is therefore in accordance with NPS EN-1 (Ref 2), NPS EN-3 (Ref 3) and local planning policy relating to the protection and enhancement of ecological site and features.

6.12 Transport and Access

Planning Policy Context

- 6.12.1 Section 5.14 of NPS EN-1 (Ref 2) sets out the policy requirements for the consideration and mitigation of transport related impacts on NSIP development confirming at paragraph 5.14.4 that the consideration and mitigation of traffic and transport impacts is *“an essential part of the Government’s wider policy objectives for sustainable development”*.
- 6.12.2 Paragraph 5.14.5 of NPS EN-1 (Ref 2) requires applicants to include a Transport Appraisal within the ES, where a project is likely to have significant transport implications. Paragraph 5.14.6 requires applicants to consult with National Highways and Highways Authorities with regard to the assessment and mitigation that informs the application.
- 6.12.3 As set out in paragraph 5.14.7 of NPS EN-1 (Ref 2), applicants should prepare a travel plan including demand management and monitoring measures to mitigate impacts on transport. It states that *“The applicant should also provide details of proposed measures to improve access by active, public and shared transport”*.
- 6.12.4 NPS EN-1 (Ref 2) paragraph 5.14.12 requires the applicant to consider a modal shift of freight from road to more environmentally sustainable alternatives at all stages of the project.

- 6.12.5 *“Regard should be given to the needs of freight at all stages in the construction and operation of the development”* (paragraph 5.14.13 of NPS EN-1 (Ref 2)). Paragraph 5.14.14 states that the *“Secretary of State may attach requirements to a consent where there is likely to be substantial HGV traffic that... control numbers of HGV movements to and from the site in a specified period during its construction and possible on the routing of such movements... and ensure satisfactory arrangements for reasonably foreseeable abnormal disruption”*.
- 6.12.6 Paragraph 5.14.18 recognises that energy NSIPs may result in substantial impacts on the surrounding infrastructure, and requires the applicant to mitigate these impacts, including during the construction phase. Paragraph 5.14.21 of NPS EN-1 (Ref 2) states that development should only be refused consent on highway grounds if there would be an *“unacceptable impact on highway safety, residual cumulative impacts on the road network would be severe, or it does not show how consideration has been given to the provision of adequate active public or shared transport access and provision”*.
- 6.12.7 Paragraph 2.10.35 of NPS EN-3 (Ref 3) requires applicants to *“consider the suitability of access routes to the proposed site for both the construction and operation of the solar farm”* especially since solar farms are often located in areas served by minor roads.
- 6.12.8 NPS EN-3 (Ref 3) paragraph 2.10.41 sets out policy requirements with respect to Public Rights of Way recognising that PRoWs may need to be temporarily closed or diverted to facilitate development and at Paragraph 2.10.44 setting out the expectation that *“applicants should consider and maximise opportunities to facilitate enhancements to the public rights of way and the inclusion, through site layout and design of access, of new opportunities for the public to access and cross proposed solar development sites”*. Paragraph 2.10.45 requires applicants to set out detail on how public rights of way will be managed through the inclusion of an outline Public Rights of Way Management Plan as part of a Scheme.
- 6.12.9 Local Policies S5, S14, S48, S53 and S54 of the Central Lincolnshire Local Plan (2023) (Ref 18), Policies DM4, DM10 and DM11 of the Bassetlaw Core Strategy (2011) (Ref 25) and Policies ST6 and ST35 of the Draft Bassetlaw Local Plan Main Modifications (2023) (Ref 33) require an assessment of transport impacts, with the need for the completion of a Transport Assessment to assess the transport implications of a proposed development. Policies S48, S53 and S54 of the Central Lincolnshire Local Plan (2023) (Ref 18), DM11 of the Bassetlaw Core Strategy (2011) (Ref 25), and Draft Bassetlaw Local Plan Main Modifications (2023) (Ref 33) Policies ST6 and ST35 encourage the use of sustainable transport options when planning for development, including improved access to public rights of ways.
- 6.12.10 At neighbourhood plan level, policies encourage the use of sustainable transport and require Transport Assessments where necessary, as well as encouraging applicants to enhance and protect public rights of way. Of relevance to traffic and transport matters are Policies CNP1 and CNP16 of the Corringham Neighbourhood Plan (2022) (Ref 21), and Policy 10 of the Hemswell and Harpswell Neighbourhood Plan (2023) (Ref 24).

Assessment Conclusions

6.12.11 **Chapter 16: Transport and Access** of the ES [EN010142/APP/6.1] presents an assessment of the likely impacts of the Scheme's construction traffic on sensitive receptors. The associated **Transport Assessment (TA) (Appendix 16-2** of the ES [EN010142/APP/6.2]) considers whether the Scheme will be acceptable in transport and highway terms. The TA provides details of the Scheme's accessibility. It sets out the forecasted trip generation and distribution of vehicles associated with the construction of the Scheme and sets out the preliminary designs of accesses informed by the results of speed surveys and accident data along with consideration of the type of vehicles that will access the Principal Site and Cable Route Corridor. The TA also includes a review of walking and cycling opportunities and the inclusion of mitigation and management measures to ensure that no significant effects arise. The methodology and scope of the TA has been agreed with the Local Highway Authorities. An assessment of the residual cumulative impacts of the development on the road network is included in **Chapter 18: Cumulative Effects and Interactions** of the ES [EN010142/APP/6.1].

6.12.12 The Scheme design incorporates mitigation to reduce adverse effects and minimise impacts. These are set out in section 16.7 of the **Chapter 16: Transport and Access** of the ES [EN010142/APP/6.1] and Section 8 of the associated **TA (Appendix 16-2** of the ES [EN010142/APP/6.2]). Mitigation measures relating to the construction phase include (but are not limited to):

- a. Providing suitable access points with adequate visibility for construction vehicles;
- b. Utilising existing access arrangements for Cottam Power Station to access the National Grid Cottam Substation via Torksey Ferry Road;
- c. Providing a haul road to facilitate construction of the Cable Route Corridor;
- d. Delivering a shuttle service to reduce construction vehicles;
- e. Restriction on working hours and hours of HGV and LGV movements;
- f. Providing sufficient but capped on-site car parking;
- g. Encouraging car sharing, providing cycle spaces to encourage active travel;
- h. Restricting HGV and LGV movements and abnormal load routes
- i. Implementing Temporary Traffic Management for the installation of cables;
- j. Use of banksmen at the proposed accesses to safely control vehicle movements if required
- k. Maintaining access to/along PRow or providing temporary diversions where necessary to avoid closures; and
- l. Implementing local off-site highway improvements to accommodate AILs travelling to the Principal Site and Cable Route Corridor;

6.12.13 These measures will be secured by the **Framework CTMP [EN010142/APP/7.11]**, the **Framework CEMP [EN010142/APP/7.8]** and **Framework DEMP [EN010142/APP/7.10]**. These are submitted alongside

the DCO with requirements securing the submission and approval of a CTMP, CEMP and DEMP at the relevant phase of the Scheme to be substantially in accordance with the Framework Plans and for the Scheme to then be implemented in accordance with the approved plans.

6.12.14 The DCO application is also supported by an Abnormal Indivisible Loads Management Plan, appended to the **Framework CTMP [EN010142/APP/7.11]**. This provides a desk-based study of the preferred transport route for the delivery of transformers from the port of entry to the two on-site substations. It also considers public road improvements or temporary works that may be required to facilitate access. The Plan also includes a Cable Drum Delivery Route Assessment setting out the preferred route for the delivery of cable drums from the port of entry to eight proposed temporary contractors compounds located along the Cable Route Corridor. The Abnormal Indivisible Loads Management Plan appended to the **Framework CTMP [EN010142/APP/7.11]** includes vehicle tracking plans to demonstrate how deliveries can be made safely to the Site and to inform the need for public road improvement and street works such as road widening, passing places, street furniture and curb adjustments, to be secured by the **Streets, Rights of Way and Access Plans [EN010142/APP/2.4]** and **Traffic Regulation Measure Plans [EN010142/APP/2.5]** that will be certified plans for the purposes of the Order.

6.12.15 **Chapter 16: Transport and Access of the ES [EN010142/APP/6.1]** and the associated **TA (Appendix 16-2 of the ES [EN010142/APP/6.2])** set out construction impacts with the peak construction traffic generated by the Scheme anticipated to take place in 2026, which is within the worst case 24 month construction period taking place between 2025 and 2027.

6.12.16 Up to 1,225 construction staff, 120 HGVs (240 two-way movements per day) and 60 LGVs (120 two-way movements per day) are anticipated to be travelling to and from the Principal Site daily. During the construction peak, it is anticipated that 575 construction staff (47%) will be transferred to/from the Principal Site by shuttle service (each with capacity for 50 staff) to/from temporary accommodation and residential centres in the vicinity of the Scheme. 650 construction staff (53%) will travel by private vehicle with an average occupancy of 1.3 staff per vehicle, resulting in 500 construction staff vehicles accessing the Principal Site.

6.12.17 170 construction staff and 272 HGVs are anticipated to be travelling to and from the Cable Route Corridor daily. Four groups of 30 construction staff will travel to and from any one of the site accesses/cable contractor compounds per day and two groups of 25 construction staff will travel to and from any one of the trenchless crossing sites per day.

6.12.18 No movements associated with the construction of the Scheme are anticipated during the network peak hours of the day (07:30-08:30 and 16:30-17:30). Traffic will be distributed across the 11 main temporary construction compounds during the construction programme (see **Figure 16-2: Site Access Plan** of the ES **[EN010142/APP/6.3]**).

6.12.19 The vehicular access arrangements for the Scheme to be used during both construction and once operational are presented in Section 5.4 of the **TA (Appendix 16-2 of the ES [EN010142/APP/6.2])**. This confirms the use of

three access points serving the Principal Site from the A631 and one access from the B1398 Middle Street. For the Cable Route Corridor, 24 site accesses are proposed, including the shared use of three of the accesses proposed for the Principal Site.

- 6.12.20 The Scheme includes internal accesses associated with the Principal Site at School Lane and Common Lane. Marshals will be used to manage the crossing of vehicles over these local highways. The Principal Site will be accessed via the four main accesses off the A631 and the B1398 to ensure that vehicles do not use local rural roads.
- 6.12.21 The **TA (Appendix 16-2 of the ES [EN010142/APP/6.2])** sets out the anticipated distribution of traffic associated with the Scheme upon the local highway network based upon the proposed access points described above and during construction. This demonstrates that the Scheme is within the overall capacity of the highway network with no need to undertake junction modelling to inform the TA. Preliminary access designs are included within the **Framework CTMP [EN010142/APP/7.11]** demonstrating the ability of the Scheme to create a safe and well-designed access with suitable geometry to allow safe manoeuvring in and out of the Site and with appropriate visibility splays informed by speed survey data for construction.
- 6.12.22 There are a limited number of bus and rail services before 07:00 and after 19:00 and the nearest rail station is located some distance from the Order limits. It is therefore considered unlikely that the existing bus services in the vicinity of the Scheme (or rail in general) will provide viable options for construction staff to travel to and from the Scheme during the construction working hours of 07:00-19:00.
- 6.12.23 PRow have been considered as part of the **TA (Appendix 16-2 of the ES [EN010142/APP/6.2])** and are shown in **Figure 16-5 of the ES [EN010142/APP/6.3]**. Access to the majority of existing PRow will be maintained during the construction phase, with the exception of only one temporary PRow closure and eleven temporary PRow diversions around the Cable Route Corridor works area when the cables are installed. In cases where PRow will be temporarily diverted, routes will be re-provided with an alternative within close proximity of the original route. The exception to this is the temporary closure of the approximately 1.7km section of PRow NT|Rampton|BOAT13, for a maximum period of four weeks, to undertake resurfacing work in areas of Torksey Ferry Road where there is no viable diversion possible. Prior to construction, the duration of the closure will be reviewed depending on existing road condition, construction sequencing, final design and weather conditions during the works, to reduce this as far as possible. Once the works necessitating temporary closure are completed, the PRow will be reinstated. No significant effects are anticipated on PRow within **Chapter 16: Transport and Access of the ES [EN010142/APP/6.1]**. All other PRow will be managed throughout the construction phase to ensure that routes can continue to be used safely. Impacts on individual PRow and how these will be managed are set out in the **Framework PRow Management Plan [EN010142/APP/7.16]**.
- 6.12.24 The **TA (Appendix 16-2 of the ES [EN010142/APP/6.2])** has informed the assessment methodology and baseline conditions of **Chapter 16: Transport and Access of the ES [EN010142/APP/6.1]** to assess the potential

environmental effects of the Scheme. There are no significant effects during construction with respect to highway impact, driver delay, temporary road closures, and fear and intimidation in relation to the use of PRow or in terms of road safety. This is with the exception of one significant adverse effects arising from severance, pedestrian delay and non motorised users amenity on the B1241 north of Fleets Road (ACT23) during the construction of the Cable Route Corridor. The significant adverse effect on the B1241 north of Fleets Road (ATC 23) is forecast during the peak period of construction which is short-term and temporary, and the effect will not occur at the same time as all the other effects, only when activity on the construction of the Cable Route Corridor is concentrated on the B1241 north of Fleets Road. Mitigation includes making the use of the spare capacity on the highway outside of the network peak hour.

6.12.25 Decommissioning effects are anticipated to be comparable (though likely to be an overestimate of the effects) to construction.

6.12.26 During operation, impacts will also be minimised through design mitigation including providing suitable access points and maintaining access to all PRow. This design mitigation is set out in paragraph 16.7.4 of **Chapter 16: Transport and Access** of the ES [EN010142/APP/6.1]. This design mitigation is secured by the **Framework OEMP [EN010142/APP/7.9]** forming part of the DCO application. The **draft DCO [EN010142/APP/3.1]** will include a requirement for an OEMP to be submitted to and approved by the relevant planning authority prior to the commencement of development. The OEMP will need to be substantially in accordance with the **Framework OEMP [EN010142/APP/7.9]** and the Scheme implemented in accordance with the approved OEMP.

6.12.27 No significant adverse effects arise from the operation of the Scheme in transport and access terms. Enhancements are also proposed including the completion of a Stage 1 Road Safety Audit (RSA) of the preliminary access designs that form part of the **Framework CTMP [EN010142/APP/7.11]**. A Designer's Response will then be prepared so that any road safety concerns are addressed as part of the final design for implementation.

Appraisal

6.12.28 The operation of the Scheme will not result in significant adverse effects with respect to transport and access due to low levels of operational traffic and the inclusion of design measures which are secured by the **Framework OEMP [EN010142/APP/7.9]**.

6.12.29 **Chapter 16: Transport and Access** of the ES [EN010142/APP/6.1] confirms that due to measures proposed for construction, the Scheme will not result in residual adverse effects upon highway safety or generate any highway capacity issues. During construction, only one significant residual adverse effect is anticipated on severance, pedestrian delay and non motorised users amenity. This is in relation to severance, pedestrian delay (incorporating delay to all non-motorised users) on the B1241 (ATC 23). The significant adverse effect on the B1241 will only occur in the worst-case scenario for a short period of time if activity on the construction of the Cable Route Corridor is concentrated on the B1241 north of Fleets Road.

- 6.12.30 The cumulative impacts of the Scheme on transport and traffic is set out in section 6.16 of this Planning Statement.
- 6.12.31 This impact will be temporary and localised and does not result in severe highway impacts or is because of a lack of capacity on the road network. In accordance with paragraph 5.14.21 of NPS EN-1 (Ref 2) this short-term adverse residual impact is not sufficient grounds in which to refuse consent given the urgent CNP for solar infrastructure.
- 6.12.32 There will be the temporary closure of PRoW NT|Rampton|BOAT13 for up to four weeks, where there is no viable diversion possible. However, measures will be taken prior to construction to reduce this period as far as possible, and once works are completed, the PRoW will be reinstated. All other PRoW will remain open with access managed or will be subject to temporary diversions. The **Framework PRoW Management Plan [EN010142/APP/7.16]** explains the measures for the management of PRoW during the various stages of the Scheme. No significant effects are anticipated on any PRoW.
- 6.12.33 In addition, the Scheme is proposing to enhance access through the Principal Site in accordance with paragraph 5.14.21 of NPS EN-5 (Ref 10) and local policies seeking to encourage improvements to PRoW connectivity, with the provision of two permissive paths connecting Common Lane to Kexby Road and Common Land to Northlands Road. These permissive paths will connect with the existing PRoW network in the area and informal recreational routes along existing minor roads. The Principal Site only has one designated PRoW within its boundary, located off Kexby Road to the south. The permissive paths will increase public access thereby enhancing access to open space for local residents supporting health and well-being. The permissive paths will be up to 25m wide also allowing safe use by pedestrians and horse riders. These routes will be available during the operational life of the Scheme and are described in more detail section 5.6 of this Planning Statement.
- 6.12.34 With respect to supporting a modal shift of freight from road in accordance with paragraph 5.14.12 of NPSs EN-1 (Ref 2), the use of the River Trent and the disused railway line at the former Cottam Power Station were considered as set out in paragraphs 16.3.18 and 16.3.19 of **Chapter 16: Transport and Access** of the ES **[EN010142/APP/6.1]**. These options are neither feasible or operationally reasonable as a means of delivering equipment and materials to the Order limits.
- 6.12.35 In summary, with the implementation of construction design measures including a CTMP, traffic generated by the Scheme is not expected to result in any significant adverse effects except at two receptors where temporary and localised impacts upon severance, pedestrian delay and non-motorised user amenity at the B1241 are expected and upon PRoW BOAT 13. The Scheme will also not have significant impacts upon either the strategic or local highway networks with respect to capacity or highway safety. Effects resulting from the temporary management, diversion of a limited number of PRoWs and the temporary closure of just one PRoW (BOAT 13) during construction are short term and will be managed appropriately in accordance with the **Framework PRoW Management Plan [EN010142/APP/7.16]**. The provision of new permissive paths within the Principal Site will also provide a

benefit to local recreational users by increasing public access and improving connectivity of the existing PRow network and other informal recreational routes nearby.

- 6.12.36 Overall, the Scheme will not have an unacceptable or severe impact on highway safety and is therefore in accordance with the transport and access policies of NPS EN-1 (Ref 2), NPS EN-3 (Ref 3) and local plan policies.

6.13 Agricultural Land

Planning Policy Context

- 6.13.1 Paragraph 5.11.12 of NPS EN-1 (Ref 2) states that *“Applicants should seek to minimise impacts on the best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification) and preferably use land in areas of poorer quality (grades 3b, 4 and 5)”*.
- 6.13.2 Paragraph 5.11.34 of NPS EN-1 (Ref 2) requires the Secretary of State to ensure *“applicants do not site their scheme on the best and most versatile agricultural land without justification”*. Paragraph 5.11.34 further adds that *“Where development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality”*.
- 6.13.3 NPS EN-3 (Ref 3) provides further clarification and guidance on how policies relating to Best and Most Versatile (BMV) agricultural land apply to the development of solar NSIPs. Paragraph 2.10.30 states that *“Whilst the development of ground mounted solar arrays is not prohibited on Best and Most Versatile agricultural land”, “the impacts of such are expected to be considered”*. Paragraph 2.10.31 recognises that at solar NSIP scale, it is likely that applicants’ development will use some agricultural land. Applicants should *“explain their choice of site, noting the preference for development to be on suitable brownfield, industrial, and low and medium grade agricultural land”*.
- 6.13.4 NPS EN-3 (Ref 3) paragraph 2.10.33 states that *“if necessary, field surveys should be used to establish the ALC grades in accordance with the current, or any successor to it, grading criteria and identify the soil types to inform soil management at the construction, operation, and decommissioning phases in line with the Defra Construction Code”*. Paragraph 2.10.145 requires the Secretary of State to *“take into account the economic and other benefits of the best and most versatile agricultural land”* and *“ensure that the applicant has put forward appropriate mitigation measures to minimise impacts on soils or soil resources”*.
- 6.13.5 In terms of local planning policy, Policy S14 and S67 of the Central Lincolnshire Local Plan (Ref 18) confirms that the loss of best and most versatile land will be supported where there is a need for the development, that the benefits would outweigh the need to protect the land and that the impacts have been minimised through design. Policy DM10 of the Bassetlaw Core strategy (Ref 25) states that proposals for development will need to demonstrate that they *“will not lead to the loss of or damage to high-grade agricultural land”*. Policy ST51 of the Draft Bassetlaw Local Plan Main Modifications (Ref 33) supports renewable energy development, subject to

the satisfactory resolution of all relevant site specific and cumulative impacts on the best and most versatile agricultural land.

- 6.13.6 National and local planning policy is consistent in seeking to minimise the impact on BMV land and to guide development away from BMV land where possible.

Assessment Conclusions

- 6.13.7 **Chapter 15: Soils and Agriculture** of the ES [EN010142/APP/6.1] provides an assessment of the Scheme's likely significant effects on agricultural land quality and soil resource.
- 6.13.8 **Appendix 15-2: Agricultural Land Classification Baseline Report** of the ES [EN010142/APP/6.2] includes the results of the soil survey undertaken in relation to the Principal Site.

Agricultural land

- 6.13.9 Table 15-10 of **Chapter 15: Soils and Agriculture** of the ES [EN010142/APP/6.1] shows the distribution of Agricultural Land Classification (ALC) Grades within the Principal Site, determined by the detailed soil survey presented in **Appendix 15-2: Agricultural Land Classification Baseline Report** of the ES [EN010142/APP/6.2]. This states that the majority (95.5%) of the Principal Site is not Best and Most Versatile (BMV) agricultural land. BMV agricultural land comprises approximately 4.5% (60.3 ha) of the Principal Site. It should also be noted that 10.2% of the Principal Site is non-agricultural land. The locations of BMV land are shown on **Figure 15-1: Principal Site Agricultural Land Classification Distribution** of the ES [EN010142/APP/6.3]. The majority of the BMV land within the Principal Site is Grade 3a (3.8%) with a small area of Grade 2 (0.7%) of the total area of the Principal Site.
- 6.13.10 The BMV within the Principal Site comprises seven small, isolated parcels of BMV land. The parcels do not follow field boundaries and generally form isolated pockets both within the middle of the Principal Site and some parcels to the edges. Due to their small size and location within the Scheme, they are unlikely to be viable for farming and are likely to only be in farming use alongside the lower grade BMV land. The remaining land, 1289.8 ha, is either Grade 3b (moderate) agricultural land or non-agricultural land.
- 6.13.11 Table 15-11 of **Chapter 15: Soils and Agriculture** of the ES [EN010142/APP/6.1] identifies that the approximately 4.7% of agricultural land only that is BMV within the Principal Site will be temporarily removed from arable production during the Scheme's lifetime. This will comprise the following:
- Approximately 2% of agricultural land taken up by Solar PV panels, Solar Stations and BESS;
 - Approximately 0.05% of agricultural land taken up by Access Tracks;
 - Approximately 1.7% of agricultural land taken up by Biodiversity Zones;
 - Approximately 0.89% of agricultural land taken up by Sensitive Archaeological Sites; and

- e. Approximately 0.08% of agricultural land taken up by proposed woodland.

6.13.12 The locations of these elements of the Scheme are set out on the **Indicative Principal Site Layout Plan (Figure 3-1 of the ES [EN010142/APP/6.2])**.

6.13.13 **Chapter 15: Soils and Agriculture** of the ES [EN010142/APP/6.1] concludes that although the Scheme will result in the use of some BMV agricultural land for alternative uses during each phase of the Scheme, this agricultural land resource will not be permanently lost or degraded. There will therefore not be a significant adverse impact upon BMV as a result of the Scheme.

6.13.14 As set out in **Chapter 15: Soils and Agriculture** of the ES [EN010142/APP/6.1] those areas of the Principal Site proposed for solar PV panels, Solar Stations and BESS will allow the land to be managed for arable production again following an extended period of low input grassland. All other infrastructure will be removed allowing agricultural production to resume. Removal of hard standing and access tracks will be followed by reinstatement of the stripped and stored topsoil to restore agricultural land to its previous ALC grade. These measures will be set out in a DEMP. In accordance with requirement 20 of the **draft DCO [EN010142/APP/3.1]**, this will need to be substantially in accordance with the **Framework DEMP [EN010142/APP/7.10]** submitted as part of the Application. The proposed woodland planting has the potential to be permanent, subject to landowner decisions following the decommissioning of the Scheme, however the potential change of use of 0.08% of agricultural land that is BMV land to proposed woodland is not considered to be significant.

6.13.15 The ALC grade for the Cable Route Corridor is not currently known. The high voltage cable will be buried safely below maximum cultivation depth and trenching work will not downgrade the ALC grade of this land. **Chapter 15: Soils and Agriculture** of the ES [EN010142/APP/6.1] concludes that there will be no change in ALC grade, resulting in a negligible effect, irrespective of existing ALC Grade.

Soil Resource

6.13.16 Soil resource data has been collected as part of the detailed ALC field assessment presented in **Appendix 15-2: Agricultural Land Classification Baseline Report** of the ES [EN010142/APP/6.2]. The soil resource within the Principal Site is predominantly heavy textured (high clay content) topsoil and subsoil. The majority of land within the Principal Site is under conventional arable management with ploughing each year, which results in a continuing decline of the quality of the soil.

6.13.17 While the Scheme is operational, it will be temporarily taken out of arable production, and the Principal Site will be planted with semi-improved grassland (as set out in the **Framework LEMP [EN010142/APP/7.17]**). This will provide benefits to the quality of the soil, including:

- a. No bare soil surfaces vulnerable to wind and water erosion;
- b. Improved infiltration of rainwater reducing erosive surface water runoff;

- c. Greater exploitation of subsoil by perennial plant roots, improving drainage and loosening compacted subsoils; and
- d. Recovery of topsoil organic matter to a higher equilibrium, improving aggregate stability, water holding capacity and plant nutrient availability.

6.13.18 The **Framework Soil Management Plan (FSMP) [EN010142/APP/7.12]** includes measures to ensure that soil quality is not degraded during operation. A requirement in the **draft DCO [EN010142/APP/3.1]** will secure the approval of a Soil Management Plan (SMP) that must be substantially in accordance with the FSMP and the SMP implemented as approved. These measures will ensure that the soil resource is protected.

6.13.19 Similarly, the SMP, to be substantially in accordance with the **FSMP [EN010142/APP/7.12]** will ensure soil quality is protected during both construction and decommissioning.

6.13.20 There has not yet been a soil resource assessment for the Cable Route Corridor. This will be secured by the SMP under requirement 18 of the **draft DCO [EN010142/APP/3.1]** that will need to be substantially in accordance with the FSMP and implemented as approved.

Appraisal

6.13.21 Agricultural land quality was a key consideration in the Applicant's site selection process. As set out in **Chapter 4: Alternatives and Design Evolution** of the ES **[EN010142/APP/6.1]** and the **Design and Access Statement [EN010142/APP/7.3]**. Grades 1 and 2 BMV agricultural land were excluded from further consideration within the initial 15km search area for the Scheme. This was based on provisional ALC mapping from Natural England. This resulted in the identification of an area of land for the Scheme shown as Grade 3, with only the completion of ALC surveys being able to confirm whether any of the Principal Site contained BMV land. Previously developed land was also considered. These land types were identified by checking the local authority brownfield register. No suitable or available areas of brownfield or non-agricultural land which could form a contiguous Principal Site were identified.

6.13.22 Following this, as part of the iterative design evolution of the Scheme and using the results of the ALC survey completed in relation to the Principal Site, the Order limits have been iterated to minimise impacts on BMV land. In addition, the Applicant removed an area of Grade 3a land which was located on the western extent of the Principal Site from the Scheme as part of the design evolution of the Scheme, reducing the amount of affected BMV land by 11ha. This is set out in more detail in the **Design and Access Statement [EN010142/APP/7.3]**.

6.13.23 The remaining BMV land comprises mostly small, isolated areas, which due to their small size are likely to only be farmable alongside the lower grade surrounding land and not in isolation thereby rendering these areas unviable to remain in agricultural use. Although the Scheme is to be operational for a long term, it will be temporary with requirement 20 in the **draft DCO [EN010142/APP/3.1]** securing a time limited consent for 60 years. On this basis, and in accordance with **Chapter 15: Soils and Agriculture** of the ES **[EN010142/APP/6.1]**, there will be no significant adverse effects with respect

to the loss of BMV land. This is because areas of solar PV, Solar Stations, BESS, access tracks, biodiversity zones and sensitive archaeological sites, can be restored to agricultural use by the landowner at decommissioning, with all structures removed and stored topsoil returned. The Scheme will result in the potential change of use of 0.08% of the Principal Site currently in arable use to woodland. It is likely that at decommissioning the woodland proposed as part of the **Indicative Principal Site Layout Plan (Figure 3-1 of the ES [EN010142/APP/6.3])** will be of good quality through being managed ecologically in accordance with the LEMP, to be approved by requirement 7 of the **draft DCO [EN010142/APP/3.1]**. Whilst this is a potential permanent loss of 0.08% of BMV land, it is not significant and will be replaced by woodland, which will have beneficial ecological and landscape impacts.

- 6.13.24 The construction and decommissioning of the Scheme will be managed through the implementation of a CEMP, DEMP and SMP secured by requirements 12, 18 and 20 of the **draft DCO [EN010142/APP/3.1]**. These will need to be substantially in accordance with the **Framework CEMP [EN010142/APP/7.8]**, **Framework DEMP [EN010142/APP/7.10]** and **Framework SMP [EN010142/APP/7.13]** and implemented in accordance with the approved details. These management measures will ensure that the soil resource is managed and protected to ensure that arable farming can resume post operation of the Scheme.
- 6.13.25 The removal of the Principal Site from arable production and the planting of semi-improved grassland (as set out in the **Framework LEMP [EN010142/APP/7.17]**) will provide benefits to the quality of the soil, resulting in a significant beneficial effect. There will also be additional benefits from the recovery of soil organic matter including carbon sequestration and hydrological function.
- 6.13.26 The ALC grade for the Cable Route Corridor is not currently known. **Chapter 15: Soils and Agriculture** of the ES [EN010142/APP/6.1] concludes that there will be no change in ALC grade, resulting in a negligible effect, irrespective of existing ALC Grade, as the high voltage cable will be buried safely below maximum cultivation depth and trenching work will not downgrade the ALC grade of this land. These measures will be secured in the SMP which will be substantially in accordance with the **Framework SMP [EN010142/APP/7.12]**.
- 6.13.27 In summary the Scheme maximises the use of poorer quality agricultural land, minimises impacts on best and most versatile agricultural land and includes mitigation measures to reduce impacts on the soil resource. It is justified in policy terms for the following reasons:
- a. The urgent need for CNP infrastructure such as the Scheme with a presumption in favour of consent, as discussed within the section 5 of this Planning Statement and the **Statement of Need [EN010142/APP/7.1]**. On this basis, the use of arable land and some BMV is therefore necessary.
 - b. The lack of suitable and available alternative sites in the vicinity of the National Grid Cottam Substation with a lower ALC grading than the majority of the Order limits.

- c. The design of the Principal Site layout has minimised the use of BMV land and reduced impacts where practicable through the reduction in BMV land forming part of the Scheme and through siting elements of the Scheme that could be permanent largely outside of BMV land.
- d. The majority of the temporary suspension of BMV land in agricultural use is reversible and will be able to be returned back to agriculture use at the end of the lifetime of the Scheme, as secured by requirement 20 of the **draft DCO [EN010142/APP/3.1]**. The majority of the agricultural resource within the Scheme will not be lost with only a negligible amount changing to woodland (0.1 ha) within the Principal Site which can provide permanent ecological enhancement and landscape visual screening benefits.
- e. The significant improvements to soil quality due to the land being taken out of arable agricultural use, relating to improvements to soil structure, increased carbon sequestration and hydrological function.

6.13.28 The Scheme therefore accords with NPS EN-1 (Ref 2), NPS EN-3 (Ref 3) and local planning policies demonstrating negligible impacts and beneficial impacts weighing in favour of granting the DCO.

6.14 Socio-economics, Land Use and Health

Planning Policy Context

- 6.14.1 Section 5.13 of NPS EN-1 (Ref 2) sets out the socio-economic considerations for energy projects. Paragraph 5.13.2 of NPS EN-1 (Ref 2) requires applicants to undertake an assessment of socio-economic impacts at local or regional levels as part of the ES.
- 6.14.2 NPS EN-1 (Ref 2) paragraph 5.13.4 sets out the scope of matters which the applicant's socio-economic assessment within the ES should consider, stating that it may include details on "*the creation of jobs and training opportunities*", "*the contribution to the development of low-carbon industries*", "*any indirect beneficial impacts for the region*", "*effects (positive and negative) on tourism and other users of the area*", "*the impact of a changing influx of workers*" during the different phases of the project, and cumulative effects.
- 6.14.3 Applicants are required under paragraph 5.13.5 of NPS EN-5 (Ref 10) to describe the existing socio-economic conditions in the area(s) surrounding a proposed development and how the project's socio-economic impacts correlate with local policy. Paragraph 5.13.6 of NPS EN-1 (Ref 2) explains that socio-economic impacts may be linked to other impacts, for example the visual impact of a development, which may impact on tourism and local business.
- 6.14.4 Paragraphs 5.13.8 and 5.13.11 of NPS EN-1 (Ref 2) set out that the decision maker should consider "*whether mitigation measures are necessary to mitigate any adverse socio-economic impacts*" and any legacy benefits that may arise, respectively.
- 6.14.5 Paragraph 5.13.12 of NPS EN-1 (Ref 2) adds that an "*employment and skills plan detailing arrangements to promote local employment and skills*

development opportunities...” may be included as a requirement if the Secretary of State wishes.

- 6.14.6 Human health is also a consideration in the Energy NPSs and relates to socio-economic impacts. Paragraphs 4.4.1 and 4.4.2 of NPS EN-1 (Ref 2) sets out that energy infrastructure has the potential to impact on the health and well-being of the surrounding population, with potential direct impacts including increased traffic and noise.
- 6.14.7 Paragraphs 4.4.4 and 4.4.5 of NPS EN-1 (Ref 2) sets out how the applicant should assess the potential impact of the Scheme on human health within the ES. This includes “*identifying any potential adverse health impacts, and identifying measures to avoid, reduce or compensate for these impacts as appropriate*”, in isolation and cumulatively with other developments where appropriate. Paragraph 4.4.6 states that “*opportunities should be taken to mitigate indirect impacts, by promoting local improvements to encourage health and wellbeing*”.
- 6.14.8 NPS EN-1 (Ref 2) paragraph 4.4.7 recognises that the aspects of energy infrastructure most likely to have a detrimental impact on the population are subject to their own separate regulation, that will result in effective mitigation of them. Therefore, “*it is unlikely that health concerns will either by themselves constitute a reason to refuse consent or require specific mitigation under the Planning Act 2008*”.
- 6.14.9 Local planning policies support sustainable economic growth; the achievement of healthy, inclusive and safe places; and the protection of existing and established land uses. Policy S54 of the Central Lincolnshire Local Plan (2023) (Ref 18) expects applicants to demonstrate how adverse effects on health and wellbeing will be addressed and mitigated, and also considers the potential for achieving positive mental and physical health outcomes. Policy S14 states that proposals for the development of renewable energy will be supported where the impacts of development are made acceptable including on the amenity of sensitive neighbouring uses. The Bassetlaw Core Strategy (2011) (Ref 25) Policy DM1 and DM7 relate to securing economic development in the District, including in rural areas where development must be appropriate to its location. Similar policy considerations are included within the Draft Bassetlaw Local Plan Main Modifications (2023) (Ref 33) under Policy ST11.
- 6.14.10 At the neighbourhood plan level, policies are focused on protecting community facilities and protecting recreational and open space, with Policies CNP 10 and CNP 14 of the Corringham Neighbourhood Plan (2022) (Ref 21); Policy 4 of the Glentworth Neighbourhood Plan (2019) (Ref 22); Policy 9 of the Hemswell and Harpswell Neighbourhood Plan (2023) (Ref 24); Policy 8 of the Sturton by Stow and Stow Neighbourhood Plan (2022) (Ref 23); Policy 9 of the Rampton and Woodbeck Neighbourhood Plan (2021) (Ref 29); Policies 7 and 10 of the Adopted Treswell and Cottam Neighbourhood Plan (2019) (Ref 30); and Policies 3 and 6 of the Draft Treswell and Cottam Neighbourhood Plan (2024) (Ref 34) being of particular relevance.

Assessment Conclusions

6.14.11 **Chapter 14: Socio-economic and Land Use** of the ES [EN010142/APP/6.1] provides an assessment of the likely effects of the Scheme on socio-economics and land use during construction, operation and decommissioning, including upon employment, the local economy, local accommodation, PRoW, community connectivity and local land use and amenity. **Chapter 11: Human Health** of the ES [EN010142/APP/6.1] also assesses the impacts of the Scheme on these factors in relation to human health, as well as on access to services and facilities, road safety, traffic, noise and vibration, air quality, climate change and landscape and visual amenity.

Employment, local accommodation and services

6.14.12 **Chapter 14: Socio-economic and Land Use** of the ES [EN010142/APP/6.1] presents the temporary annual employment generated by the Scheme, accounting for leakage, displacement, and multiplier effects. It concludes that the Scheme will support on average 914 net additional jobs during the construction phase, of which 138 jobs per annum will be expected to be taken up by residents within a 60-minute drive time, and 776 taken up by people residing outside this area. This results in a minor beneficial effect at a local scale.

6.14.13 For the operation and maintenance of the Scheme, a gross number of 10 jobs will be created. At present, there are around 10 existing jobs supported by the agricultural use of the Principal Site. Therefore, the total net employment of the Scheme will be zero, with the Scheme providing the same number of jobs as the existing use of the Principal Site with no effect arising from operational employment opportunities.

6.14.14 A similar number of jobs are anticipated during the decommissioning of the Scheme as during the construction phase, resulting in a minor beneficial effect at a local scale. Once the Scheme is decommissioned, it is assumed that the net change in employment will be zero as it is likely that agricultural employment will return to the Principal Site

6.14.15 The capacity of local accommodation facilities such as local hotels, bed and breakfasts and private rented accommodations has been assessed against the demand from the potential construction workforce. In a worst-case scenario, where 690 workers based outside of a 60-minute drive time area will require accommodation, there is still considered to be a surplus of 2,689 rooms available in local hotels and bed and breakfast accommodations, meaning there is a sufficient local supply to facilitate all construction workers with accommodation if required. This is assessed as a negligible effect which is not significant.

6.14.16 **A Framework Skills, Supply Chain and Employment Plan (FSSCEP)** [EN010142/APP/7.18] has been prepared to maximise and pro-actively expand the economic benefits of the Scheme for the local community. A requirement of the **draft DCO** [EN010142/APP/3.1] requires the submission and approval by the relevant planning authority of a detailed SSCEP prior to the commencement of the development and with the SSCEP needing to be substantially in accordance with the **FSSCEP** [EN010142/APP/7.18].

6.14.17 The jobs created by the Scheme will be in the renewable energy sector, specifically relating to solar installation, but also electricity transmission and supply chain. Where possible, there will be a preference for local staffing, and it is likely that the appointed contractors will employ trainees and apprentices as part of the construction workforce, as set out in the **FSSCEP [EN010142/APP/7.18]**.

Gross Value Added (GVA)

6.14.18 **Chapter 14: Socio-economic and Land Use** of the ES **[EN010142/APP/6.1]** explains that by applying the GVA per construction worker in the East Midlands, which was approximately £57,200 in 2019, to employment generated from the construction phase, it is estimated that approximately £52.3 million will be generated from the Scheme per year, of which approximately £7.9 million will be within West Lindsey and Bassetlaw districts, and £44.4 million within the East Midlands as a whole. This is a minor beneficial effect upon the local economy.

Local Community Severance and PRow

6.14.19 **Chapter 14: Socio-economic and Land Use** of the ES **[EN010142/APP/6.1]** states that no permanent closures of PRow are expected during the construction, operation or decommissioning phases of the Scheme.

6.14.20 During construction and decommissioning, all PRow within the Principal Site will either be diverted locally or managed with a banksman (or similar). Measures to divert and manage PRow are set out within the **Framework PRow Management Plan [EN010142/APP/7.16]** submitted alongside the DCO Application. Within the Cable Route Corridor, all but one PRow (BOAT 13) will be diverted locally or managed with a banksman. PRow BOAT 13 along Torksey Ferry Road will be temporarily closed with no diversion for up to four weeks to facilitate pavement upgrading works, with no feasible alternative routes. **Chapter 14: Socio-economic and Land Use** of the ES **[EN010142/APP/6.1]** concludes that the effect of BOAT 13 being temporarily closed with no diversion for up to four weeks may lead to a disruption to the users of Rampton fishing club, its, however as Rampton fishing club have exclusive rights to a 1.5 mile stretch of the River Trent in this location, access on foot will still be possible for the entire fishing area. This results in a minor adverse effect that is not significant.

6.14.21 The site selection process carried out to identify the Principal Site as described in **Chapter 4: Alternatives and Design Evolution** of the ES **[EN010142/APP/6.1]** considered the presence of PRow as part of this process to ensure that impacts were minimised. In addition, there will be two new permissive paths connecting Common Lane with Kexby Road and Northlands Road. This route will provide a safe and direct pathway within the Principal Site, which connects with the existing PRow network in the area providing an increase in public access to open space and thereby positively supporting health and wellbeing. The new paths give rise to new travel routes for recreational users, and given this, the addition of the new permissive pathways results in a beneficial effect, that is not significant, according to **Chapter 14: Socio-economic and Land Use** of the ES **[EN010142/APP/6.1]**.

Local land use and amenity

- 6.14.22 **Chapter 14: Socio-economic and Land Use** of the ES [EN010142/APP/6.1] provides an assessment of the Scheme's impact on local land use and amenity. It confirms that there are no local businesses (other than farming businesses), open spaces, community facilities, visitor attractions within the Principal Site or Cable Route Corridor, and therefore no direct land use impacts are expected during all phases.
- 6.14.23 As set out in section 3 of this Planning Statement, there are three unconsented DCO applications which intersect the Cable Route Corridor of the Scheme:
- a. Gate Burton Energy Park [EN010131];
 - b. West Burton Solar Project [EN010132]; and
 - c. Cottam Solar Project [EN010133];
- 6.14.24 There is also a planning application for two agricultural barns submitted to West Lindsey District Council in November 2022, which has now been granted planning permission, and is located within the Order limits of the Scheme. It is anticipated that a solution can be found for the barns to be constructed in a way and in a location such that it would not affect the Scheme and vice versa. In addition, the Cottam Power Station site is identified as being a Priority Regeneration Area within the Bassetlaw Local Plan, however, the site is not currently allocated for any particular uses. These proposed land uses are not assessed in **Chapter 14: Socio-economic and Land Use of the ES [EN010142/APP/6.1]** as there will be no conflict with these uses.
- 6.14.25 In terms of residential properties, whilst these fall outside of the Order limits, there are some properties that adjoin or are close to the Principal Site with the potential for indirect impacts.
- 6.14.26 **Chapter 15: Soils and Agriculture** of the ES [EN010142/APP/6.1] also undertakes an assessment of the Scheme in relation to farming circumstances and explains that several separate farm businesses occupy land within the Principal Site. It concludes that during construction the land will not be available for grazing livestock or equestrian use, resulting in a temporary and negligible effect on farming circumstances, which is not significant.
- 6.14.27 During operation, the Scheme's occupation of landowners' land, as a new diversified enterprise, will provide a new income stream independent of variations in profitability of arable production. This diversified enterprise may also enable managers of farm businesses that are currently too small to be economically viable, to wind up the farm business. This is assessed to result in a temporary moderate beneficial effect, which is significant, in **Chapter 15: Soils and Agriculture** of the ES [EN010142/APP/6.1].
- 6.14.28 The decommissioning of the Scheme will allow the land within the Principal Site to be returned to current agricultural management options, which results in a permanent minor beneficial effect which is not significant.

- 6.14.29 No assessment of effects on tourism has been undertaken as no specific receptors, such as visitor attractions, have been identified within the defined assessment's study areas to justify such an assessment being needed. However, **Chapter 12: Landscape and Visual Amenity** of the ES [EN010142/APP/6.1] does assess the impact on visitor views in the vicinity of the Scheme and the loss of long-distance views where relevant. This includes views from PRoW which provide the main opportunity for recreation in this otherwise predominantly agricultural area. Accordingly, this chapter also assesses impacts on PRoW users which could include visitors to the area. On this basis, potential effects on tourists were assessed in the ES in so far as the effects on views and use of PRoW were considered, which comprise the main matters of potential impact. The assessment concludes that there will be no significant adverse effects on views to be experienced by visitors.
- 6.14.30 The assessment of amenity effects in **Chapter 14: Socio-economic and Land Use** of the ES [EN010142/APP/6.1] has considered effects from **Chapter 16: Transport and Access, Chapter 13: Noise and Vibration, Chapter 12: Landscape and Visual Amenity, and Chapter 6: Air Quality** of the ES [EN010142/APP/6.1]. It concludes that considering the residual effects of these assessments results, and the proposed mitigation including woodland and hedgerow planting, appropriate control measures during construction and decommissioning and the securement of design principles for the detailed design, there would be no receptors that would experience a significant effect on their amenity, and as such there would be no effect during all phases of the Scheme.
- 6.14.31 Design principles for the Scheme are to adhere to the **Outline Design Principles Statement [EN010142/APP/7.4]** submitted as part of the DCO Application. A requirement is proposed as set out in the **draft DCO [EN010142/APP/3.1]** requiring that the detailed design of the Scheme accords with the **Outline Design Principles Statement [EN010142/APP/7.4]** and that the authorised development must be carried out in accordance with the approved details.

Human Health

- 6.14.32 **Chapter 11: Human Health** of the ES [EN010142/APP/6.1] sets out an assessment of impacts on human health based on the IEMA guidance 'Determining Significance for Human Health in Environmental Impact Assessment' (Ref 81) as well as NHS England's Healthy Urban Development Unit's (HUDU) Rapid Health Impact Assessment (HIA) Toolkit 2019 (Ref 82). The assessment takes account of effects on healthcare services/infrastructure, social infrastructure, noise and vibration, air pollution and dust, access to open space and active travel, access to employment and training and social cohesion and neighbourhoods. It also considers impacts to human health from flood risk and landscape and visual amenity.
- 6.14.33 The assessment concludes that the construction phase will not result in any adverse significant impacts on access to services facilities and employment, as it is unlikely that non-local workers will need to access local GPs, and even in a worst case scenario, the number of patients per GP across the local area will remain significantly better than the national target.

- 6.14.34 In relation to community connectivity, the assessment explains that there will be no permanent closures to PRoW, and temporary closures or diversions in the worst case scenario will be managed in accordance with the **Framework PRoW Management Plan [EN010142/APP/7.16]** which is to be secured by a requirement seeking the submission and approval by the relevant planning authority of a detailed Public Right of Way Management Plan, which will need to be substantially in accordance with the Framework Plan and implemented in accordance with the approved details. It also concludes that there will be less than a 30% increase in traffic flows across the majority of local roads. Where roads are expected to see more than a 30% increase in traffic flow in a worst case scenario, as discussed in **Chapter 16: Transport and Access** of the ES [EN010142/APP/6.1], given the sensitivity of receptors in transport terms and the temporary nature of the construction works, impacts on human health during the construction phase on community connectivity are expected to be minor adverse (not significant), and temporary.
- 6.14.35 In terms of impacts on journeys made by active travel modes, which could have an impact on human health, the assessment concludes that with no residual impacts expected in relation to transport and access, as set out in **Chapter 16: Transport and Access** of the ES [EN010142/APP/6.1], no permanent impacts on PRoW, and the temporary nature of construction, there will be a minor adverse impact, which is not significant. Road and route safety is also assessed by **Chapter 11: Human Health** of the ES [EN010142/APP/6.1], which states that there will be a negligible impact as the result of construction which is not significant.
- 6.14.36 **Chapter 11: Human Health** of the ES [EN010142/APP/6.1] assesses the impacts of air quality during construction identified in **Chapter 6: Air Quality** of the ES [EN010142/APP/6.1]. It concludes that as no significant effects are anticipated, and any effects will be temporary there would be a negligible (not significant) effect on human health.
- 6.14.37 The assessment also considers the impacts of noise identified in **Chapter 13: Noise and Vibration** of the ES [EN010142/APP/6.1]. It concludes that construction works will be temporary and based on worst case scenarios therefore, no significant impact are anticipated on human health as a result.
- 6.14.38 GHG emissions and landscape and visual impacts are also assessed. **Chapter 11: Human Health** of the ES [EN010142/APP/6.1] concluding that GHG emissions from the construction phase will be offset by the net positive impact of the Scheme, resulting in a minor adverse (not significant) effect on the health, safety and security of the population, in relation to climate change impacts. There will also be minor adverse (not significant) effects on human health, with respect to mental health, from changes to views, landscape and neighbourhood amenity during the construction phase.
- 6.14.39 During the operation of the Scheme, as there will be limited transport and operational noise impacts and no net change in employment there is anticipated to be a negligible effect on access to healthcare services, community connectivity, walking and cycling, road and route safety, access to employment, air quality, and noise and vibration.

6.14.40 **Chapter 11: Human Health** of the ES [EN010142/APP/6.1] concludes that the likely effect on human health arising from impacts on landscape and visual amenity during the operation of the Scheme are not significant, given that a low number of residential receptors will be affected, and by operation year 15 it is likely that people will become used to the change in landscape and visual amenity and it will therefore have less of an impact on mental health and wellbeing.

6.14.41 There will be a beneficial effect (not significant) on human health in relation to GHG emissions, as the Scheme will achieve substantial emission reductions relative to a without Scheme scenario.

6.14.42 Decommissioning effects are anticipated to be similar to construction impacts.

Appraisal

6.14.43 **Chapter 14: Socio-economic and Land Use** of the ES [EN010142/APP/6.1] concludes that the construction and decommissioning phases of the Scheme will have a beneficial impact on employment, through the creation of a total net employment of 914 jobs per annum, with 138 jobs per annum expected to be taken up by residents within the local area. In addition, it is estimated that construction will contribute approximately £52.3 million to the national economy, of which £7.9 million would likely be within the local region.

6.14.44 The jobs created will be in the renewable energy sector, specifically relating to solar installation, but also electricity transmission and supply chain. As such, they will contribute to the development of skills needed for the UK's transition to net zero by 2050 (as required by the Climate Change Act 2008 (2050 Target Amendment Order) 2019 (Ref 47)) and described within the Net Zero Strategy: Building Back Greener (Ref 42).

6.14.45 A **Framework SSCEP [EN010142/APP/7.18]** has been prepared for the Scheme and includes measures to maximise and pro-actively expand the economic benefits of the Scheme for the local community.

6.14.46 During construction there will need to be a closure of PRoW BOAT 13 which cannot be diverted as there are no feasible alternative routes. However, this would be temporary and short term (only up to four weeks) therefore limiting impacts. The Scheme will also be beneficial on users of PRoW as a result of two new permissive paths, and **Chapter 11: Human Health** of the ES [EN010142/APP/6.1] concludes that beneficial effects are anticipated on human health in relation to GHG emissions due to the renewable energy generation of the Scheme.

6.14.47 No significant adverse effects are assessed in relation to local accommodation, community connectivity, local land use and amenity, and human health as a result of the construction, operation and decommissioning of the Scheme.

6.14.48 In summary, the construction of the Scheme will contribute to the local economy, and the development of low-carbon industries at the local and regional level as well as nationally through upskilling workers in the renewable energy sector. Although there will be a closure of a PRoW during

construction this is for a limited time only. During its 60 year operation, the Scheme will provide benefits to local users through the provision of two new permissive paths which provide connections to the existing PRow network.

6.14.49 Overall, the Scheme is therefore in accordance with the socio-economic and health policies of NPS EN-1, and relevant local plans.

6.15 Mineral Safeguarding

Planning Policy Context

- 6.15.1 The Scheme is partly located within a Sand and Gravel Minerals Safeguarding Area (MSA), a Limestone MSA, one Site Specific MSA (Glentworth K) and a Petroleum Exploration and Development Licence (PEDL) block falling within Lincolnshire. In Nottinghamshire, the Scheme is only impacted by a Sand and Gravel MSA. The extents of these areas are set out in the Lincolnshire Minerals and Waste Local Plan Core Strategy and Development Management Policies (2016) (Ref) and the Nottinghamshire Minerals Local Plan (2021) (Ref). The locations of the MSAs in relation to the Scheme are shown in Appendix E of this Planning Statement
- 6.15.2 Paragraph 5.11.19 of NPS EN-1 (Ref 2) states that applicants “*should safeguard any mineral resources on the proposed site as far as possible, taking into account the long-term potential of the land use after any future decommissioning has taken place.*” Further to this, NPS EN-1 (Ref 2) paragraph 5.11.28 adds that the Secretary of State should ensure that “appropriate mitigation measures have been put in place to safeguard mineral resources”, should a development have an impact on an MSA.
- 6.15.3 The Central Lincolnshire Local Plan (2023) (Ref 18) lists under Policy S14 the potential impacts that renewable energy development must consider to be determined as acceptable development. It is stated that testing compliance with these impacts will be achieved via any applicable policies in relevant development plans including the Minerals Local Plan.
- 6.15.4 Paragraph 5.67 of the Lincolnshire Minerals and Waste Local Plan Core Strategy and Development Management Policies (2016) (Ref 19) refers to Petroleum Exploration and Development Licences (PEDL). This confirms that the PEDL merely gives operators the licence to explore reserves and does not constitute planning permission for extraction, which will still be required. The PEDL therefore does not safeguard the land for oil extraction and does not preclude alternative uses within these locations.
- 6.15.5 Policy M11 of the Lincolnshire Minerals and Waste Local Plan Core Strategy and Development Management Policies (2016) (Ref 19) requires applications for non-minerals development in a MSA to be accompanied by a Minerals Assessment, adding that permission will be granted for development provided that it would not sterilise mineral resources within the MSA or prevent future extraction on neighbouring land. Where this is not the case, planning permission will be granted where:

“...the applicant can demonstrate to the Mineral Planning Authority that prior extraction of the mineral would be impracticable, and that the development could not reasonable be sited elsewhere; or

the incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed; or there is an overriding need for the development to meet local economic needs, and the development could not reasonably be sited elsewhere...”

- 6.15.6 Policy M12 of the Lincolnshire Minerals and Waste Local Plan Core Strategy and Development Management Policies (2016) (Ref 19) seeks to safeguard existing mineral sites and associated minerals infrastructure. It states that mineral sites and associated infrastructure that supports the supply of minerals in the County will be safeguarded against development that would unnecessarily sterilise the sites and infrastructure or prejudice or jeopardise their use by creating incompatible land uses nearby.
- 6.15.7 The Minerals Local Plan for Nottinghamshire comprises the Nottinghamshire Minerals Local Plan (2021) (Ref 26). Policy SP7 states that in terms of MSAs that non-minerals development within MSAs will have to demonstrate that mineral resources will not be needlessly sterilised as a result of the development and that development would not pose a serious hindrance to future extraction in the vicinity. Where this cannot be demonstrated, and where there is a clear and demonstrable need for the non-minerals development, prior extraction will be sought where possible.

Appraisal

- 6.15.8 The vast majority of the land within the Principal Site is not located within any MSAs.
- 6.15.9 A small area of the eastern extent of the Principal Site, as the Scheme adjoins Middle Street, falls within part of a Limestone MSA. There is also one Site Specific MSA located within the south-east of the Principal Site, named Glentworth K. This is an operational oil extraction site afforded protection by Policy M12 of the Lincolnshire Minerals and Waste Local Plan Core Strategy and Development Management Policies (2016) (Ref 19). In addition, located to the west of the existing oil extraction site is a proposed site for a new oil extraction facility. The details of this proposed development are set out in Section 3.6 of this Planning Statement. This scheme received planning permission on 09 February 2024, therefore the proposed site has the protection of Policy M12 of the Lincolnshire Minerals and Waste Local Plan Core Strategy and Development Management Policies (2016). The design of the Principal Site has had regard to both the existing and proposed Glentworth oil sites excluding these sites from the Order limits, protecting existing and proposed access points to these sites and ensuring that existing and proposed operations will not be prejudiced.
- 6.15.10 The whole of the Principal Site and Cable Route Corridor up to the boundary between Lincolnshire and Nottinghamshire is located within a PEDL block, designated in the Lincolnshire Minerals and Waste Local Plan Core Strategy and Development Management Policies (2016) (Ref 19). The PEDL block designations do not safeguard land from development, with any subsequent exploration or extraction of oil requiring planning permission. This therefore has little weight.

- 6.15.11 A small area of the Cable Route Corridor, to the east of Willingham by Stow is located within a Sand and Gravel MSA designated within the Lincolnshire Minerals and Waste Local Plan Core Strategy and Development Management Policies (2016) (Ref 19).
- 6.15.12 The Cable Route Corridor is located within a Sand and Gravel MSA allocated within the Nottinghamshire Minerals Local Plan (2021) (Ref 26).
- 6.15.13 It was agreed in a meeting on 13 June 2023, between the Applicant, Lincolnshire County Council and Nottinghamshire County Council that a full minerals assessment was not required with respect to MSAs falling within the Order limits and that a proportionate consideration of how the Scheme will impact on areas safeguarded for mineral extraction within this Planning Statement would suffice.
- 6.15.14 The Scheme accords with the requirements of Policy M11: Safeguarding Mineral Resources and Policy M12: Safeguarding of Existing Mineral Sites and Associated Minerals Infrastructure of the Lincolnshire Minerals and Waste Local Plan Core Strategy and Development Management Policies (2016) (Ref 19), and Policy SP7 of the Nottinghamshire Minerals Local Plan (2021) (Ref 26) as:
- a. The Scheme can be constructed, operated and decommissioned without preventing the mineral resources from being extracted in the future. The construction of the Scheme is also minimally invasive and would not therefore impact the underlying geology. In addition, due to the flat topography of the Order limits no significant earthworks are proposed;
 - b. The mineral deposits affected by the Scheme will not be permanently sterilised by the Scheme and can be extracted, if required, after its decommissioning. During decommissioning, all infrastructure associated with the Scheme will be removed and recycled or disposed of in accordance with good practice. This is with the exception of the Cable Route Corridor, which may remain in-situ. Cables remaining in-situ within the Cable Route Corridor will still enable mineral deposits to be extracted. Decommissioning will commence 60 years after the Scheme's final commissioning as secured by a requirement in the DCO to be informed by the **draft DCO [EN010142/APP/3.1]**; and
 - c. The Scheme has been designed to ensure that existing minerals sites will be safeguarded and their operation not adversely affected by the Scheme.

6.16 Other construction, operation and decommissioning impacts

- 6.16.1 Other impacts of the Scheme during its construction, operation and decommissioning have been identified and are assessed and discussed in the **Chapter 17: Other Environmental Topics** of the ES **[EN010142/APP/6.1]**. The impacts below have associated relevant national and local planning policies:

- a. Glint and glare;
- b. Ground conditions;
- c. Major accidents and disasters;
- d. Materials and waste; and
- e. Electric and Electro-magnetic Fields (EMF).

6.16.2 The following sections discuss the relevant planning policy, assessment conclusions and appraise planning policy compliance for each topic.

Glint and glare

Planning Policy Context

- 6.16.3 Section 5.5 of NPS EN-1 (Ref 2) requires consideration of effects from new energy infrastructure on civil or military aviation and defence interests, including all aerodromes and communications, navigation and surveillance (CNS) infrastructure.
- 6.16.4 Paragraph 2.10.103 of NPS EN-3 (Ref 3) states that “*Applicants should map receptors qualitatively to identify potential glint and glare issues and determine if a glint and glare assessment is necessary as part of the application*”. Further, paragraph 2.10.104 of NPS EN-3 (Ref 3) highlights that where a quantitative glint and glare assessment is necessary, applicants are expected to provide an assessment of potential impact and impairment based on the angle and duration of incidence and the intensity of the reflection. Paragraph 2.10.104 of NPS EN-3 (Ref 3) notes that the extent of the reflectivity analysis required to assess potential impacts will depend on the specific project site and design.
- 6.16.5 NPS EN-3 (Ref 3) at paragraph 2.10.158 states that the potential impact of glint and glare on nearby homes, motorists, PRow and aviation infrastructure should be assessed during the decision-making process.
- 6.16.6 Paragraph 2.10.159 of NPS EN-3 (Ref 3) adds that there is no evidence that glint and glare results in significant impairment on aircraft safety and therefore unless a significant impairment can be demonstrated, the effect of glint and glare on aviation is unlikely to have significant weight in the Secretary of State’s decision.

Assessment conclusions and appraisal

- 6.16.7 **Chapter 17: Other Environmental Topics** of the ES [EN010142/APP/6.1] and supporting **Appendix 17-2: Glint and Glare Assessment** of the ES [EN010142/APP/6.2] provides an assessment of glint and glare effects of the Scheme. In accordance with NPS EN-3 (Ref 3) the assessment considers effects upon surrounding road users, railway operations, dwellings, PRow, bridleways and aviation activity, based on the visibility of PV panels from receptors, their angles using geometric calculations, and amount of sunlight. The assessment states that the Scheme’s design, which includes careful siting in the landscape, conserving existing vegetation patterns and creating new green infrastructure through planting, will mean that it is unlikely that adverse effects will be experienced from glint and glare.

- 6.16.8 The glint and glare assessment concludes that there will be no impacts on bridledways, residential receptors or road receptors, and low (not significant) impacts on aviation receptors on Runway 27 at Sturgate Airfield.
- 6.16.9 In summary, impacts of glint and glare from the Scheme are acceptable and not significant. The Scheme is therefore in accordance with NPS EN-1 (Ref 2) and NPS EN-3 (Ref 3).

Ground conditions

Planning Policy Context

- 6.16.10 Working in close cooperation with the relevant pollution control authority, paragraph 4.12.15 of NPS EN-1 (Ref 2) states that, before consenting an potentially polluting developments, the decision maker should be satisfied that the potential impacts with respect to existing ground contamination can be adequately regulated under the pollution control framework and that the cumulative effects of pollution would not make development unacceptable.
- 6.16.11 Paragraph 5.11.17 of NPS EN-1 (Ref 2) states that “*Applicants should ensure that a site is suitable for its proposed use, taking account of ground conditions and any risks arising from land instability and contamination*”.
- 6.16.12 Paragraph 2.10.34 of NPS EN-3 (Ref 3) encourages applicants to “*develop and implement a Soil Resources and Management Plan which could help to use and manage soils sustainably and minimise adverse impacts on soil health and potential land contamination*”.
- 6.16.13 Local policy requires the consideration of groundwater pollution and development on land potentially affected by contamination. Policy S56 of the Central Lincolnshire Local Plan (Ref 18) states that development will not be permitted if it significantly impacts on groundwater, while the layout and drainage must take account of ground conditions and contamination. Policy DM10 of the Bassetlaw Core Strategy and Development Management Policies (2011) (Ref 25) ensures that proposals for renewable and low carbon energy infrastructure will not result in unacceptable impacts in terms of watercourse engineering and hydrological impacts and pollution, and Policy 49 of the Draft Bassetlaw Local Plan Main Modifications (2023) (Ref 33) requires development to avoid causing unacceptable risk to sources of groundwater.

Assessment conclusions and appraisal

- 6.16.14 **Chapter 17: Other Environment Topics** of the ES [EN010142/APP/6.1] assesses the impact of the Scheme on ground conditions. Preliminary Risk Assessments (PRAs) have been completed for both the Principal Site and Cable Route Corridor to assess the land condition and identify potential environmental land quality liabilities and constraints prior to the construction of the Scheme. The PRAs involved a desk-based review, a site walkover, followed by a preliminary ground model, and then a Conceptual Site Model (CSM) to identify potentially significant source pathway receptor linkages.
- 6.16.15 The assessment of potential severity, likelihood of occurrence and potential risk associated with each contaminant linkage set out in the assessment is included in **Appendix 17-3: Ground Conditions Principal Site PRA**, and

Appendix 17-4: Ground Conditions Cable Route Corridor PRA of the ES [EN010142/APP/6.2], which conclude that the risks are very low to low.

- 6.16.16 Intrusive site investigation is proposed by the Applicant at the post-consent stage to verify the conceptual site model and to inform whether further mitigation and verification is required prior to the commencement of the authorised development. The **Framework CEMP [EN010142/APP/7.8]** includes management measures relating to ground conditions which will secure the completion of intrusive site investigations prior to the commencement of development and will be secured by a requirement (CEMP) of the **draft DCO [EN010142/APP/3.1]**. The CEMP will need to be substantially in accordance with the **Framework CEMP [EN010142/APP/7.8]** and the Scheme implemented in accordance with the approved CEMP, thereby ensuring that any risks associated with ground conditions are mitigated as appropriate.
- 6.16.17 The ground conditions assessment within **Chapter 17: Other Environment Topics** of the ES [EN010142/APP/6.1] concludes that the Scheme will not pose an unacceptable risk to human health or the environment either during construction, operation or decommissioning with no significant adverse effects arising. This is provided that the recommendations set out in the **Framework CEMP [EN010142/APP/7.8]** are included in the detailed CEMP, to be secured by a requirement in the **draft DCO [EN010142/APP/3.1]**, along with other environmental design and management measures.
- 6.16.18 Best practice and bespoke mitigation measures will also be implemented during construction, operation and decommissioning to reduce nuisance impacts from dust generation, soil removal and waste generation. These measures are set out in the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]**. Requirements of the **draft DCO [EN010142/APP/3.1]** require the submission of a CEMP, an OEMP and a DEMP. These will need to be substantially in accordance with the framework plans and the Scheme constructed, operated and decommissioned in accordance with the approved details. These management measures will ensure that no significant adverse effects arise and that, if mitigation is required, this is implemented in accordance with approved details secured by the requirements referred to above prior to that particular phase of the Scheme.
- 6.16.19 In summary, impacts of the Scheme on ground conditions can be appropriately controlled to acceptable standards and further investigation will be undertaken if required to understand potential areas of contamination. The Scheme is therefore in accordance with NPS EN-1 (Ref 2) and relevant local planning policies regarding potential impacts on ground conditions.

Major accidents and disasters

Planning Policy Context

- 6.16.20 The EIA Regulations (Ref 4) require an assessment of the “*potentially significant effects of a development on the environment as a result of its vulnerability to, or introduction of, risks of major accidents and/or disasters*”.

- 6.16.21 Paragraph 4.13.5 of NPS EN-1 (Ref 2) states that applicants should consult with the Health and Safety Executive (HSE) on matters relating to safety.
- 6.16.22 Paragraph 4.13.8 of NPS EN-1 (Ref 2) requires the decision maker to be satisfied that a safety assessment has been prepared, where required, and that the Competent Authority has raised no safety objections associated with the development.

Assessment conclusions and appraisal

- 6.16.23 **Chapter 17: Other Environmental Topics** of the ES [EN010142/APP/6.1] sets out that the Applicant has consulted with the HSE in relation to safety who have confirmed that the Scheme falls into the consultation zones of one Major Accident Hazard Site (MAHS) and one Major Accident Hazard Pipeline (MAHP). These are Cottam Power Station (MAHS), and Blyborough to Cottam PS Pipeline (MAHP). **Chapter 17: Other Environmental Topics** of the ES [EN010142/APP/6.1] assesses the vulnerability of the Scheme to a major accident at these sites along with other potential hazards.
- 6.16.24 Construction and decommissioning works will all be subject to risk assessments as set out in the **Framework CEMP [EN010142/APP/7.8]** and **Framework DEMP [EN010142/APP/7.10]** which will minimise impacts from hazards such as fire or trenchless crossing failure. Mitigation measures to be implemented during construction and decommissioning are listed within the **Framework CEMP [EN010142/APP/7.8]** and **DEMP [EN010142/APP/7.10]** respectively, which will be secured by requirements 12 and 20 of the **draft DCO [EN010142/APP/3.1]**. During construction and decommissioning, the Scheme will temporarily introduce construction workers into these consultation zones of one MAHS and one MAHP. Consultation zones around MAH sites and pipelines are defined by the HSE after assessing the risks and likely effects of major accidents. Employees of the Scheme are considered to be 'normal working population' who are fit and healthy and could be easily organised for emergency action. No members of the public will be present within the working areas. Working hours will be restricted (as discussed in Section 4 of this Planning Statement) and there will be no staff who will be 'residents' (sleeping on site overnight). The Scheme is therefore considered to represent the lowest level of sensitivity and consequently the risk to the workforce due to the proximity of these sites is not considered to be significant. During the pre-application phase, the relevant statutory undertakers have been contacted, and the design of the Cable Route Corridor and Principal Site has been refined to allow appropriate offsets for these hazards within the Order limits. As such, no significant risks have been identified.
- 6.16.25 The Cable Route Corridor crosses the railway line connecting Gainsborough to Saxilby and Lincoln. **Chapter 17: Other Environmental Topics** of the ES [EN010142/APP/6.1] concludes that during the construction and decommissioning phases of the Scheme, there will be no effect on the risk of major accidents occurring from fire or rail accidents with mitigation in place.
- 6.16.26 During construction, operation and decommissioning, there is a potential fire risk associated with batteries used for the BESS. The Scheme design includes mitigation and protection measures which will be secured through a **Framework Battery Safety Management Plan (FBSMP)**

[EN010142/APP/7.13], Work Plans [EN010142/APP/2.3] and Outline Design Principles Statement [EN010142/APP/7.4]. This includes cooling systems to regulate temperatures to within safe conditions, and safety provisions including fire detections and alarms and thermal barriers to further prevent any accidents.

- 6.16.27 The assessment concludes that in the unlikely event that a fire was to break out, it is considered very unlikely, given the control measures to be implemented, that the fire would spread to the rest of the BESS. Even in the highly unlikely event that all the systems fail and a large-scale fire were to break out within one of the BESS containers, the resultant hydrogen fluoride concentration at the closest receptors will be below the level that Public Health England has identified as resulting in notable discomfort to members of the general population.
- 6.16.28 In conclusion, the Scheme has taken appropriate consideration of the potential for major accidents and disasters and how to reduce the potential of them occurring to ensure public safety, through embedded protective and mitigation measures. The Scheme is therefore considered to accord with NPS EN-1 (Ref) and relevant local planning policy.

Materials and waste

Planning Policy Context

- 6.16.29 Section 5.15 of NPS EN-1 (Ref 2) sets out considerations with regard to resource and waste management. Paragraph 5.15.2 states that “*Sustainable waste management is implemented through the waste hierarchy, which sets out the priorities that must be applied when managing waste*”.
- 6.16.30 NPS EN-1 (Ref 2) paragraph 5.15.14 states that consideration should be given to the extent to which the applicant has proposed an effective system for managing both hazardous and non-hazardous waste arising from the construction, operation and decommissioning of the Scheme.
- 6.16.31 Paragraph 5.15.15 of NPS EN-1 (Ref 2) states that the Secretary of State should be satisfied that any such waste can be managed, both on-site and off-site, the waste from the proposed facility can be dealt with appropriately by the waste infrastructure which is, or is likely to be, available, and that adequate steps have been taken to minimise the volume of waste arisings.
- 6.16.32 Policy S53 of the Central Lincolnshire Local Plan (Ref 18) and Policy ST35 of the Draft Bassetlaw Local Plan Main Modifications (Ref 33) requires development to consider and minimise waste associated with development. Policy WCS2 and WCS12 of the Nottinghamshire and Nottingham Replacement Waste Local Plan Waste Core Strategy (Ref 28), Policy W4.1 and W4.2 of the Nottinghamshire Waste Local Plan (Ref 27), and Policy SP1 of the Nottinghamshire and Nottingham Joint Draft Waste Local Plan (Ref 35) consider both waste disposal and incorporating efficient design into development aimed at reducing creation of waste.
- 6.16.33 At neighbourhood level, Policy 5 of the Sturton by Stow and Stow Neighbourhood Plan (Ref 23) considers how to minimise waste through good design.

Assessment conclusions and appraisal

- 6.16.34 **Chapter 17: Other Environmental Topics** of the ES [EN010142/APP/6.1] sets out the arrangements that are proposed for managing any waste produced by the Scheme, in accordance with the waste hierarchy. The Application is accompanied by a **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]**, which sets out the framework measures to support the Scheme during each of these phases moving waste up the waste hierarchy and meeting other legal, policy and best practice requirements.
- 6.16.35 **Chapter 17: Other Environmental Topics** of the ES [EN010142/APP/6.1] concludes that there will be no significant adverse effects relating to materials and waste during construction, operation or decommissioning. In addition, no adverse effects are expected in relation to the ability of existing waste management facilities to deal with other waste from other solar NSIPs in the area. The Applicant is committed to properly managing all waste from the Scheme, including on-site and off-site, by dealing with it appropriately with the waste infrastructure available.
- 6.16.36 During decommissioning, the Scheme will be subject to measures and procedures defined within a DEMP as secured through the DCO. A **Framework DEMP [EN010142/APP/7.10]** is submitted with the DCO Application. A requirement of the **draft DCO [EN010142/APP/3.1]** requires the submission of a DEMP, which will need to be substantially in accordance with the **Framework DEMP [EN010142/APP/7.10]** and the Scheme decommissioned in accordance with the approved DEMP. The DEMP will be required to include a resource management plan with details of proposals to minimise the use of natural resources and unnecessary materials.
- 6.16.37 In summary, impacts of the Scheme in relation to materials and waste will be appropriately controlled through management plans. The Scheme is therefore in accordance with NPS EN-1 (Ref 2) and relevant local planning policies regarding materials and waste.

Electric and Electromagnetic Fields (EMF)

Planning Policy Context

- 6.16.38 Paragraph 2.11.14 of NPS EN-5 (Ref 10) states that “in order to avoid unacceptable adverse impacts of EMFs from electricity network infrastructure on aviation, the Secretary of State will take account of statutory technical safeguarding zones defined in accordance with Planning Circular 01/03 (Ref 83), or any successor, when considering recommendations for DCO applications”.
- 6.16.39 Paragraph 2.11.13 of NPS EN-5 (Ref 10) recognises that the undergrounding of a line would reduce the level of EMFs experienced, but magnetic field levels may still be high immediately above the cable.

Assessment conclusions and appraisal

- 6.16.40 **Chapter 17: Other Environmental Topics** of the ES [EN010142/APP/6.1] concludes that no significant adverse effects will occur on residential receptors as a result of EMFs. Cables will be installed at a minimum of 10m

from the façade of any residential property and with this being secured by the **Outline Design Principles Statement [EN010142/APP/7.4]**. The Order limits are also not within the safeguarding zone of any safeguarded civil aerodrome as listed on Annex 3 of the planning circular 01/03 (Ref 83).

6.16.41 **Chapter 17: Other Environmental Topics** of the ES [EN010142/APP/6.1] identifies that some PRow do cross over the Order limits, however it is concluded that presence of the public either directly above or adjacent to underground cables associated with the Scheme would be transient, with the individuals using the PRow exposed to electro-magnetic fields from the cables for only very short periods of time. It is considered that the level of exposure to users of PRow will be similar to that associated with general household appliances. Therefore, no significant adverse effects to users of PRow are predicted to occur.

6.16.42 **Chapter 17: Other Environmental Topics** of the ES [EN010142/APP/6.1] also considers the impact of EMFs on fish within the River Trent, which is crossed by the Cable Route Corridor. It concludes that the combination of sealed cabling and a buried depth of at least 5m below the bed of the River Trent is considered sufficient to reduce EMF to levels that are unlikely to be perceivable to fish species transiting along the River Trent and limited to a very small area. In addition, most species, including lamprey are known to use the entire depth range of the water column and so can also undertake avoidance behaviour via water depth selection.

6.16.43 In summary, no significant adverse effects are anticipated on residential receptors, users of PRow or fish in relation to EMF, therefore the Scheme is in accordance with NPS EN-5 (Ref 10) with respect to potential impacts of electric and EMF.

6.17 Cumulative Impacts

Planning Policy Context

6.17.1 Paragraph 4.1.5 of NPS EN-1 (Ref 2) confirms that in weighing up the impacts and benefits of a proposed development, the Secretary of State will also need to take into account:

“its potential benefits including its contribution to meeting the need for energy infrastructure, job creation, reduction of geographical disparities, environmental enhancements, and any long-term wider benefits

its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy”.

6.17.2 Paragraph 4.2.12 of NPS-EN-1 (Ref 2) relates to the Applicant's consideration of residual impacts stating that *“the cumulative impacts of multiple developments with residual impacts should also be considered.”*

6.17.3 Paragraph 4.3.3 of NPS EN-1 (Ref 2) requires applicants to provide an assessment of the likely significant effects of a proposed development, in accordance with the requirements of the EIA Regulations, including any

cumulative effects. Paragraph 4.3.19 of NPS EN-1 (Ref 2) with respect to decision making states that:

“The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place”.

6.17.4 Section 4.4 of NPS EN-1 (Ref 2) sets out national policy on the consideration of health with respect to energy proposals stating at 4.4.5 that:

“The impacts of more than one development may affect people simultaneously, so the applicants should consider the cumulative impacts on health in the ES where appropriate”.

6.17.5 Section 5 of NPS EN-1 (Ref 2) sets out the generic impacts of energy proposals upon the environment. This includes policies for the consideration of cumulative impacts with respect to flood risk (paragraphs 5.8.15 and 5.8.32), the historic environment (paragraphs 5.9.9), landscape and visual effects (paragraph 5.10.6), socio-economic impacts (paragraph 5.13.4), traffic and transport effects (paragraph 5.14.21), and impacts on water quality and resources (paragraph 5.16.7).

6.17.6 NPS EN-3 (Ref 3) recognises that, in the case of solar projects, applicants will choose sites based on nearby available grid export capacity and, given this (at paragraph 2.10.26):

“applicants should consider the cumulative impacts of situating a solar farm in proximity to other energy generating stations and infrastructure.”

6.17.7 Paragraph 2.10.94 of NPS EN-3 (Ref 3) sets out specific policy with respect to the consideration of cumulative landscape and visual impacts, confirming that:

“The approach to assessing cumulative landscape and visual impact of large-scale solar farms is likely to be the same as assessing other onshore energy infrastructure. Solar farms are likely to be in low lying areas of good exposure and as such may have a wider zone of visual influence than other types of onshore energy infrastructure.”

6.17.8 NPS EN-3 (Ref 3) goes on to state at paragraph 2.10.95 that whilst solar development can cover a large surface area, its zone of visual influence can be appropriately minimised by *“effective screening and appropriate land topography.”*

6.17.9 Paragraph 2.10.126 of NPS EN-3 (Ref 3) sets out likely impacts relating to traffic and transport stating that *“where a cumulative impact is likely because multiple energy infrastructure developments are proposing to use a common port and/or access route and pass through the same towns and villages”*, the ES should include a cumulative transport assessment.

6.17.10 Measures to manage the impacts on local road networks or residential amenity associated with construction traffic and related noise and vibration from multiple solar projects is referenced in paragraph 2.10.141, stating that

“it may be appropriate for applicants for various project to work together” to minimise impacts upon the highway networks and residents.

- 6.17.11 NPS EN-5 (Ref 10) reiterates the policy positions of NPS EN-1 (Ref 2) and NPS EN-3 (Ref 3), confirming the need to consider cumulative impacts within the ES and this being an overall consideration as part of the planning balance exercise.
- 6.17.12 Local Policies including S14 of the Central Lincolnshire Local Plan (Ref 18), DM10 of the Bassetlaw Core Strategy (Ref 25), and ST6, 48 and ST51 of the Draft Bassetlaw Local Plan Main Modifications (Ref 33), require development to be acceptable in terms of cumulative impacts.

Assessment Conclusions

- 6.17.13 **Chapter 18: Cumulative Effects and Interactions** of the ES [EN010142/APP/6.1] sets out the Applicant’s assessment of two types of effects. It looks at effect interactions, which arise as a result of the combined effect of individual impacts from the Scheme; and cumulative effects, which arise where there is the potential for two or more developments that are reasonably foreseeable within close proximity to the Scheme to lead to significant cumulative effects to the same receptor.
- 6.17.14 In terms of effect interactions, **Chapter 18: Cumulative Effects and Interactions** of the ES [EN010142/APP/6.1] considers impacts upon receptors. During construction and decommissioning, significant effects arise upon Hermitage Low Farmhouse, Common Lane and non-motorised users of the A631 and School Lane. The significant effects arise in relation to increased sense of disturbance due to the combined effects from air quality, noise and vibration, transport and access, and landscape and visual impacts.. There are no significant effects arising in relation to other receptors during construction or decommissioning. This is set out in full in Table 18-7: Potential effect interactions during construction and decommissioning of **Chapter 18: Cumulative Effects and Interactions** of the ES [EN010142/APP/6.1].
- 6.17.15 During operation, Table 18-8: Potential effect interactions during operation of **Chapter 18: Cumulative Effects and Interactions** of the ES [EN010142/APP/6.1] confirms that following the maturing of landscaping that there will be no significant effects to all receptors. This confirms no significant effects during operation with respect to noise and vibration and landscape and visual effects.
- 6.17.16 During construction, minor beneficial effects will arise upon the local community due to employment related construction activity from the Scheme in West Lindsey and Bassetlaw and through Gross Value Added (GVA) impact upon the local economy in West Lindsey and Bassetlaw. During operation, there will be minor beneficial impacts from the two additional permissive paths included within the Scheme providing an increase in access to the open countryside with associated health benefits. During construction and decommissioning, the combined effects will be managed and minimised by the measures outlined in the **Framework CEMP [EN010142/APP/7.8]** and **Framework DEMP [EN010142/APP/7.10]**, and during operation by the **Framework OEMP [EN010142/APP/7.9]**, to be

secured by Requirements 12, 20 and 13 of the **draft DCO [EN010142/APP/3.1]** respectively.

- 6.17.17 In terms of cumulative effects, as set out in Section 3.6 of this Planning Statement, and **Chapter 18: Cumulative Effects and Interactions** of the ES **[EN010142/APP/6.1]**, a shortlist of cumulative developments has been identified. This includes developments which overlap with the Order limits.
- 6.17.18 An assessment of the cumulative effects of the Scheme along with other developments is presented in **Chapter 18: Cumulative Effects and Interactions** of the ES **[EN010142/APP/6.1]**. This explains the shared Cable Route Corridor and the collaboration with other solar developers to minimise cumulative effects and to reduce overall environmental and social effects associated with the Scheme and Gate Burton Energy Park [EN010131], West Burton Solar Project [EN010132] and the Cottam Solar Project [EN010133]. Through this collaborative exercise, the Scheme has sought to reduce environmental effects upon communities living close to the Cable Route Corridor, and heritage and ecological receptors along the Cable Route Corridor.
- 6.17.19 The Cable Route Corridor is in part shared with Gate Burton Energy Park and West Burton Solar Project and fully shared with the Cottam Solar Project. The Cable Route Corridor extends from the National Grid Cottam Substation, heading west, before turning north/north-east over the disused Cottam Power Station railway line. The Cable Route Corridor continues in a north-east direction crossing the River Trent, railway line running between Gainsborough and Lincoln to the north-east of Marton (east of the A156), continuing in a north-east direction to the north of Stow and to the east of Willingham by Stow before heading broadly northwards to connect with the Principal Site. The shared Cable Route Corridor seeks to provide consistent crossing points from the National Grid Cottam Substation and in relation to shared access points from the local highway network where practicable. The **Joint Report on Interrelationships between Nationally Significant Infrastructure Projects [EN010142/APP/7.6]** submitted in support of the Application, illustrates the collaboration between the Scheme and the other solar DCOs.
- 6.17.20 In considering the potential cumulative effects of the Scheme with the other solar DCOs, within **Chapter 18: Cumulative Effects and Interactions** of the ES **[EN010142/APP/6.1]**, the methodology considers the potential cumulative impact of all projects being undertaken within a 24-36 month construction programme and consideration of a sequential installation over a maximum of 5 years.
- 6.17.21 **Chapter 18: Cumulative Effects and Interactions** of the ES **[EN010142/APP/6.1]** confirms that the only likely significant effects arising through the cumulative assessment where they were not already predicted for the Scheme in isolation relates to landscape and visual impacts during all phases and in relation to transport and access impacts during construction.
- 6.17.22 Significant cumulative landscape effects arise in combination with the other solar DCOs during the construction of solar infrastructure with respect to impacts upon LLCA 2c Lincoln Cliff Open Farmland, LLCA 3a Till Vale Open Farmland and the LLCA 5a Trent Valley Meadowlands. This is set out in

Table 18-12: Landscape Assessment of Cumulative Schemes in Construction of **Chapter 18: Cumulative Effects and Interactions of the ES [EN010142/APP/6.1]**. With respect to LLCA 2c, the cumulative effect comprises moderate adverse effects from the Scheme and further effects from the cumulative developments with the overall effect still assessed as moderate adverse. In relation to LLCA 3a, the cumulative effect comprises moderate adverse effects contributed by the Principal Site, minor adverse effects contributed by the Cable Route Corridor and effects from the cumulative developments, resulting in an overall large adverse significant cumulative effect. With respect to LLCA 5a, the cumulative effect comprises minor adverse effects contributed by the Scheme and further effects from cumulative developments, resulting in an overall moderate adverse significant cumulative effect.

- 6.17.23 During operation at year 1 (winter) and year 15 (summer) significant cumulative landscape effects remain with respect to LLCA3a due to moderate adverse effects contributed by the Scheme and further effects from the cumulative developments. These effects are set out in full in Tables 18-13: Landscape Assessment of Cumulative Schemes in Operation (Year 1 Winter) and 18-14: Landscape Assessment of Cumulative Schemes in Operation (Year 15 Summer) of **Chapter 18: Cumulative Effects and Interactions of the ES [EN010142/APP/6.1]**. Significant landscape effects will also remain in combination with other schemes with respect to LLCA 3a during decommissioning as set out in Table 18-15: Landscape Assessment of Cumulative Schemes at Decommissioning (winter) of Chapter 18: **Cumulative Effects and Interactions of the ES [EN010142/APP/6.1]**.
- 6.17.24 In terms of cumulative visual impacts during construction, in combination with other schemes, significant effects also arise within both the Principal Site and the Cable Route Corridor. These effects are set out in Table 18-16: Visual Assessment of Cumulative Schemes in **Chapter 18: Cumulative Effects and Interactions of the ES [EN010142/APP/6.1]**. This sets out that there will be significant cumulative effects to VP CRC3 Flat Tops, Normanby by Stow, VP CRC5 Marton - Poplar Farm (Footpath Mton/68/1), VP CRC6 (Footpath (Bram/66/1), South of Trent Port, Marton) and CRC7 Trent Valley Way, Cottam. The locations of these viewpoints is shown in Figure 12-12b within **Volume 3** of the ES **[EN010142/APP/6.3]**. These receptors are of medium sensitivity and the potential change/impact will be temporary during construction only. These significant effects are additional impacts arising that are not present with the Scheme being considered on its own and are as a result of cumulative impacts.
- 6.17.25 Significant cumulative landscape visual effects also arise with respect to viewpoints within the Principal Site. This relates to VP4 (Middle Street above Harpswell), VP7 (B1398 Middle Street. Glentworth Cliff Farm), VP9 (Kexby Road, west of Glentworth Grange) and VP13 (Public footpath (Hems/787/2) on Lincoln Cliff, Hemswell (Millfield). **Figure 12-12a** of the ES **[EN010142/APP/6.3]** shows the locations of these viewpoints within the Scheme.
- 6.17.26 At year 1 of operation, the significant cumulative landscape visual effects will have been removed with respect to the Cable Route Corridor as the temporary works will have been completed and the land reinstated into its

previous condition with the Cable Route Corridor being assimilated into the landscape. Significant landscape visual effects will remain upon receptors VP4, VP7, VP9 and VP13 as landscape mitigation and enhancement will not have matured. This is set out in Table 18:17: Visual Assessment of Cumulative Schemes in Operation (Year 1, Winter) of **Chapter 18: Cumulative Effects and Interactions** of the ES [EN010142/APP/6.1].

- 6.17.27 During operation, at year 15, residual significant effects with respect to landscape visual impacts in combination with other schemes will remain in relation to VP7 (B1398 Middle Street, Glentworth Cliff Farm) and VP13 (Public footpath (Hems/787/2) on Lincoln Cliff, Hemswell, (Millfield)). This is set out in Table 18:18: Visual Assessment of Cumulative Schemes in Operation (Year 15, Summer) of **Chapter 18: Cumulative Effects and Interactions** of the ES [EN010142/APP/6.1]. The cumulative effect comprises moderate adverse effects (VP7) and major adverse effects (VP13) contributed by the Scheme and further effects from cumulative developments, however, the overall cumulative effect is still assessed as significant.
- 6.17.28 With respect to sequential visual impacts where an observer will obtain views of different developments when moving between viewpoints, this will not result in any additional significant cumulative effects beyond those identified for the representative viewpoints described above.
- 6.17.29 In terms of transport and access cumulative impacts, the cumulative impacts of the Scheme will be temporary in nature and will occur on receptors with a low or very low sensitivity, as well as being managed by measures in the CTMP and PROW Management Plan to be secured by the DCO, therefore there will be no significant cumulative effects on transport and access.

Appraisal

- 6.17.30 In accordance with national and local planning policy, an assessment of the cumulative impacts of the Scheme has been undertaken to assess whether significant effects are made greater when considering the Scheme alongside others.
- 6.17.31 Significant cumulative landscape effects arise in combination with the other solar DCOs during the construction, operation and decommissioning phases of the Scheme in combination with the solar projects. These effects arise due to the long-term alteration of local landscape character but with the schemes also including improvements to landscape structure and enhanced green infrastructure. The inter-relationship of the Scheme with the Gate Burton Energy Park [EN010131] and West Burton Solar Project [EN010132] will result in direct impacts but with separation and limited intervisibility afforded between these projects and the Scheme. The main impact relates to the inter-relationship of the Scheme with the Cottam Solar Project [EN010133] with direct impacts arising from presence of solar infrastructure to areas both north and south of the Scheme (or from the Scheme 'infilling' between solar infrastructure associated with the Cottam Solar Project) thereby, extending influence of solar infrastructure construction along an approximately 15km north-south corridor within LLCA 3a and areas with corresponding character. This residual significant effect is present with the Scheme on its own.

- 6.17.32 Residual significant cumulative effects arise at year 15 in combination with other schemes with respect to Viewpoints VP7 and VP13. These impacts arise from the interrelationship of the Scheme with the Cottam Solar Project [EN010133], which will extend the presence of solar infrastructure in representative viewpoints along Middle Street, including Viewpoints 7 (Glentworth Cliff Farm) and 13 (Public footpath Hems/787/2) due to the expansive views afforded of the wider landscape from The Cliff west and south-west.
- 6.17.33 The **Works Plans [EN010142/APP/2.3]** and **Framework LEMP [EN010142/APP/7.17]** will ensure that embedded mitigation is implemented as part of the detailed design secured by requirements associated with the **draft DCO [EN010142/APP/3.1]**. Whilst landscape and visual effects remain significant, the Cottam Solar Project will only be visible from these viewpoints through extending solar within the view, with this view being distant and the Scheme has sought to minimise effects as far as practicable.
- 6.17.34 The cumulative assessment considers the impact of the Scheme in proximity to other solar DCOs. The design of the Scheme as set out within the **Design and Access Statement [EN010142/APP/7.3]** and the requirement within the **draft DCO [EN010142/APP/3.1]** for the detailed design to be substantially in accordance with the **Outline Design Principles Statement [EN010142/APP/7.4]** demonstrates how the Scheme has sought to minimise environmental impacts where practicable. The embedded mitigation will ensure that impacts upon landscape character and visual impacts are reduced as far as practicable.
- 6.17.35 NPS EN-1 (Ref 2) acknowledges that most NSIP infrastructure projects will have adverse effects on the landscape but confirms that whilst local landscape designations are important that these should not be used to refuse consent since they will unduly restrict acceptable development. This is important context with respect to the Scheme given the identification of largescale solar infrastructure as CNP, meaning there is a presumption that the urgent need for such infrastructure will typically outweigh residual impacts.
- 6.17.36 No significant cumulative effects will arise during construction, operation or decommissioning in relation to air quality, transport and access, cultural heritage, ecology, water environment, noise and vibration, socio-economics and land use, soils and agriculture, or other environmental topics.
- 6.17.37 The Scheme will have significant beneficial impacts upon employment during the construction phase on its own and in combination with other schemes. In summary, cumulative impacts associated with the Scheme has been considered in accordance with Policy NPS EN-1 (Ref 2) which has sought to avoid impacts where possible and where these have arisen to reduce and compensate effects through the inclusion of embedded mitigation and the management of the construction of the Scheme through management plans.

7. Decision Making and Planning Balance

7.1.1 NPS EN-1 (Ref 2), NPS EN-3 (Ref 3) and NPS EN-5 (Ref 10) provide the policy framework for the Secretary of State's decision on the Application. Pursuant to s104(3) of the PA 2008 (Ref 1) the Secretary of State must decide the application in accordance with the relevant NPS, save for in a limited number of circumstances under s104(4) to (8).

7.2 Section 104(2) of the PA 2008

7.2.1 Section 104(2) of the 2008 Act states that in deciding an application for development consent the Secretary of State must have regard to:

- a. Any relevant national policy statement;
- b. The appropriate marine policy documents;
- c. Local impact reports;
- d. Prescribed matters; and
- e. Any other matters which the Secretary of State thinks are both important and relevant to the Secretary of State's decision.

7.2.2 The relevant NPSs in respect of the Project are NPS EN-1 (Ref 2), NPS EN-3 (Ref 3) and NPS EN-5 (Ref 10). Section 6 and Appendix A of this Planning Statement demonstrate that the Scheme is in accordance with these national policy statements.

7.2.3 The appropriate marine policy documents are the Marine Policy Statement (Ref 11) and the East Inshore Marine Plan (Ref 11). Chapter 6 demonstrates that the Scheme is in accordance with these national policy statements with respect to the crossing of the River Trent by the Cable Route Corridor.

7.2.4 Local Impact Reports are expected to be prepared by the host authorities (West Lindsey District Council, Lincolnshire County Council, Bassetlaw District Council and Nottinghamshire County Council) for the examination of the DCO Application. The Scheme is in accordance with local policy to the extent that it is important and relevant, as demonstrated in Appendix B of this Planning Statement.

7.2.5 In terms of prescribed matters, it has been demonstrated that a decision to grant a DCO for the Scheme would have regard to the matters prescribed by Regulation 3 and 7 of the Infrastructure Planning (Decisions) Regulations 2010 (as amended) (Ref 15). The Scheme has regard to preserving heritage assets and their setting as set out in Section 6.10 of this Planning Statement and **Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1]**. Biodiversity conservation and enhancement is also addressed in Section 6.8 of this Planning Statement and **Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1]**.

7.2.6 This Planning Statement provides evidence of the Scheme's compliance with the relevant prescribed matters and relevant planning policy and other matters the Applicant considers are likely to be important and relevant, to inform the Secretary of State's decision as to whether to grant a DCO for the Scheme.

7.3 Section 104(3) to 104 (8) of the PA 2008

- 7.3.1 Section 104(3) of the PA 2008 Act (Ref 1) requires that applications for development consent must be decided by the Secretary of State in accordance with any relevant national policy statement except to the extent that one or more of subsections 104(4) to 104(8) apply.
- 7.3.2 The Scheme is compliant with the policies in the relevant NPS. It follows that the presumption in favour of granting consent in paragraph 4.1.3 of NPS EN-1 (Ref 2) applies in this case. There are no specific or relevant policies set out within NPS EN-1, EN-3 or EN-5 which indicate that consent should be refused.
- 7.3.3 None of the limited exceptions in subsections 104(4) to 104(8) of PA 2008 are engaged, for the reasons summarised below.
- 7.3.4 Section 104(4) applies if deciding an application in accordance with any relevant national policy would lead to the UK being in breach of any of its international obligations. There is no evidence to suggest that the granting of the DCO for the Scheme would lead to the UK being in breach of any of its international obligations.
- 7.3.5 Section 104(5) applies if deciding an application in accordance with any relevant national policy would lead to the Secretary of State being in breach of any duty imposed on the Secretary of State by or under any enactment. There is no evidence to suggest that the granting of the DCO for the Scheme would lead the Secretary of State to be in breach of any such duty.
- 7.3.6 Section 104(6) applies if deciding an application in accordance with any relevant national policy would be unlawful by virtue of any enactment. There is no evidence to suggest that the granting of the DCO for the Scheme would be unlawful by virtue of any enactment.
- 7.3.7 Section 104(7) applies if the adverse impact of a proposed development would outweigh its benefits. Section 6 of this Planning Statement sets out how the Scheme is in accordance with NPS EN-1, EN-3 and EN-5 and relevant local policy. The overall planning balance of the Scheme is considered below.
- 7.3.8 Section 104(8) applies if any condition prescribed for deciding an application otherwise in accordance with an NPS is met. There is no evidence to suggest that any condition is met in relation to the Scheme.

7.4 Planning Balance

- 7.4.1 In accordance with NPS EN-1 (Ref 2), whilst the presumption applies in favour of granting development consent, namely that the urgent need for largescale solar infrastructure, as CNP infrastructure, will generally outweigh any other residential impacts, it is still necessary to apply the planning balancing exercise to determine whether any specific policy tests indicate that consent should be refused and with the need to weigh adverse impacts against benefits overall.
- 7.4.2 Paragraph 4.1.5 of NPS EN-1 (Ref 2) sets out how the Secretary of State, when making a decision, will weight “*adverse impacts against its benefits*”.

The glossary associated with NPS EN-1 confirms that in making a decision, the Secretary of State will apply the following hierarchy of weight:

- a. Limited.
- b. Moderate.
- c. Great.
- d. Significant.
- e. Substantial.

- 7.4.3 The following paragraphs have regard to the outcomes of the planning appraisal in Section 6 of this Planning Statement with respect to the potential environmental, social and economic impacts of the Scheme and apply the planning balancing exercise.

Positive Impacts

Climate Change

- 7.4.4 The Scheme will provide significant carbon savings in energy generation and will play a part in transitioning to net zero required by nationally set policy commitments. This should be considered a **substantial positive weight** in the planning balance.

Ecology and Nature Conservation

- 7.4.5 Through the implementation of the structural landscaping measures to be secured by the **Works Plans [EN010142/APP/2.3]** and through the measures set out in the **Framework LEMP [EN010142/APP/7.17]** to be secured by a requirement of the **draft DCO [EN010142/APP/3.1]**, the Scheme will deliver significant beneficial impacts relating to ecological enhancements that will endure for the duration of the Scheme and some aspects to be permanent (woodland). These enhancements should be afforded **significant positive weight** in the planning balance.
- 7.4.6 The Scheme will also provide a minimum of 10% BNG despite this not being mandatory for NSIP projects until November 2025. In this regard, this should be afforded **moderate positive weight** in the planning balance.

Provision of permissive paths

- 7.4.7 The Scheme will include the provision of two new permissive paths within the Principal Site for the duration of the Scheme. This will provide increased public access to recreational routes for a range of users including pedestrians, cyclists and horse riders. This should be afforded **moderate positive weight** in the planning balance.

Employment Generation

- 7.4.8 The Scheme will generate significant employment during construction and deliver economic benefits through the securement of a SSCEP to be secured by a requirement of the **draft DCO [EN010142/APP/3.1]**. The employment generated by the construction phase of the Scheme will also generate GVA benefits to the East Midlands and local area. This should be afforded **moderate positive weight** in the planning balance.

Socio-economics and land use

- 7.4.9 There will be a significant beneficial effect on farming circumstances as the Scheme provides a new diversified enterprise for landowning farm businesses, with this matter being afforded **moderate positive weight** in the planning balance.

Soils and agriculture

- 7.4.10 **Moderate positive weight** in the planning balance should be afforded to the recovery of soil function for agricultural production following the de-commissioning of the Scheme.

Neutral Impacts

Air Quality

- 7.4.11 There will be no significant residual effects as a result of changes to air quality with this matter being afforded **limited weight** in the planning balance.

Water Environment

- 7.4.12 There will be no significant residual effects as a result of changes to the water environment with this matter being afforded **limited weight** in the planning balance.

Human Health

- 7.4.13 There will be no significant residual effects as a result of residual effects on human health with this matter being afforded **limited weight** in the planning balance.

Noise and Vibration

- 7.4.14 There will be no significant residual effects as a result of noise and vibration with this matter being afforded **limited weight** in the planning balance.

Transport and Access

- 7.4.15 There will be no significant residual effects during operation as a result of transport and access with this matter being afforded **limited weight** in the planning balance.

Other Environmental Topics

- 7.4.16 There will be no significant residual effects as a result of other environmental topics with this matter being afforded **limited weight** in the planning balance.

Negative Impacts

Transport and Access

- 7.4.17 Significant residual effects remain with respect to the severance/pedestrian delay/non-motorised amenity on the B1241, North of Fleets Road. Traffic flows arising during construction along the B1241 could mean some disruption to pedestrians crossing the road during peak construction. The

harm attributed to this temporary impact is afforded **limited negative weight** in the planning balance.

Landscape and Visual Amenity

- 7.4.18 Temporary significant effects will arise during construction with respect to impacts upon local landscape character of the Lincoln Cliff (High Harpswell), the Lincoln Cliff (Open Farmland) and the Till Vale (LLCA 2b, 2c and 3a). Temporary significant effects will also arise upon a number of viewpoints within the Order limits and visual amenity impacts arising from users of during VP CRC6 Footpath (Bram66/1/) south of Trent Port, Marton; and VP CRC7 Trent Valley Way, Cottam.
- 7.4.19 Significant adverse effects will occur upon local landscape character through long-term land-use change arising from the operation of the Scheme within the Principal Site and in combination with the Cottam Solar Project, upon LLCA 3A: Till Vale Open Farmland.
- 7.4.20 Long-term impacts upon viewpoints during operation of the Principal Site will remain at VP7 (B1398 Middle Street, Glentworth Cliff), VP9 (Kexby Road, west of Glentworth Grange) and VP13 (Public footpath (Hems/787/82), Millfield, Hemswell.
- 7.4.21 VP7 and 13 are representative of views from residential properties, pedestrian footways and public rights of way receptors. Both viewpoints are located along The Cliff with views provided across the expansive farmland due to the elevated nature of the land from The Cliff towards the Till Vale below. This is with the exception of VP9, which is located on the north side of Kexby Road, to the west of The Cliff, with its views relating to ones northeast towards The Cliff rather than being from it, and where significant effects arise predominantly from through loss of open views through mitigation woodland and not through views of solar infrastructure.
- 7.4.22 Embedded mitigation has sought to minimise landscape effects as far as practicable. The impact upon landscape character is an inevitable consequence of the resultant land-use change. The area is not by a national landscape designation, with the Scheme providing CNP infrastructure. The Scheme has sought to minimise and reduce landscape effects through embedded mitigation, but due to the elevated nature of The Cliff compared to the relatively flat Till Vale below, it has not been possible to achieve no residual effects.
- 7.4.23 The Applicant acknowledges that The Cliff is valued locally and is designated as an Area of Great Landscape Value within the Central Lincolnshire Local Plan (Policy S62), which seeks to ensure that proposals within or within the setting of the AGLV protect and conserve its value and qualities.
- 7.4.24 The design evolution of the Scheme as set out in **Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1]** and **the Design and Access Statement [EN010142/APP/7.3]** demonstrates how the Applicant has sought to avoid, reduce and mitigate the landscape visual impacts of the Scheme upon this local landscape designation as far as practicable whilst also ensuring the delivery of a scheme where the presumption in favour of granted development consent is engaged.

7.4.25 Policy S62 of the Central Lincolnshire Local Plan does state that:

“Where a proposal may result in adverse impacts, it may exceptionally be supported if the overriding benefits of the development demonstrably outweigh the harm – in such circumstances the harm should be minimised and mitigated through design and landscaping.”

7.4.26 The Scheme is in accordance with NPS EN-1 (Ref 2) where the presumption in favour of approving the DCO is engaged due to the CNP to deliver low carbon electricity generation to meet net zero targets, and where the starting point for the Secretary of States decision making is that such infrastructure is to be treated as if it has met any tests which are set out within the NPSs or any other planning policy which requires a clear outweighing of harm, exceptionality or very special circumstances. The Scheme will deliver CNP infrastructure that will provide significant benefits at a national level, which outweigh the harm arising to the AGLV and other landscape receptors where residual significant effects are predicted. Paragraph 5.10.12 of NPS EN-1 (Ref 2) confirms that *“locally valued landscapes should not be used in themselves to refuse consent, as this may unduly restrict acceptable development.”*

7.4.27 NPS EN-1 at paragraph 5.10.5 (Ref 2) acknowledges that *“virtually all nationally significant energy infrastructure projects will have adverse effects on the landscape.”* The Scheme has sought to minimise impacts and provide mitigation where possible. The residual landscape visual effects are localised affecting a small number of residential receptors and some extents of footpaths and public rights of way. Two of the viewpoints relate to views from The Cliff looking across the lower land below. Paragraph 4.1.7 of NPS EN-1 (Ref 2) states that, for projects which qualify as CNP infrastructure (such as the Scheme), the need case will generally outweigh the residual effects in *“all but the most exceptional cases”*. None of the exceptional circumstances set out in paragraph 4.1.7 apply in respect of the Scheme.

7.4.28 Whilst it is acknowledged that landscape and visual impacts weigh against the Scheme, this should only be afforded **moderate negative weight** in the planning balance given the CNP to deliver solar infrastructure, the time limited nature of the Scheme, the localised visual impacts and impact relating to a local rather than national landscape designation.

Cultural Heritage

7.4.29 The Heritage Harm Statement (Appendix C to this Planning Statement) concludes that the Scheme will not result in substantial harm to designated heritage assets and all effects can be reasonably equated to less than substantial harm, at the lower end of the spectrum. For the Viking Winter Camp (non-designated asset of schedulable quality), the Heritage Harm Statement concludes that the temporary access will not result in a significant loss of archaeological remains also resulting in less than substantial harm to the significance of the asset.

7.4.30 The Scheme design has been carefully considered to avoid, reduce, or mitigate potentially significant effects on cultural heritage and archaeology assets. However, due to the statutory tests outlined in the Infrastructure Planning (Decisions) Regulations 2010 (Ref 15), the Secretary of State when making a decision is duty bound to have regard to whether a scheme

preserves or affects heritage assets with this being afforded great weight against the Scheme due to this statutory duty. Given that the Heritage Harm Statement demonstrates that the Scheme has less than substantial harm, at the lower end of the spectrum to all assets, this is afforded **moderate negative weight** in the planning balance. However, this harm is necessary to achieve the substantial public benefit of delivering CNP infrastructure that outweighs the heritage impact. This is supported by paragraph 4.2.16 and 4.2.17 of NPS EN-1 (Ref 2) which treats CNP infrastructure as if it has met any tests which are set out within the NPSs, or any other planning policy, which requires a clear outweighing of harm, exceptionality or very special circumstances.

Soils and agriculture

- 7.4.31 The use of agricultural land for the Scheme is necessary given the CNP to deliver energy infrastructure and the locational requirement for the Scheme to be positioned relatively close to a point of connection, which in this case is the National Grid Cottam Substation.
- 7.4.32 The Scheme design has sought to minimise impacts upon BMV agricultural land through its site selection process, removing Grade 1 and 2 land from consideration. The majority (95.5%) of the Principal Site is not located on BMV land. BMV land comprises approximately 4.5% (60.3 ha) of the Principal Site. The Scheme will result in the potential permanent loss of 0.92ha (0.08%) of BMV to woodland with the remainder the BMV land and the wider site reverting back to arable use following decommissioning of the Scheme. The cumulative impact of the loss of BMV land with other schemes is not significant.
- 7.4.33 The permanent loss of BMV is minor and it will have other beneficial impacts in terms of the enhancement of woodland habitat within the area, this loss is therefore given **limited weight** against the Scheme in the planning balance.

Cumulative Impacts

- 7.4.34 Significant landscape and visual cumulative effects remain predominantly from:
- a. Cottam Solar Project [EN010133], which will extend the presence and perceptual influence of solar infrastructure within LLCA 3a Till Vale Open Farmland at all stages including Year 15 of operation;
 - b. Cottam Solar Project [EN010133] which will extend the presence of solar infrastructure in representative viewpoints along Middle Street, including Viewpoints 7 (Glentworth Cliff Farm) and 13 (Public footpath Hems/787/2 near Hemswell);
 - c. ID 15 (Glentworth oil well), which will increase the presence of energy infrastructure at representative viewpoint 9 (Kexby Road, west of Glentworth); and
 - d. All three solar DCO in combination at the (temporary) construction stage for four representative viewpoints along the Cable Route Corridor, where receptors are of a higher sensitivity and elements including construction compounds and access tracks will be in close proximity.

- e. With respect to the Cottam Solar Project [EN010133], cumulative landscape and visual effects will arise from the presence of solar infrastructure to areas both north and south of the Scheme (or from the Scheme 'infilling' between), thereby extending the presence and influence of solar infrastructure along an approximately 15km north-south corridor within LLCA 3a, and in elevated representative viewpoints along Middle Street.

7.4.35 Whilst it is acknowledged that landscape and visual impacts weigh against the Scheme, this should only be afforded **moderate negative weight** in the planning balance given the CNP to deliver solar infrastructure, the time limited nature of the Scheme, the localised visual impacts and impact relating to a local rather than national landscape designation.

Summary of Planning Balance

7.4.36 As demonstrated in Section 6 of this Planning Statement and above, the key adverse impacts of the Scheme relate to significant effects upon landscape character due to the change in use of the land, localised landscape and visual impacts being relatively limited and local in nature, and less than substantial harm at the lower end of the spectrum to designated heritage assets. The design development of the Scheme has followed the mitigation hierarchy and all residual effects have been reduced as far as practicable through good design. Paragraph 4.2.15 of NPS-EN1 (Ref 2) makes it clear that in relation to non-HRA impacts, such as the case here, that "*there residual impacts are unlikely to outweigh the urgent need for this type of infrastructure*" and that "*in all but the most exceptional circumstances, it is unlikely that consent will be refused on the basis of these residual impacts*". In this case, it is very clear that the extent and nature of the residual impacts do not trigger the exceptional circumstance set out in national planning policy to refuse consent with the presumption firmly engaged in favour of granting development consent, to deliver CNP infrastructure. By contrast, the benefits of the Scheme are very substantial (in terms of climate change) and significant (in terms of ecology and nature conservation) at both a national, regional and local level, leading to an overwhelming balance in favour of granting development consent for the Scheme. In terms of S104(7), the benefits of the Scheme this clearly and decisively outweighs its limited and localised adverse impacts.

8. Conclusion

- 8.1.1 This Planning Statement has demonstrated that the Scheme is in accordance with NPS EN-1, which contains, at paragraph 4.1.3, a presumption in favour of granting consent for energy NSIPs. There is also a presumption that the urgent need for CNP infrastructure, which includes solar, will *“in general outweigh any other residual impacts not being addressed by the application of the mitigation hierarchy”* (paragraph 4.1.7).
- 8.1.2 The Scheme will help meet the urgent need for CNP infrastructure to meet *“energy objectives, together with the national security, economic, commercial, and net zero benefits”* (Paragraph 3.3.63 of NPS EN-1 (Ref 2)).
- 8.1.3 None of the limited exceptions in S104(4)-(8) of the PA 2008 (Ref 1) apply. In particular, the adverse impacts that should be afforded moderate weight against the Scheme are limited, relating only to landscape and visual impacts and less than substantial harm to heritage assets. These impacts are significantly outweighed by the very substantial public interest benefits of the Scheme.
- 8.1.4 As identified in national policy and the Government’s energy strategy there is an urgent and critical need to bring forward large scale solar development to meet targets for decarbonisation and net zero. The Scheme will deliver these policy aims, providing a significant amount of low carbon electricity over its 60-year lifetime; and providing resilience, security and affordability of electricity supplies due to its large scale. It will therefore be a critical part of the national portfolio of renewable energy generation that is required to decarbonise its energy supply quickly.
- 8.1.5 It is clear that there is a compelling case and established need for the Scheme and that it will deliver national economic, social and environmental benefits in line with the Government’s clear objectives of delivering sustainable development.
- 8.1.6 The Scheme will also deliver other more localised local economic, social and environmental benefits. These include ecological enhancements, improvements to soil quality; improvements to the existing PRoW network through the provision of permissive paths; and significant employment generation during construction.
- 8.1.7 The analysis of planning policy compliance demonstrates that the need for the Scheme is supported by national planning policy and other national energy and environmental policy, and that the Scheme addresses relevant national and local planning policies through its design, avoiding sensitive areas and limiting adverse impacts where practicable.
- 8.1.8 In terms of the overall planning balance, the clear and substantial benefits of the Scheme clearly outweigh any adverse effects, which would be localised, short-term, temporary and/or reversible at the end of the Scheme’s lifetime. The presumption in favour of consent in NPS EN-1 (Ref 2) sets out that these residual impacts are unlikely to outweigh the urgent need for this type of infrastructure and that any tests set out in the NPS or other planning policy are to be treated as if they have been met.

8.1.9 This Planning Statement has demonstrated that the Scheme is in accordance with relevant national and local policy considered to be important and relevant and that substantial weight should be given to need when considering applications for consent under the PA 2008 (Ref 1). Given the urgent need for large scale solar development and the substantial benefits of the Scheme, there is a clear and compelling case for the DCO to be made.

9. References

- Ref 1 The Stationary Office (2008). Planning Act 2008. Available at: <https://www.legislation.gov.uk/ukpga/2008/29/contents> [Accessed on 22 March 2024]
- Ref 2 Department for Energy Security & Net Zero (2023). Overarching National Policy Statement for Energy (EN-1). Available at: <https://www.gov.uk/government/publications/overarching-national-policy-statement-for-energy-en-1> [Accessed on 22 March 2024]
- Ref 3 Department for Energy & Net Zero (2023). National Policy Statement for Renewable Energy Infrastructure (EN-3). Available at: <https://www.gov.uk/government/publications/national-policy-statement-for-renewable-energy-infrastructure-en-3> [Accessed on 22 March 2024]
- Ref 4 The Stationary Office (2017). The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Available at: <https://www.legislation.gov.uk/uksi/2017/572/contents/made> [Accessed on 24 March 2024]
- Ref 5 The Stationary Office (2009). The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. Available at: <https://www.legislation.gov.uk/uksi/2009/2264/made> [Accessed 22 March 2024]
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10. Abbreviations

Abbreviation/Term	Definition
AIA	Arboricultural Impact Assessment
AGLV	Area of Great Landscape Value
AIL	Abnormal Indivisible Load
ALC	Agricultural Land Classification
APFP	The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
BESS	Battery Energy Storage System
BMV	Best and Most Versatile Land
CCGT	Combined Cycle Gas Turbine
CEMP	Construction Environmental Management Plan
CNP	Critical National Priority
CSM	Conceptional Site Model
CTMP	Construction Traffic Management Plan
DAS	Design and Access Statement
DCLG	Department for Communities and Local Government
DCO	Development Consent Order
DEFRA	Department for Environment, Food and Rural Affairs
DEMP	Decommissioning Environmental Management Plan
EIA	Environmental Impact Assessment
EMF	Electromagnetic Fields
ES	Environmental Statement
GHG	Greenhouse Gas
GW	Gigawatt
Ha	Hectares
HDD	Horizontal Directional Drilling
HGV	Heavy Goods Vehicles
HSE	Health and Safety Executive
ICCI	In Combination Climate Change Impact

LEMP	Landscape Environmental Management Plan
LIR	Local Impact Report
LLCA	Local Landscape Character Area
LOAEL	Lowest Observed Adverse Effect Level
LWS	Local Wildlife Sites
MAHP	Major Accident Hazard Pipeline
MAHS	Major Accident Hazard Site
MPS	Marine Policy Statement
MW	Megawatts
NCA	National Character Area
NETS	National Energy Transmission System
NIC	National Infrastructure Commission
NIC	National Infrastructure Commission
NPPF	National Planning Policy Framework
NPPF	National Planning Policy Framework
NPS	National Policy Statement
NSIP	Nationally Significant Infrastructure Project
OEMP	Operation Environmental Management Plan
PA	Planning Act
POC	Point of Connection
PPG	Planning Practice Guidance
PRoW	Public Right of Way
PV	Photovoltaic
SOAEL	Significant Observed Adverse Effect Level
SOS	Secretary of State
SPA	Special Protection Areas
SSSI	Site of Special Scientific Interest
SuD	Sustainable Urban Drainage Systems
TA	Transport Assessment

11. Glossary of Frequently Used Terms

Term	Definition
Abnormal Indivisible Load	An abnormal load that cannot be broken down into smaller loads for transport.
Agricultural Land Classification (ALC)	The recognizable method for classifying agricultural land in England and Wales according to its versatility, productivity and workability, based upon inter-related parameters including climate, relief, soil characteristics and drainage, i.e., ALC assesses land quality based upon the type and level of agricultural production the land can potentially support. These factors form the basis for classifying agricultural land into one of five grades (with Grade 3 land divided into Subgrades 3a and 3b), ranked from excellent (Grade 1) to very poor (Grade 5).
Applicant	Tillbridge Solar Limited
Baseline Conditions	The conditions against which potential effects arising from the Scheme are identified and evaluated.
Battery Energy Storage Systems (BESS)	Batteries with associated infrastructure to store, import and export electricity to the National Grid. The batteries are lithium iron phosphate batteries with a liquid cooling or HVAC system housed within a container. Associated infrastructure includes the DC / DC converter and Transformers, Inverter and Switchgear, which are shared with Solar Stations. The DC/DC converter will be installed alongside every BESS battery container to keep cabling as short as possible and losses low.
Cable Route Corridor	<p>The portion of the Order limits where the grid connection infrastructure (400kV cables) is routed from the Solar PV Site (excluding the On-Site 400kV cabling that interconnects the two substations) to the national electricity transmission network.</p> <p>The proposed Cable Route Corridor is within the Order limits, connecting the onsite substations within the north and south of the Scheme to the National Grid Cottam Substation. Other works associated with cable laying will be located within this area.</p>
Conservation Area	An area of special environmental or historic interest or importance, of which the character or appearance is protected (Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990).
Consultation Report	A report forming part of the DCO application, outlining the consultation undertaken on the Scheme
Cumulative Effects	The collective term for inter and intra project effects. The inter project effects are the combined effects of several

development schemes which may, on an individual basis be insignificant but, cumulatively with the Scheme, have a new or different likely significant effect.

The intra project effects are defined in this table under 'Effect interactions'.

Designated Landscape	Areas of landscape identified as being of importance at international, national or local levels, either defined by statute or identified in development plans or other documents.
DC/DC Converter	Manages the charge and discharge of the battery following the demand profile of the plant operator.
Development Consent Order (DCO)	Development consent is required pursuant to the Planning Act 2008 for Nationally Significant Infrastructure Projects. A development consent order is the order which grants development consent when an application is made to the Secretary of State.
Effect Interactions	The intra project effects. These are the combined effects of individual impacts from the Scheme, for example noise and air pollutants impacting on a single receptor.
Environmental Effect	The consequence of an action (impact) upon the environment such as the decline of a breeding bird population as a result of the removal of hedgerows and trees.
Environmental Impact	The change in the environment as a result of a development.
Environmental Impact Assessment (EIA)	A process by which information about environmental effects of a proposed development is collected, assessed and used to inform decision making. The EIA for the Scheme has been undertaken in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended).
EIA Regulations	The EIA Regulations relevant to the Scheme are the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended). These transpose the requirement of an EIA for NSIP developments. The EIA Regulations specify which developments are required to undergo EIA and schemes relevant to the NSIP planning process are listed under either of 'Schedule 1' or 'Schedule 2'.
Environmental Statement	A document produced in accordance with the EIA Directive as transposed into UK law by the EIA Regulations to report the results of an EIA.
Equipment Storage	Storage facility for spare parts comprising either a new building or the re-use of an existing, vacant building within a suitable location within the Principal Site.

Examining Authority	The person(s) appointed by the Secretary of State (SoS) to assess the Application and make a recommendation on the decision to the SoS.
Flood Zone 1	This is land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1% Annual Exceedance Probability (AEP)).
Flood Zone 2	This zone comprises land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (1% – 0.1%), or between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.5% – 0.1%) in any year.
Flood Zone 3	This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.
Framework Construction Environmental Management Plan (FCEMP)	This plan provides a framework for environmental management during the construction phase of the Scheme, with the aim to provide a clear and consistent approach to environmental mitigation during construction.
Framework Construction Traffic Management Plan (FCTMP)	This plan provides a framework for traffic management practices for construction traffic and staff vehicles during the construction of the Scheme.
Framework Decommissioning Environmental Management Plan (FDEMP)	This plan provides a framework for how the mitigation measures included within the ES will be implemented during the decommissioning stage. It also sets out the monitoring and auditing activities designed to ensure that such mitigation measures are carried out, and that they are effective.
Framework Landscape and Ecology Management Plan (FLEMP)	This plan provides a framework for achieving the outline design, including the successful establishment and future management of biodiversity and landscaping works.
Framework Operational Environmental Management Plan (FOEMP)	This plan provides a framework for how the operational mitigation measures included within the ES will be implemented and sets out the monitoring and auditing activities designed to ensure that such mitigation measures are carried out, and that they are effective.
Geophysical Survey	Geophysical survey is a non-intrusive pre-construction archaeological evaluation technique that exploits a variety of physical or chemical characteristics of rocks and soils etc, in an attempt to locate underground features of archaeological interest. Types of geophysical survey include magnetometer survey, magnetic susceptibility survey and resistivity survey.

Heavy Goods Vehicles (HGV)	Vehicles with 3 axles (articulated) or 4 or more axles (rigid and articulated).
Inverter	Inverters are required to convert the DC electricity collected by the PV Panels into alternating current (AC), which allows the electricity generated to be exported to the National Grid.
Landscape	An area, as perceived by people, the character of which is the result of the action and interaction of natural and/or human factors.
Landscape and Visual Impact (LVIA)	A tool used to identify and assess the likely significance of the effects of change resulting from development both on the landscape as an environmental resource in its own right and on people's views and visual amenity.
Landscape Character	A distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse.
Landscape Character Area	These are single unique areas which are the discrete geographical areas of a particular landscape type.
Landscape Character Assessment	The process of identifying and describing variation in the character of the landscape and using this information to assist in managing change in the landscape. It seeks to identify and explain the unique combination of elements and features that make landscapes distinctive.
Landscape Character Types	These are distinct types of landscape that are relatively homogeneous in character. They are generic in nature in that they may occur in different areas in different parts of the country, but wherever they occur they share broadly similar combinations of geology, topography, drainage patterns, vegetation and historical land use and settlement pattern, and perceptual and aesthetic attributes.
Landscape Effects	Effects on the landscape as a resource in its own right.
Landscape Receptors	Defined aspects of the landscape resource that have the potential to be affected by a proposal.
Landscape Value	The relative value that is attached to different landscapes by society. A landscape may be valued by different stakeholders for a whole variety of reasons.
Magnitude (of effect)	A term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is short or long term in duration.
Mitigation	Measures including any process, activity, or design to avoid, prevent, reduce, or, if possible, offset any

	identified significant adverse effects on the environment.
National Electricity Transmission Network	The definition of the National Grid Network.
National Grid Cottam Substation	The substation at Cottam Power Station located south of Cottam village, Nottinghamshire, owned and operated by National Grid and to which the Grid Connection Cable will connect.
National Policy Statement	National Policy Statements are produced by government. They comprise the government's central policy documents for the development of nationally significant infrastructure.
Nationally Significant Infrastructure Project	NSIPs are large scale developments such as certain new harbours, power generating stations (including solar farms), highways developments and electricity transmission lines, which require a development consent under procedures governed by the Planning Act 2008 (and amended by the Localism Act 2011).
On-site Substation	There will be two substations on the Principal Site, including in the north-west of the Site near Harpswell Lane and in the south-east near Northlands Road. These increase (transform) the voltage from 33kV to 400kV. The Cable Route Corridor runs from the on-site substations to the National Grid Cottam Substation.
Order limits	Land shown on the Works Plans within which the Scheme can be constructed and operated.
PA 2008	The Planning Act 2008 (as amended).
Permissive Paths	New recreational informal paths established as part of the Scheme signed as permissive that the landowner allows the public to use for the life of the Scheme.
Photomontage	A visualisation which superimposes an image of a proposed development upon a photograph or series of photographs.
Principal Site	The Principal Site comprises the Solar PV infrastructure, electrical substations, cabling and areas for landscaping and ecological enhancement.
Public Rights of Way	Rights across land exercisable by the public at all times.
Receptor	A component of the natural or man-made environment that is affected by an impact, including people.
Scheduled Monument	A 'nationally important' archaeological site or historic building, given protection against unauthorised change and included in the Schedule of Monuments kept by the Secretary of State for Culture, Media and Sport. The protection given to scheduled monuments is given

under the Ancient Monuments and Archaeological Areas Act 1979.

Scheme	The Scheme is the collective term for the Principal Site and the Cable Route Corridor. The boundary of the Scheme is defined as the Order limits.
Scoping	The process of identifying the issues to be addressed by an EIA. It is a method of ensuring that an EIA focuses on the important issues and avoids those that are considered to be less significant.
Setting	The surroundings within which a heritage asset is experienced and any element, which contributes to the understanding of its significance.
Significance	A measure of the importance or gravity of the environmental effect, defined by significance criteria specific to the environmental topic.
Scoping Boundary	Solar Farm Control Centre
Solar PV Site	Describes the total area covered by all the Solar PV Areas
Solar Station (DC/AC Inverter, transformer, and switchgear) and DC/DC converter	Solar Stations will comprise inverters, a transformer, and switchgear. These will be distributed throughout the Solar PV Site. They will be located within the Solar PV Areas and will adjoin the BESS and DC/DC Converter.
Study Area	The spatial area within which environmental effects are assessed (i.e., extending a distance from the project footprint in which significant environmental effects are anticipated to occur). This will vary between technical disciplines and is defined early in each chapter under the appropriate heading.
Sustainable Drainage Systems (SuDS)	Surface water drainage systems developed in line with the ideals of sustainable development (e.g. swales, ponds, basins, filtration flow control, etc).
Tillbridge Solar Limited	Tillbridge Solar Limited is the Applicant. This is a joint venture between Tribus Clean Energy and Recurrent Energy, a subsidiary of Canadian Solar.
Transformers	Transformers control the voltage of the electricity generated across the site before it reaches the on-site substations.
Visual Effects	Effects on specific views and on the general visual amenity experienced by people.
Visual Receptors	People with views of the development or associated activities. These are located within the visual envelope and are typically residents, motorists, pedestrians,

recreational users in residential areas on publicly accessible roads, footpaths and open spaces.

Water Framework Directive

The Water Framework Directive ("WFD") introduced a new system for monitoring and classifying the quality of surface and ground waters.
The Directive requires that Environmental Objectives be set for all surface waters and groundwater to enable them to achieve Good Ecological Potential/Status by a defined date.

Water Framework Directive Assessment

As part of its role, the Environment Agency must consider whether proposals for new developments have the potential to a) Cause a deterioration of a water body from its current status or potential; and/or b) Prevent future attainment of Good status (or potential where not already achieved). A WFD Assessment determines whether a scheme is compliant with these criteria.

Written Scheme of Investigation

A Written Scheme of Investigation outlines known and potential archaeological features and deposits or built heritage elements on a site and suggests a structure for exploring them using the latest, most appropriate and cost-effective archaeological techniques.

Zone of Influence

The limit determined for each specialist study in which the construction or operation of the Scheme component has the potential to cause an adverse or beneficial effect on a receptor. This will inform the definition of the discipline-specific Study Area defined for their assessment.

Appendix A NPS Accordance Tables

1.1 Table 1: National Policy Statement EN-1

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 2.1.3	To produce the energy required for the UK and ensure it can be transported to where it is needed, a significant amount of infrastructure is needed at both local and national scale. High quality infrastructure is crucial for economic growth, boosting productivity and competitiveness. Part 3 of this NPS provides further details on the need for - and importance of - energy to economic prosperity and social well-being.	<p>The Statement of Need [EN010142/APP/7.1] and Section 5 of the Planning Statement explain that the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme represents a significant and commercially rational step forwards in the fight against the global climate emergency.</p> <p>The Scheme would contribute to an adequate and dependable UK energy generation mix, through enabling the generation of more low-carbon power from indigenous and renewable resources.</p> <p>Over the 60-year lifetime of the Scheme, it would generate enough electricity to power approximately 299,383 homes per annum based on Ofgem data. This is a significant increase in electricity generation with recognition that more electricity generation is needed to meet demand.</p>

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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Design

Paragraph 2.2.1

In June 2019, the UK became the first major economy to legislate for a 2050 net zero Greenhouse Gases ('GHG') emissions target through the Climate Change Act 2008 (2050 Target Amendment) Order 2019. In December 2020, the UK communicated its Nationally Determined Contributions to reduce GHG emissions by at least 68 per cent from 1990 levels by 2030. In April 2021, the government legislated for the sixth carbon budget (CB6), which requires the UK to reduce GHG emissions by 78 per cent by 2035 compared to 1990 levels.

The **Statement of Need [EN010142/APP/7.1]** and Section 5 of the Planning Statement explain that the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme represents a significant and commercially rational step forwards in the fight against the global climate emergency.

Chapter 7: Climate Change of the ES **[EN010142/APP/6.1]** presents a lifecycle greenhouse gas (GHG) impact assessment over the lifetime of the Scheme. It concludes that renewable energy generation from the Scheme during the first year of operation is estimated to be 866,394 MWh. Total operational emissions over the design life of the Scheme are estimated at 2,470,621 tCO₂e, with the largest proportion of this (1,852,892 tCO₂e) relating to the replacement of the BESS at 10 year intervals. The GHG impact during construction, operation and decommissioning is assessed as being minor

NPS EN-1 Relevant Paragraph

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NPS EN-1 Proposed Development compliance

adverse and not significant. It is considered that the overall GHG impact of the Scheme is beneficial and significant, as it will play a part in achieving the rate of transition required by nationally set policy commitments and supporting the trajectory towards net zero.

Paragraph 2.3.3

Our objectives for the energy system are to ensure our supply of energy always remains secure, reliable, affordable, and consistent with meeting our target to cut GHG emissions to net zero by 2050, including through delivery of our carbon budgets and NDC. This will require a step change in the decarbonisation of our energy system

The **Statement of Need [EN010142/APP/7.1]** and Section 5 of the Planning Statement explain that the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme represents a significant and commercially rational step forwards in the fight against the global climate emergency.

The Scheme, as a leading large-scale solar scheme in the UK, represents approximately 2% of the additional solar generation capacity required in the future energy scenarios projections to 2030, for scenarios compatible with net zero only. In this context, the Scheme is therefore an essential stepping stone towards the future of efficient decarbonisation through the deployment of large-

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

Paragraph 2.3.4

Meeting these objectives necessitates a significant amount of new energy infrastructure, both large national significant developments and small-scale developments determined at a local scale. This includes the infrastructure needed to convert primary sources of energy (e.g. wind) into energy carriers (e.g. electricity or hydrogen), and to store and transport primary fuels and energy carriers into and around the country. It also includes the infrastructure needed to capture, transport and store carbon dioxide. The requirement for new energy infrastructure will present opportunities for the UK and contributes towards our ambition to support jobs in the UK's clean energy industry and local supply chains

scale, technologically and geographically diverse low-carbon generation assets.

The **Statement of Need [EN010142/APP/7.1]** and Section 5 of the Planning Statement explain that the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme represents a significant and commercially rational step forwards in the fight against the global climate emergency.

Chapter 12: Socio-Economic and Land Use of the ES [EN010142/APP/6.1] states that the Scheme will support, on average, 914 net additional jobs during the construction period. Of these, 138 jobs per annum will be expected to be taken-up by residents within a 60-minute drive time, and 776 taken up by people residing outside this area. The jobs created will be in the renewable energy sector, specifically relating to solar installation, but also electricity transmission and supply chain. As such, they will contribute to the development of skills needed for the UK's

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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		transition to net zero by 2050 (as required by the Climate Change Act 2008 (2050 Target Amendment Order) 2019 and described within the Net Zero Strategy: Building Back Greener.
Paragraph 2.3.5	The sources of energy we use are changing. Since the industrial revolution, our energy system has been dominated by fossil fuels. That remains the case today. Although representing a record low, fossil fuels still accounted for just over 76 per cent of energy supply in 2020. We need to dramatically increase the volume of energy supplied from low carbon sources.	This policy notes the need to dramatically increase the volume of energy supplies from low carbon sources, requiring a large amount of low-carbon electricity generation as proposed as part of the scheme.
Paragraph 2.3.6	We need to transform the energy system, tackling emissions while continuing to ensure secure and reliable supply... This includes increasing our supply of clean energy from renewables...	The Statement of Need [EN010142/APP/7.1] and Section 5 of the Planning Statement explain that the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme represents a significant and commercially rational step forwards in the fight against the global climate emergency.
Paragraph 2.3.7	...Using electrification to reduce emissions in large parts of transport, heating and industry could lead to more than	This policy emphasises that in addition to the need to decarbonise existing electricity supplies, a

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

half of final energy demand being met by electricity in 2050, up from 17 per cent in 2019, representing a doubling in demand for electricity.

substantial increase in the total electricity generated to enable decarbonisation across all sectors, is needed. This again emphasises the scale of low carbon electricity generation necessary to meet these targets. The Scheme will generate a large amount of low carbon electricity to contribute to meeting this need.

Paragraph 3.1.1

This Part of the NPS explains why the government sees a need for significant amounts of new large-scale energy infrastructure to meet its energy objectives. However, as noted in Section 1.7, it will not be possible to develop the necessary amounts of such infrastructure without some significant residual adverse impacts.

These policies recognise that there are expected to be significant residual impacts associated with large scale energy infrastructure. A summary of environmental effects is found within **Chapter 19: Summary of Significant Environmental Effects** of the ES [EN010142/APP/6.1].

Paragraph 3.1.2

However, it will not be possible to develop the necessary amounts of such infrastructure without some significant residual adverse impacts. These effects will be minimised by the application of policy set out in Parts 4 and 5 of this NPS. See also Part 2 of each technology specific NPS.

Overall, with appropriate mitigation implemented, this identifies a relatively limited number of residual effects of the Scheme. When considered relative to the large-scale nature of the Scheme these effects are considered to be relatively limited and outweighed by the significant national benefits that the Scheme will provide by providing much needed large scale renewable energy generation.

The Applicant notes that, in accordance with this policy, the need for infrastructure such as the Scheme is urgent and the SoS should give

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

		substantial weight to this need in decision-making on the Application.
Paragraph 3.2.3	<p>It is not the role of the planning system to deliver specific amounts or limit any form of infrastructure covered by this NPS. It is for industry to propose new energy infrastructure projects that they assess to be viable within the strategic framework set by government. This is the nature of a market-based energy system. With the exception of new coal or large-scale oil-fired electricity generation, the government does not consider it appropriate for planning policy to set limits on different technologies but planning policy can be used to support the government's ambitions in energy policy and other policy areas.</p>	<p>It should be noted that NPS EN-1 emphasises that there are no policy limits set for different technologies. Presence of additional low carbon Schemes in the area or elsewhere should not, therefore, affect the demonstrable need for the Scheme.</p>
Paragraph 3.2.4	<p>It is not the government's intention in presenting any of the figures or targets in this NPS to propose limits on any new infrastructure that can be consented in accordance with the energy NPSs. A large number of consented projects can help deliver an affordable electricity system, by driving competition and reducing costs within and amongst different technology and infrastructure types.</p> <p>Consenting new projects also enables projects utilising more advanced technology and greater efficiency to come forward. The delivery of an affordable energy system does not always mean picking the least cost</p>	

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

technologies. A diversity of supply can aid in ensuring affordability for the system overall and relative costs can change over time, particularly for new and emerging technologies. It is not the role of the planning system to compare the costs of individual developments or technology types.

Paragraph 3.2.5

The government has other mechanisms to influence the delivery of its energy objectives and imposing limits on the consenting of different types of energy infrastructure would reduce competition, increase costs, and disincentivise newer, more efficient solutions coming forward. This does not reduce the need for individual projects to demonstrate compliance with planning and environmental requirements or mean that everything that obtains development consent will get built.

Paragraph 3.2.6

The Secretary of State should therefore assess all applications for development consent for the types of infrastructure covered by the energy NPSs on the basis that the government has demonstrated that there is a need for those types of infrastructure which is urgent, as described for each of them in this Part. [Bold formatted in the NPS]

The Applicant notes that, in accordance with this policy, the need for infrastructure such as the Scheme is acknowledged and is urgent. A **Statement of Need [EN010142/APP/7.1]** is submitted with the Application clearly setting out the need for the project. It is considered to be an important and relevant matter that policy considers this need to be demonstrated.

Paragraph 3.2.7

In addition, the Secretary of State has determined that substantial weight should be given to this need

This Policy further emphasises that the SoS should give substantial weight to the need for new

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 3.2.8	<p>when considering applications for development consent under the Planning Act 2008. [Bold formatted in the NPS]</p>	<p>energy infrastructure when determining applications for development consent.</p>
Paragraph 3.3.3	<p>The Secretary of State is not required to consider separately the specific contribution of any individual project to satisfying the need established in this NPS. [Bold formatted in the NPS]</p>	<p>A Statement of Need [EN010142/APP/7.1] is submitted with the Application clearly setting out the need for the project. It is considered to be an important and relevant matter that policy considers this need to be demonstrated.</p>
Paragraph 3.3.12	<p>To ensure that there is sufficient electricity to meet demand, new electricity infrastructure will have to be built to replace output from retiring plants and to ensure we can meet increased demand. Our analysis suggests that even with major improvements in overall energy efficiency, and increased flexibility in the energy system, demand for electricity is likely to increase significantly over the coming years and could more than double by 2050 as large parts of transport, heating and industry decarbonise by switching from fossil fuels to low carbon electricity. The Impact Assessment for CB6 shows an illustrative range of 465-515TWh in 2035 and 610-800TWh in 2050.</p>	<p>As explained in the Statement of Need [EN010142/APP/7.1] and Section 5 of the Planning Statement the Scheme will help meet the demand for energy which is expected to rise substantially in the future.</p>
Paragraph 3.3.12	<p>Decentralised and community energy systems such as micro-generation contribute to our targets on reducing carbon emissions and increasing energy security. These technologies could also lead to some reduction in</p>	<p>This policy clearly sets out that while decentralised and community energy schemes such as rooftop solar, can contribute to targets, it will not replace</p>

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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demand on the main generation and transmission system. However, the government does not believe they will replace the need for new large-scale electricity infrastructure to meet our energy objectives. This is because connection of large-scale, centralised electricity generating facilities via a high voltage transmission system enables the pooling of both generation and demand, which in turn offers a number of economic and other benefits, such as more efficient bulk transfer of power and enabling surplus generation capacity in one area to be used to cover shortfalls elsewhere.

the need for new large-scale electricity infrastructure.

As also explained in the **Statement of Need [EN010142/APP/7.1]**, this policy acknowledges that large scale electricity generation facilities are needed. The Scheme would connect directly to the NETS, to enable the transfer of the electricity it generates over a wide geographical area, as per this policy.

The Scheme should be considered on the basis that its need is established and this established and urgent need should be given substantial weight in the decision.

Paragraph 3.3.13

The Net Zero Strategy sets out the government's ambition for increasing the deployment of low carbon energy infrastructure consistent with delivering our carbon budgets and the 2050 net zero target. This made clear the commitment that the cost of the transition to net zero should be fair and affordable.

As set out in the **Statement of Need [EN010142/APP/7.1]**, large-scale solar power decarbonises the electricity system and lowers the market price of electricity by generating power so that expensive and more carbon intensive forms of generation do not need to generate as much. In doing so, solar power delivers national decarbonisation benefits and supports consumer affordability aims, to the benefit of electricity consumers.

The **Statement of Need [EN010142/APP/7.1]** sets out that due to technological advances, solar

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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		facilities are already among the cheapest form of electricity generation in the UK and Government forecasts indicate that costs will continue to reduce in the future. Solar power is economically attractive in the UK against many other forms of conventional and renewable generation.
Paragraph 3.3.16	If demand for electricity doubles by 2050, we will need a fourfold increase in low carbon generation and significant expansion of the networks that transport power to where it is needed. In addition, we committed in the Net Zero Strategy ³⁷ to take action so that by 2035, all our electricity will come from low carbon sources, subject to security of supply, whilst meeting a 40-60 per cent increase in electricity demand. This means that the majority of new generating capacity needs to be low carbon.	The Statement of Need [EN010142/APP/7.1] and Section 5 of the Planning Statement explain that the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme represents a significant and commercially rational step forwards in the fight against the global climate emergency.
Paragraph 3.3.19	Given the changing nature of the energy landscape, we need a diverse mix of electricity infrastructure to come forward, so that we can deliver a secure, reliable, affordable, and net zero consistent system in 2050 for a wide range of demand, decarbonisation, and technology scenarios.	As explained in the Statement of Need [EN010142/APP/7.1] , large scale solar is expected to be an important part of the diverse energy mix that this policy sets out is needed.

NPS EN-1 Relevant Paragraph

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Paragraph 3.3.20

Wind and solar are the lowest cost ways of generating electricity, helping reduce costs and providing a clean and secure source of electricity supply (as they are not reliant on fuel for generation). Our analysis shows that a secure, reliable, affordable, net zero consistent system in 2050 is likely to be composed predominantly of wind and solar.

This policy emphasises that solar is also one of the lowest cost ways of generating electricity and that solar is one of the predominant technologies anticipated to produce electricity by 2050. The Scheme is therefore strongly supported by both the need for decarbonised grid and affordable energy supplies.

The cost of solar generation is already super-competitive against the cost of other forms of conventional and low-carbon generation, both locally and more widely. Internationally there is the ongoing trend of solar generation assets becoming larger and more affordable, each subsequent project providing a real-life demonstration that solar schemes of similar size and scale as the Scheme can be developed locally. The development of such schemes will provide decarbonisation and commercial benefits to consumers. Single large-scale solar schemes deliver more quickly and at a lower unit cost than multiple independent schemes which make up the same total capacity, bringing forward carbon reductions and more affordable electricity, in line with government policy.

Paragraph 3.3.57

Government has committed to reduce GHG emissions by 78 per cent by 2035 under carbon budget 6. According to

The **Statement of Need [EN010142/APP/7.1]** and Section 5 of the Planning Statement explain that

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

the Net Zero Strategy this means that by 2035, all our electricity will need to come from low carbon sources, subject to security of supply, whilst meeting a 40-60 per cent increase in demand.

the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme represents a significant and commercially rational step forwards in the fight against the global climate emergency

Paragraph 3.3.58

Given the urgent need for new electricity infrastructure and the time it takes for electricity NSIPs to move from design conception to operation, there is an urgent need for new (and particularly low carbon) electricity NSIPs to be brought forward as soon as possible, given the crucial role of electricity as the UK decarbonises its economy.

The Scheme has great potential to deliver a substantial amount of low carbon electricity in a short timescale, with the potential to be operational by 2027. Therefore, consent on low carbon schemes, like that proposed at Tillbridge Solar Project, that are compliant with policy and can be delivered urgently should be granted without delay.

Paragraph 3.3.59

All the generating technologies mentioned above are urgently needed to meet the Government's energy objectives by:

- providing security of supply (by reducing reliance on imported oil and gas, avoiding concentration risk and not relying on one fuel or generation type)

The **Statement of Need [EN010142/APP/7.1]** and Section 5 of the Planning Statement explain that the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected

NPS EN-1 Relevant Paragraph

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- providing an affordable, reliable system (through the deployment of technologies with complementary characteristics)
- ensuring the system is net zero consistent (by remaining in line with our carbon budgets and maintaining the options required to deliver for a wide range of demand, decarbonisation and technology scenarios, including where there are difficulties with delivering any technology)

and technically deliverable proposed location for the Scheme represents a significant and commercially rational step forwards in the fight against the global climate emergency.

As part of a diverse generation mix, solar generation contributes to improve the stability of capacity utilisations among renewable generators. When developed alongside other renewable technologies, large-scale solar will smooth out seasonal variations in total GB renewable generation, more closely matching anticipated seasonal levels of demand. Other conventional low-carbon generation (e.g. tidal, nuclear or conventional carbon with CCUS) remain important contributors to achieving the 2050 Net Zero obligation, but their contributions in the important 2020s will be very low.

As per paragraph 3.2.7, the Scheme should be considered on the basis that its need is established and urgent need should be given substantial weight in the decision.

Paragraph 3.3.60

Known generation technologies that are included within the scope of this NPS (and would be classed as an NSIP if above the relevant capacity thresholds set out under the Planning Act 2008) include: ... Solar PV.

This confirms that solar PV generation facilities, such as the Scheme, are covered by the published suite of Energy NPSs and are urgently required.

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 3.3.61	The need for all these types of infrastructure is established by this NPS and is a combination of many or all of them is urgently required for both energy security and Net Zero.	As per paragraph 3.2.7, the Scheme should be considered on the basis that its need is established and this urgent need should be given substantial weight in the decision on the Application.
Paragraph 3.3.62	Government has concluded that there is a critical national priority (CNP) for the provision of nationally significant low carbon infrastructure. Section 4.2 states which energy generating technologies are low carbon and are therefore CNP infrastructure.	The Statement of Need [EN010142/APP/7.1] and Section 5 of the Planning Statement explain that the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme represents a significant and commercially rational step forwards in the fight against the global climate emergency
Paragraph 3.3.63	Subject to any legal requirements, the urgent need for CNP Infrastructure to achieving our energy objectives, together with the national security, economic, commercial, and net zero benefits, will in general outweigh any other residual impacts not capable of being addressed by application of the mitigation hierarchy. Government strongly supports the delivery of CNP	The Statement of Need [EN010142/APP/7.1] and Section 5 of the Planning Statement explain that the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
	Infrastructure and it should be progressed as quickly as possible.	the Scheme represents a significant and commercially rational step forwards in the fight against the global climate emergency
Paragraph 3.3.65	There is an urgent need for new electricity network infrastructure to be brought forward at pace to meet our energy objectives.	This policy confirms the urgent need for the Scheme. The Scheme has great potential to deliver a substantial amount of low carbon electricity in a short timescale, with the potential to be operational by 2027.
Paragraph 3.3.82	Government has committed to reduce GHG emissions by 78 per cent by 2035 under carbon budget 6. According to the Net Zero Strategy this means that by 2035, all our electricity will need to come from low carbon sources, subject to security of supply, whilst meeting a 40-60 per cent increase in demand.	The Statement of Need [EN010142/APP/7.1] and Section 5 of the Planning Statement explain that the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme represents a significant and commercially rational step forwards in the fight against the global climate emergency
Paragraph 3.3.83	Given the urgent need for new electricity infrastructure and the time it takes for electricity NSIPs to move from design conception to operation, there is an urgent need for new (and particularly low carbon) electricity NSIPs to	This policy again emphasises the urgent need for the Scheme. The Scheme has great potential to deliver a substantial amount of low carbon

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

be brought forward as soon as possible, given the crucial role of electricity as the UK decarbonises its economy.

electricity in a short timescale, with the potential to be operational by 2027.

Assessment Principles

Paragraph 4.1.5

In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account:

- its potential benefits including its contribution to meeting the need for energy infrastructure, job creation, reduction of geographical disparities, environmental enhancements, and any long-term or wider benefits

-its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy

The Applicant has produced a suite of documents that are submitted with this Applications, that have assessed the adverse impacts of the Scheme, as well as the benefits it will bring.

Section 5.3 of this **Planning Statement** sets out the benefits of the scheme. Along with contributing to a sufficient, reliable and affordable energy system whilst helping the government decarbonise, and meet national climate change targets and budgets, the Scheme provides a number of other benefits which are set out below.

Electricity Generation – Over the 60-year lifetime of the Scheme, it would generate enough electricity to power approximately 299,383 homes per annum based on Ofgem data. This is a significant increase in electricity generation with recognition that more electricity generation is needed to meet demand.

Decarbonisation – The Scheme indicates an overall lifetime carbon reduction, relative to the counterfactual Combined Cycle Gas Turbine

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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(CCGT), of over 15 million tCO₂e. The use of the BESS also provides the opportunity for additional carbon savings, as set out in **Chapter 7: Climate Change** of the ES [EN010142/APP/6.1]. The overall greenhouse gas impact of the Scheme is therefore significantly beneficial and the Scheme will play a vital part in achieving the rate of transition required by nationally set policy commitments and supporting the trajectory towards net zero.

Environmental Benefits – The Scheme would provide a number of environmental and ecological enhancements and has been designed to avoid key nature conservation and ecological features present within or adjacent to the Order limits. These measures are set out in the **Framework LEMP** [EN010142/APP/7.17]. In addition to avoidance measures, existing vegetation and habitats will be retained and enhanced, to protect existing wildlife corridors and retain and improve connectivity and valuable habitats. The Scheme will meet a minimum 10% BNG, consistent with the terms of the **Biodiversity Net Gain (BNG) Report** [EN010142/APP/7.14] and aligned with the proposals in the **Framework LEMP** [EN010142/APP/7.17]. The **BNG report** [EN010142/APP/7.14] demonstrates that the

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

Scheme has the potential to achieve significant biodiversity net gain on site.

The Scheme has therefore taken advantage of opportunities to conserve and enhance biodiversity and accords with policy.

Permissive Paths – Two new permissive paths would be included within the Scheme, offering recreational access in an area where PRoW are limited, having a beneficial impact on health and wellbeing.

Economic Benefits – The Scheme will support, on average, 914 total net jobs per annum. Of these, 138 jobs per annum are expected to be taken up by residents within a 60-minute drive time area, and 776 by people outside this area. It is estimated that construction will contribute approximately £52.3 million per year, of which approximately £7.9 million will be within the West Lindsey and Bassetlaw districts, and £44.4 million within the East Midlands as a whole.

The adverse impacts of the Scheme are set out in the relevant chapters and appendices of the **ES [EN010142/APP/6.1/6.2/6.3]**. A summary of environmental effects is found within **Chapter 19: Summary of Significant Environmental Effects**

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

		<p>of the ES [EN010142/APP/6.1]. Overall, with appropriate mitigation implemented, this identifies a relatively limited number of temporary significant adverse effects on landscape and visual, transport, and noise. When considered relative to the large-scale nature of the Scheme these effects are considered to be relatively limited and outweighed by the significant national benefits that the Scheme will provide by providing much needed large scale renewable energy generation, and more localised benefits as set out above.</p>
Paragraph 4.1.6	In this context, the Secretary of State should take into account environmental, social and economic benefits and adverse impacts, at national, regional and local levels.	The environmental, social and economic benefits of the Scheme are set out in Section 5.3 of this Planning Statement. The adverse impacts of the Scheme are set out in relevant chapter and appendices of the ES [EN010142/APP/6.1/6.2/6.3] . These take account of impacts and benefits at national, regional and local levels.
Paragraph 4.1.7	Where this NPS or the relevant technology specific NPSs require an applicant to mitigate a particular impact as far as possible, but the Secretary of State considers that there would still be residual adverse effects after the implementation of such mitigation measures, the Secretary of State should weigh those residual effects against the benefits of the proposed development. For	The adverse impacts of the Scheme are set out in relevant chapter and appendices of the ES [EN010142/APP/6.1/6.2/6.3] . These take account of impacts and benefits at national, regional and local levels.

NPS EN-1 Relevant Paragraph

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projects which qualify as CNP Infrastructure, it is likely that the need case will outweigh the residual effects in all but the most exceptional cases. This presumption, however, does not apply to residual impacts which presents an unacceptable risk to, or interference with, human health and public safety, defence, irreplaceable habitats or unacceptable risk to the achievement of net zero.

Paragraph 4.1.12

Other matters that the Secretary of State may consider both important and relevant to their decision-making may include Development Plan documents or other documents in the Local Development Framework.

Other matters that the secretary of State may consider both important and relevant to their decision-making including Development Plan documents or other documents in the Local Development Framework, and emerging plans, have been considered in the Planning Statement which provides an assessment of the Scheme's compliance with the policies within these documents.

Paragraph 4.1.13

Where the project conflicts with a proposal in a draft Development Plan, the Secretary of State should take account of the stage which the Development Plan document in England or Local Development Plan in Wales has reached in deciding what weight to give to the plan for the purposes of determining the planning significance of what is replaced, prevented, or precluded.

The Scheme has taken account of the stage which the Development Plan document in England has reached.

Paragraph 4.1.14

The closer the Development Plan document in England or Local Development Plan in Wales is to being adopted by the LPA, the greater weight which can be attached to it.

These are also set out within Appendix B of this Planning Statement.

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 4.1.15	In the event of a conflict between these documents and an NPS, the NPS prevails for the purpose of Secretary of State decision making given the national significance of the infrastructure.	The Applicant notes that in the event of a conflict between these documents and an NPS, the NPS prevails for the purpose of Secretary of State decision making given the national significance of the infrastructure.
Paragraph 4.2.4	Government has therefore concluded that there is a critical national priority (CNP) for the provision of nationally significant low carbon infrastructure.	This confirms low carbon and renewable energy infrastructure, such as the Scheme, is a CNP, and is urgently needed to help meet the Governments energy objectives. The Statement of Need [EN010142/APP/7.1] concludes that in order to meet these objectives, and bring forward CNP infrastructure as quickly as possible, the evidence points to the development of proven technologies such as large scale solar. It also states that such schemes should be brought forwards with urgency to make tangible and essential advances in decarbonisation in the near term
Paragraph 4.2.5	This does not extend the definition of what counts as nationally significant infrastructure: the scope remains as set out in the Planning Act 2008. Low carbon infrastructure for the purposes of this policy means: - for electricity generation, all onshore and offshore generation that does not involve fossil fuel combustion	This policy confirms that the solar PV generation facilities, such as the Scheme, are covered by the definition of “CNP” and as set out in the Statement of Need [EN010142/APP/7.1] and Section 5 of this Planning Statement are urgently required.

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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(that is, renewable generation, including anaerobic digestion and other plants that convert residual waste into energy, including combustion, provided they meet existing definitions of low carbon; and nuclear generation), as well as natural gas fired generation which is carbon capture ready

Paragraph 4.2.6

The overarching need case for each type of energy infrastructure and the substantial weight which should be given to this need in assessing applications, as set out in paragraphs 3.2.6 to 3.2.8 of EN-1, is the starting point for all assessments of energy infrastructure applications.

This confirms the Scheme should be considered on the basis that its need is established as a Critical National Priority (CNP) and the urgent need for this infrastructure should be given substantial weight in the decision making process.

Paragraph 4.2.7

The CNP policy **does not** create an additional or cumulative need case or weighting to that which is already outlined for each type of energy infrastructure. The policy applies following the normal consideration of the need case, the impacts of the project, and the application of the mitigation hierarchy. As such, it is relevant during Secretary of State decision making and specifically in reference to any residual impacts that have been identified. It should therefore also be given consideration by the Examining Authority when it is making its recommendation to the Secretary of State.

The **Statement of Need [EN010142/APP/7.1]** and Section 5 of this Planning Statement set out the Need for the Scheme.

The **Statement of Need [EN010142/APP/7.1]** concludes that in order to meet these objectives, and bring forward CNP infrastructure as quickly as possible, the evidence points to the development of proven technologies such as large scale solar. It also states that such schemes should be brought forwards with urgency to make tangible and essential advances in decarbonisation in the near term.

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 4.2.8	During decision making, the CNP policy will influence how non-HRA and non-MCZ residual impacts are considered in the planning balance. The policy will therefore also influence how the Secretary of State considers whether tests requiring clear outweighing of harm, exceptionality, or very special circumstances have been met by a CNP Infrastructure application. Further detail is provided in paragraphs 4.2.15 to 4.2.17, and Figure 2.	These paragraphs makes it clear that when consenting a CNP project, consideration should be given to CNP policy when considering whether tests are met by the application.
Paragraph 4.2.9	During decision making, the CNP policy also explains the Secretary of State’s approach to HRA derogations and MCZ assessments. Specifically, the policy explains how the alternative solutions and IROPI tests are considered by the Secretary of State. Further detail is provided in paragraphs 4.2.18 to 4.2.22, and Figure 3.	
Paragraph 4.2.10	Applicants for CNP infrastructure must continue to show how their application meets the requirements in this NPS and the relevant technology specific NPS, applying the mitigation hierarchy, as well as any other legal and regulatory requirements.	This Planning Statement sets out how the application meets the requirements of the designated NPS’ including EN-1, EN-2 and EN-5. The mitigation hierarchy has been applied throughout the design and development of the Scheme and has resulted in a project with limited significant residual effects. The ES [EN010142/APP/6.1/6.2/6.3] sets out that any
Paragraph 4.2.11	Applicants must apply the mitigation hierarchy and demonstrate it has been applied. They should also seek the advice of the appropriate SNCB or other relevant statutory body when undertaking this process. Applicants	

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

should demonstrate that all residual impacts are those that cannot be avoided, reduced or mitigated.

residual effects are those that cannot be avoided, reduced or mitigated.

Paragraph 4.2.12

Applicants should set out how residual impacts will be compensated for as far as possible. Applicants should also set out how any mitigation or compensation measures will be monitored and reporting agreed to ensure success and that action is taken. Changes to measures may be needed e.g. adaptive management. The cumulative impacts of multiple developments with residual impacts should also be considered.

With appropriate mitigation implemented, a relatively limited number of temporary significant adverse effects on landscape and visual, transport, and noise are anticipated. When considered relative to the large-scale nature of the Scheme these effects are considered to be relatively limited and outweighed by the significant national benefits that the Scheme will provide by providing much needed large scale renewable energy generation, and more localised benefits as set out above. The Scheme results in residual significant beneficial effects on the climate due to a reduction in GHG emissions.

Chapter 18: Cumulative Effects and Interactions of the ES [EN010142/APP/6.1] sets out the cumulative impacts of the development and details how the Applicant has taken these into account throughout the development of the Scheme.

Paragraph 4.2.14

The Secretary of State will continue to consider the impacts and benefits of all CNP Infrastructure applications on a case-by-case basis. The Secretary of State must be satisfied that the applicant's assessment

The Applicants assessment within the **ES [EN010142/APP/6.1/6.2/6.3]** demonstrates that the requirements of this policy have been met.

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

demonstrates that the requirements set out above have been met

Paragraph 4.2.15

Where residual non-HRA or non-MCZ impacts remain after the mitigation hierarchy has been applied, these residual impacts are unlikely to outweigh the urgent need for this type of infrastructure. Therefore, in all but the most exceptional circumstances, it is unlikely that consent will be refused on the basis of these residual impacts. The exception to this presumption of consent are residual impacts onshore and offshore which present an unacceptable risk to, or unacceptable interference with, human health and public safety, defence, irreplaceable habitats or unacceptable risk to the achievement of net zero. Further, the same exception applies to this presumption for residual impacts which present an unacceptable risk to, or unacceptable interference offshore to navigation, or onshore to flood and coastal erosion risk.

It is acknowledged in these paragraphs that residual non HRA or non MCZ impacts are unlikely to outweigh the urgent need for this type of infrastructure.

As demonstrated in Section 6 of the Planning Statement and above, the key adverse impacts of the Scheme relate to significant effects upon landscape character due to the change in use of the land, localised landscape and visual impacts being relatively limited and local in nature, and less than substantial harm at the lower end of the spectrum to designated heritage assets. These impacts are non HRA and non MCZ. The design development of the Scheme has followed the mitigation hierarchy and all residual effects have been reduced as far as practicable. It is very clear that the extent and nature of the residual impacts do not trigger exceptional circumstances to refuse consent with the presumption firmly engaged in favour of granting development consent to deliver CNP infrastructure, as set out in paragraph 4.2.15 of NPS EN-1 which states that “*in all but the most*

Paragraph 4.2.16

As a result, the Secretary of State will take as the starting point for decision-making that such infrastructure is to be treated as if it has met any tests which are set out within the NPSs, or any other planning policy, which requires a clear outweighing of harm, exceptionality or very special circumstances.

NPS EN-1 Relevant Paragraph

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Paragraph 4.2.17

This means that the Secretary of State will take as a starting point that CNP Infrastructure will meet the following, non-exhaustive, list of tests:

-where development within a Green Belt requires very special circumstances to justify development;

-where development within or outside a Site of Special Scientific Interest (SSSI) requires the benefits (including need) of the development in the location proposed to clearly outweigh both the likely impact on features of the site that make it a SSSI, and any broader impacts on the national network of SSSIs.

-where development in nationally designated landscapes requires exceptional circumstances to be demonstrated; and

-where substantial harm to or loss of significance to heritage assets should be exceptional or wholly exceptional.

exceptional circumstances, it is unlikely that consent will be refused on the basis of these residual impacts”.

The limited and localised impacts resulting from the Scheme do not come anywhere near the tests set out in paragraph 4.2.16, with no impact on nationally designated landscapes or substantial harm or loss to significance of heritage assets.

By contrast, the benefits of the Scheme are very substantial (in terms of climate change) and significant (in terms of ecology and nature conservation) at both a national, regional and local level, leading to an overwhelming balance in favour of granting development consent for the Scheme. In terms of S104(7), the benefits of the Scheme clearly and decisively outweigh its limited and localised adverse impacts.

Paragraph 4.3.1

All proposals for projects that are subject to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) must be accompanied by an Environmental Statement (ES) describing the aspects of the environment likely to be significantly affected by the project

An Environmental Statement (ES) [EN010142/APP/6.1] and accompanying Appendices [EN010142/APP/6.2], Figures [EN010142/APP/6.3], Non-technical Summary [EN010142/APP/6.4] and Environmental Mitigation and Commitments Register [EN010142/APP/6.5] have been submitted with

NPS EN-1 Relevant Paragraph

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NPS EN-1 Proposed Development compliance

		this Application. These describe the aspects of the environmental likely to be significantly affected by the Scheme.
Paragraph 4.3.5	For the purposes of this NPS and the technology specific NPSs the ES should cover the environmental, social and economic effects arising from pre-construction, construction, operation and decommissioning of the project.	The ES [EN010142/APP/6.1/6.2/6.3] covers the environmental, social and economic effects arising from pre-construction, construction, operation and decommissioning of the Scheme.
Paragraph 4.3.10	The applicant must provide information proportionate to the scale of the project, ensuring the information is sufficient to meet the requirements of the EIA Regulations	The ES [EN010142/APP/6.1/6.2/6.3] meets the requirements of the EIA Regulations, and provides information proportionate to the scale of the Scheme.

Alternatives

Paragraph 4.3.9	As in any planning case, the relevance or otherwise to the decision making process of the existence (or alleged existence) of alternatives to the proposed development is, in the first instance, a matter of law. This NPS does not contain any general requirement to consider alternatives or to establish whether the proposed project represents the best option from a policy perspective. Although there are specific requirements in relation to compulsory acquisition and habitats sites, the NPS does	There is no general requirement from a policy perspective to consider alternatives or to establish whether the Scheme represents the 'best option'. This Planning Statement and the Design and Access Statement [EN010142/APP/7.3] set out how the Scheme accords with policies and legislation where consideration of alternatives may be relevant, such as flood risk and explains how the Scheme has taken account of the locational
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NPS EN-1 Relevant Paragraph

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not change requirements in relation to compulsory acquisitions and habitats sites

criteria for solar farms that is set out in relevant policies.

In addition, **Chapter 4: Alternatives and Design Evolution** of the ES [EN010142/APP/6.1] sets out information in relation to alternatives that is required by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and, as a matter of fact, includes information about the main alternatives studied. Due to the location of the development and limited impacts, there is no potential for impacts to sites protected under the Habitats Directive, no requirement to consider alternatives due to biodiversity effects (there are no likely significant adverse effects on biodiversity) and no potential for development within nationally designated landscapes.

The Order limits are located partially within the Environment Agency's (EA) fluvial Flood Zone 2 and Flood Zone 3 with some small areas of the Principal Site in areas of medium to high risk of surface water flooding. Therefore, a consideration of alternatives to meet the flood risk sequential test policy requirement is set out in **Chapter 4: Alternatives and Design Evolution** of the ES [EN010142/APP/6.1]. A Flood Risk Assessment is also provided with the Application at **Appendix**

NPS EN-1 Relevant Paragraph

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		<p>10-3 [EN010142/APP/6.2] of the ES, which further sets out how the Scheme has considered alternatives in relation to flood risk and provides further information on how flood risk is managed. Therefore, the Application satisfies all requirements to consider alternatives in relation to flood risk.</p>
Paragraph 4.3.15	Applicants are obliged to include in their ES, information about the reasonable alternatives they have studied. This should include an indication of the main reasons for the applicant's choice, taking into account the environmental, social and economic effects and including, where relevant, technical and commercial feasibility.	There is no general requirement from a policy perspective to consider alternatives or to establish whether the Scheme represents the 'best option'. This Planning Statement and the Design and Access Statement [EN010142/APP/7.3] sets out how the Scheme accords with policies and legislation where consideration of alternatives may be relevant, such as flood risk and explains how the Scheme has taken account of the locational criteria for solar farms that is set out in relevant policies.
Paragraph 4.3.17	Where there is a policy or legal requirement to consider alternatives, the applicant should describe the alternatives considered in compliance with these requirements.	
Paragraph 4.3.20	The Government has set 13 legally binding targets for England under the Environment Act 2021, covering the areas of: biodiversity; air quality; water; resource efficiency and waste reduction; tree and woodland cover; and Marine Protected Areas. Meeting the legally binding targets will be a shared endeavour that will require a whole of government approach to delivery. The Secretary of State have regard to the ambitions, goals and targets	Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] sets out information in relation to alternatives that is required by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and, as a matter of fact, includes information about the main alternatives studied. The Habitats Regulations Assessment (HRA) Report in

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	<p>set out in the Government’s Environmental Improvement Plan 2023 for improving the natural environment and heritage. This includes having regard to the achievement of statutory targets set under the Environment Act.</p>	<p>Appendix 9-12 of the ES [EN010142/APP/6.2] confirms there are no significant effects to biodiversity from construction, operation of decommissioning of the Scheme and therefore no requirement to consider alternatives due to biodiversity effects.</p>
Paragraph 4.3.22	<p>Given the level and urgency of need for new energy infrastructure, the Secretary of State should, subject to any relevant legal requirements (e.g. under the Habitats Regulations) which indicate otherwise, be guided by the following principles when deciding what weight should be given to alternatives:</p> <ul style="list-style-type: none">• the consideration of alternatives in order to comply with policy requirements should be carried out in a proportionate manner• only alternatives that can meet the objectives of the proposed development need to be considered	<p>The Order limits are located partially within the Environment Agency’s (EA) fluvial Flood Zone 2 and Flood Zone 3 with some small areas of the Principal Site in areas of medium to high risk of surface water flooding. Therefore, a consideration of alternatives to meet the flood risk sequential test policy requirement is set out in Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1]. A Flood Risk Assessment is also provided with the Application at Appendix 10-3 of the ES [EN010142/APP/6.2] which further</p>
Paragraph 4.3.23	<p>The Secretary of State should be guided in considering alternative proposals by whether there is a realistic prospect of the alternative delivering the same infrastructure capacity (including energy security, climate change, and other environmental benefits) in the same timescale as the proposed development</p>	<p>sets out how the Scheme has considered alternatives in relation to flood risk and provides further information on how flood risk is managed. Therefore, the Application satisfies all requirements to consider alternatives in relation to flood risk.</p>
Paragraph 4.3.24	<p>The Secretary of State should not refuse an application for development on one site simply because fewer adverse impacts would result from developing similar</p>	

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infrastructure on another suitable site, and should have regard as appropriate to the possibility that all suitable sites for energy infrastructure of the type proposed may be needed for future proposals

Paragraph 4.3.25

Alternatives not among the main alternatives studied by the applicant (as reflected in the ES) should only be considered to the extent that the Secretary of State thinks they are both important and relevant to the decision

Paragraph 4.3.27

Alternative proposals which mean the necessary development could not proceed, for example because the alternative proposals are not commercially viable or alternative proposals for sites would not be physically suitable, can be excluded on the grounds that they are not important and relevant to the Secretary of State's decision.

Paragraph 4.3.28

Alternative proposals which are vague or inchoate can be excluded on the grounds that they are not important and relevant to the Secretary of State's decision.

Paragraph 4.3.29

It is intended that potential alternatives to a proposed development should, wherever possible, be identified before an application is made to the Secretary of State (so as to allow appropriate consultation and the development of a suitable evidence base in relation to

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any alternatives which are particularly relevant). Therefore, where an alternative is first put forward by a third party after an application has been made, the Secretary of State may place the onus on the person proposing the alternative to provide the evidence for its suitability as such and the Secretary of State should not necessarily expect the applicant to have assessed it.

Health

Paragraph 4.4.4

As described in the relevant sections of this NPS and in the technology specific NPSs, where the proposed project has an effect on humans, the ES should assess these effects for each element of the project, identifying any potential adverse health impacts, and identifying measures to avoid, reduce or compensate for these impacts as appropriate.

Chapter 11: Human Health of the ES [EN010142/APP/6.1] presents an assessment of the likely significant effects on human health as a result of the Scheme using IEMA guidance on health. The assessment includes transport, employment and income, air quality, noise and vibration, climate change and landscape and visual amenity.

Paragraph 4.4.5

The impacts of more than one development may affect people simultaneously, so the applicant should consider the cumulative impact on health in the ES where appropriate

It also considers impacts on access and connections, including: community connectivity such as access to services, facilities and open space; prioritisation of walking and cycling; and road and route safety.

Paragraph 4.4.6

Opportunities should be taken to mitigate indirect impacts, by promoting local improvements to encourage health and wellbeing, this includes potential impacts on vulnerable groups within society, i.e. those groups which

As a result of site selection and design, no significant adverse effects are anticipated on health as a result of the Scheme.

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may be differentially impacted by a development compared to wider society as a whole.

Paragraph 4.4.7

Generally, those aspects of energy infrastructure which are most likely to have a significantly detrimental impact on health are subject to separate regulation (for example for air pollution) which will constitute effective mitigation of them, so that it is unlikely that health concerns will either by themselves constitute a reason to refuse consent or require specific mitigation under the Planning Act 2008.

Chapter 11: Human Health of the ES [EN010142/APP/6.1] presents an assessment of the likely significant effects on human health as a result of the Scheme using IEMA guidance on health. The assessment includes transport, employment and income, air quality, noise and vibration, climate change and landscape and visual amenity.

Paragraph 4.4.8

However, not all potential sources of health impacts will be mitigated in this way and the Secretary of State may want to take account of health concerns when setting requirements relating to a range of impacts such as noise.

It also considers impacts on access and connections, including: community connectivity such as access to services, facilities and open space; prioritisation of walking and cycling; and road and route safety.

As a result of site selection and design, no significant adverse effects are anticipated on health as a result of the Scheme.

Biodiversity Net Gain

Paragraph 4.6.1

Environmental net gain is an approach to development that aims to leave the natural environment in a measurably better state than beforehand. Projects should therefore not only avoid, mitigate and compensate harms, following the mitigation hierarchy,

Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] explains that the Scheme has been designed to avoid all sites statutorily designated for their biodiversity importance and to avoid or minimise impacts on

NPS EN-1 Relevant Paragraph

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but also consider whether there are opportunities for enhancements.

Paragraph 4.6.2

Biodiversity net gain is an essential component of environmental net gain. Projects in England should consider and seek to incorporate improvements in natural capital, ecosystem services and the benefits they deliver when planning how to deliver biodiversity net gain.

sites that are non-statutorily designated for their biodiversity importance. Measures embedded within the Scheme design will ensure that no significant effects are anticipated on designated sites during construction, operation or decommissioning e.g., through siting construction routes away from designated sites, incorporating suitable buffer zones and erection of temporary construction fencing to avoid incursion into exclusion zones.

Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] sets out that the Scheme has been designed from the outset to avoid key nature conservation and ecological features present within, or adjacent to the Order limits. Accordingly, the following buffers from key habitat features has been applied:

- a. All woodland – at least 15m
- b. All trees and hedgerows with individual trees – protected by clearly defined root protection areas, concordant with the requirements of each individual tree
- c. Watercourses (where practicable) – at least 10m from bank-top of the watercourses

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- d. Standing water – at least 20m
- e. Hedgerows (where practicable) – at least 5m

The Scheme would provide extensive woodland planting (also referred to as buffers) and native tree belts will be established to reinforce the retained existing woodland and tree belts. New hedgerows with trees will be established to supplement the existing, retained hedgerows with trees. These will provide both a valuable habitat, forming important wildlife corridors and re-enforcing existing ones.

A range of artificial bird and bat boxes will be installed in existing woodland areas, on retained individual trees and existing trees in hedgerows to increase the availability of nesting and roosting features and enhance the value of these habitats for these species groups

The **Framework LEMP [EN010142/APP/7.17]** contains details of all ecological mitigation and enhancements.

The Scheme will meet a minimum 10% BNG, consistent with the terms of the **Biodiversity Net Gain (BNG) Report [EN010142/APP/7.14]** and

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NPS EN-1 Detail

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		<p>aligned with the proposals in the Framework LEMP [EN010142/APP/7.17]. The BNG report [EN010142/APP/7.14] demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.</p> <p>The Scheme has therefore taken advantage of opportunities to conserve and enhance biodiversity and accords with policy.</p>
Paragraph 4.6.6	Energy NSIP proposals, whether onshore or offshore, should seek opportunities to contribute to and enhance the natural environment by providing net gains for biodiversity, and the wider environment where possible.	The Scheme will meet a minimum 10% BNG, consistent with the terms of the Biodiversity Net Gain (BNG) Report [EN010142/APP/7.14] and aligned with the proposals in the Framework LEMP [EN010142/APP/7.17] . The BNG report [EN010142/APP/7.14] demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.
Paragraph 4.6.7	In England applicants for onshore elements of any development are encouraged to use the latest version of the biodiversity metric to calculate their biodiversity baseline and present planned biodiversity net gain outcomes. This calculation data should be presented in full as part of their application.	The Scheme will meet a minimum 10% BNG, consistent with the terms of the Biodiversity Net Gain (BNG) Report [EN010142/APP/7.14] and aligned with the proposals in the Framework LEMP [EN010142/APP/7.17] . The BNG report [EN010142/APP/7.14] demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.
Paragraph 4.6.8	Where possible, this data should be shared, alongside a completed biodiversity metric calculation with the Local	

NPS EN-1 Relevant Paragraph

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NPS EN-1 Proposed Development compliance

Authority and Natural England for discussion at the pre-application stage as it can help to highlight biodiversity and wider environmental issues which may later cause delays if not addressed.

Paragraph 4.6.10

Biodiversity net gain should be applied after compliance with the mitigation hierarchy and does not change or replace existing environmental obligations, although compliance with those obligations will be relevant to the question of the baseline for assessing net gain and if they deliver an additional enhancement beyond meeting the existing obligation, that enhancement will count towards net gain

The Scheme will meet a minimum 10% BNG, consistent with the terms of the **Biodiversity Net Gain (BNG) Report [EN010142/APP/7.14]** and aligned with the proposals in the **Framework LEMP [EN010142/APP/7.17]**. The **BNG report [EN010142/APP/7.14]** demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.

Paragraph 4.6.13

In addition to delivering biodiversity net gain, developments may also deliver wider environmental gains and benefits to communities relevant to the local area, and to national policy priorities, such as

- reductions in GHG emissions,
- reduced flood risk,
- improvements to air or water quality,
- climate adaptation,
- landscape enhancement,

The Scheme will deliver significant reductions in greenhouse gas emissions over its lifetime, as detailed in **Chapter 7: Climate Change** of the ES **[EN010142/APP/6.1]**.

As the Scheme contributes to the delivery of low carbon, it will lead to reductions in greenhouse gas emissions and the need for fossil fuels which may result in an indirect improvement in air quality.

The Scheme's climate adaptation measures are set out in **Chapter 7: Climate Change** of the ES **[EN010142/APP/6.1]**, **Chapter 9: Ecology and**

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- increased access to natural greenspace or
- The enhancement, expansion or provision of trees and woodlands

The scope of potential gains will be dependent on the type, scale, and location of specific projects. Applicants should look for a holistic approach to delivering wider environmental gains and benefits through the use of nature-based solutions and Green Infrastructure.

Nature Conservation of the ES [EN010142/APP/6.1] and **Chapter 10: Water Environment** of the ES [EN010142/APP/6.1], as well as the **Framework CEMP** [EN010142/APP/7.8], **Framework OEMP** [EN010142/APP/7.9] and **Framework DEMP** [EN010142/APP/7.10].

Landscape enhancement measures are set out in the **Framework LEMP** [EN010142/APP/7.17].

The Scheme will meet a minimum 10% BNG, consistent with the terms of the **Biodiversity Net Gain (BNG) Report** [EN010142/APP/7.14] and aligned with the proposals in the **Framework LEMP** [EN010142/APP/7.17]. The **BNG report** [EN010142/APP/7.14] demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.

Paragraph 4.6.15

Applications for development consent should be accompanied by a statement demonstrating how opportunities for delivering wider environmental net gains have been considered, and where appropriate, incorporated into proposals as part of good design (including any relevant operational aspects) of the project.

The **Biodiversity Net Gain (BNG) Report** [EN010142/APP/7.14] provides an assessment of how effective measures have been incorporated into the Scheme to deliver environmental net gains.

The Scheme will meet a minimum 10% BNG, consistent with the terms of the **Biodiversity Net Gain (BNG) Report** [EN010142/APP/7.14] and

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		<p>aligned with the proposals in the Framework LEMP [EN010142/APP/7.17]. The BNG report [EN010142/APP/7.14] demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.</p> <p>Opportunities to enhance other environmental gains are outlined by topic in the relevant sections of the ES [EN010142/APP/6.1], the Framework LEMP [EN010142/APP/7.17] and how these have been implemented as part of good design is set out in the Design and Access Statement [EN010142/APP/7.3] and Section 6 of this Planning Statement.</p>
Paragraph 4.6.16	Applicants should make use of available guidance and tools for measuring natural capital assets and ecosystem services, such as the Natural Capital Committee’s ‘How to Do it: natural capital workbook’, the government’s guidance on Enabling a Natural Capital Approach (ENCA), and other tools that aim to enable wider benefits for people and nature.	The Framework LEMP [EN010142/APP/7.17] and the Framework Soil Management Plan [EN010142/APP6.12] set out the management strategy for the site.
Paragraph 4.6.17	Where environmental net gain considerations have featured as part of the strategic options appraisal process to select a project, applicants should reference that information to supplement the site-specific details.	Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] details how alternative options for the Scheme were considered during design development.

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Paragraph 4.6.1 [*Appears to be a formatting error for paragraph numbers. Review whether amended in the designated version]	Although achieving biodiversity net gain is not currently an obligation on applicants, Schedule 15 of the Environment Act 2021 contains provisions which, when commenced, mean the Secretary of State may not grant an application for Development Consent Order unless satisfied that a biodiversity gain objective is met in relation to the onshore112 development in England to which the application relates.	The Scheme will meet a minimum 10% BNG, consistent with the terms of the Biodiversity Net Gain (BNG) Report [EN010142/APP/7.14] and aligned with the proposals in the Framework LEMP [EN010142/APP/7.17] . The BNG report [EN010142/APP/7.14] demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.
Paragraph 4.6.2	The biodiversity gain objective will be set out in a biodiversity gain statement (as defined under the Environment Act 2021). Normally these statements would be included within an NPS, but the Act allows for the statement to be published separately where a review of an NPS has begun before the provisions are commenced, as is the case with these energy NPSs. Under the provision of the Environment Act 2021, any such separate biodiversity gain statement will be regarded as being contained within these NPSs.	The Scheme will meet a minimum 10% BNG, consistent with the terms of the Biodiversity Net Gain (BNG) Report [EN010142/APP/7.14] and aligned with the proposals in the Framework LEMP [EN010142/APP/7.17] . The BNG report [EN010142/APP/7.14] demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.
Paragraph 4.6.3	The Secretary of State should give appropriate weight to environmental and biodiversity net gain, although any weight given to gains provided to meet a legal requirement (for example under the Environment Act 2021) is likely to be limited.	The Scheme will meet a minimum 10% BNG, consistent with the terms of the Biodiversity Net Gain (BNG) Report [EN010142/APP/7.14] and aligned with the proposals in the Framework LEMP [EN010142/APP/7.17] . The BNG report [EN010142/APP/7.14] demonstrates that the

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Scheme has the potential to achieve significant biodiversity net gain on site.

Design

Paragraph 4.7.1

The visual appearance of a building, structure, or piece of infrastructure, and how it relates to the landscape it sits within, is sometimes considered to be the most important factor in good design. But high quality and inclusive design goes far beyond aesthetic considerations. The functionality of an object —be it a building or other type of infrastructure —including fitness for purpose and sustainability, is equally important.

As detailed in the **Design and Access Statement [EN010142/APP/7.3]** and Section 6.3 of this Planning Statement the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity while being sensitive to the local context and surrounding area, avoiding and minimising impacts on the environment as far as practicable. The design process, basis of design decisions, and evolution of the Scheme’s design is summarised in **Chapter 4: Alternatives and Design Evolution** of the ES **[EN010142/APP/6.1]** and the **Design and Access Statement [EN010142/APP/7.3]**.

Paragraph 4.7.2

Applying “good design” to energy projects should produce sustainable infrastructure sensitive to place, including impacts on heritage, efficient in the use of natural resources, including land-use, and energy used in their construction and operation, matched by an appearance that demonstrates good aesthetic as far as possible. It is acknowledged, however that the nature of energy infrastructure development will often limit the extent to which it can contribute to the enhancement of the quality of the area

As detailed in the **Design and Access Statement [EN010142/APP/7.3]** and Section 6.3 of this **Planning Statement** the Scheme has undergone

Paragraph 4.7.3

Good design is also a means by which many policy objectives in the NPSs can be met, for example the impact sections show how good design, in terms of siting

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and use of appropriate technologies, can help mitigate adverse impacts such as noise. Projects should look to use modern methods of construction and sustainable design practices such as use of sustainable timber and low carbon concrete. Where possible, projects should include the reuse of material.

an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity while being sensitive to the local context and surrounding area, avoiding and minimising impacts on the environment as far as practicable. The design process, basis of design decisions, and evolution of the Scheme's design is summarised in **Chapter 4: Alternatives and Design Evolution** of the ES [EN010142/APP/6.1] and the **Design and Access Statement [EN010142/APP/7.3]**.

Paragraph 4.7.4

Given the benefits of "good design" in mitigating the adverse impacts of a project, applicants should consider how "good design" can be applied to a project during the early stages of the project lifecycle.

As detailed in the **Design and Access Statement [EN010142/APP/7.3]** and Section 6.3 of the **Planning Statement**, the Scheme has undergone an iterative design process. Design decision have been informed by outcomes of statutory consultation and stakeholder engagement, ongoing environmental assessments, engineering and design considerations, and collaboration with other developers. Design objectives were developed at an early stage and have guided the Scheme's design response to the local context to develop a good design that balances the need to maximise renewable energy generation from the Scheme, whilst minimising potential adverse impacts and providing mitigation and

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enhancement measures where practicable, This has included:

- a. delivering a design which carefully integrates the Scheme into the local and surrounding landscape, taking consideration of Lincoln Cliff AGLV early on, to reduce the Scheme's visibility and its landscape and visual impacts as far as practicable;
- b. avoiding and retaining existing ecological features and habitats, and increasing the biodiversity value of the Order limits through embedded and additional mitigation and enhancement measures to provide a minimum 10% BNG
- c. Improvements to the connectivity of PRow through the provision of two permissive paths within the Order limits; and
- d. Reducing impacts as far as practicable on the setting of designated heritage assets and excluding infrastructure on sensitive archaeological sites.

The design process, basis of design decisions, and evolution of the Scheme's design is summarised in **Chapter 4: Alternatives and**

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Design Evolution of the ES [EN010142/APP/6.1] and the **Design and Access Statement** [EN010142/APP/7.3].

Paragraph 4.7.5

To ensure good design is embedded within the project development, a project board level design champion could be appointed, and a representative design panel used to maximise the value provided by the infrastructure. Design principles should be established from the outset of the project to guide the development from conception to operation. Applicants should consider how their design principles can be applied post-consent.

As detailed in the **Design and Access Statement** [EN010142/APP/7.3] and Section 6.3 of this Planning Statement the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity while being sensitive to the local context and surrounding area, avoiding and minimising impacts on the environment as far as practicable. The design process, basis of design decisions, and evolution of the Scheme's design is summarised in **Chapter 4: Alternatives and Design Evolution** of the **ES** [EN010142/APP/6.1] and the **Design and Access Statement** [EN010142/APP/7.3].

As detailed in the **Design and Access Statement** [EN010142/APP/7.3] a design champion has been appointed and has led the design iteration throughout to address comments made. The design champion led the multidisciplinary team from the site-selection stage and onwards to the

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preliminary and masterplan stages of the Scheme that now forms part of the submission.

The Scheme's design team has consisted of landscape architects, who took on the role of design champions and worked collaboratively with the project team to provide a cohesive and responsive design for the Principal Site which has been informed by statutory consultation and stakeholder engagement, ongoing environmental assessments, engineering and design considerations, and in collaboration with other developers bringing forward solar DCO projects within proximity to the Scheme.

Paragraph 4.7.6

Whilst the applicant may not have any or very limited choice in the physical appearance of some energy infrastructure, there may be opportunities for the applicant to demonstrate good design in terms of siting relative to existing landscape character, land form and vegetation. Furthermore, the design and sensitive use of materials in any associated development such as electricity substations will assist in ensuring that such development contributes to the quality of the area. Applicants should also, so far as is possible, seek to embed opportunities for nature inclusive design within the design process.

As detailed in the **Design and Access Statement [EN010142/APP/7.3]** and Section 6.3 of the Planning Statement, the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity while being sensitive to the local context and surrounding area, avoiding and minimising impacts on the environment as far as practicable.

The design process, basis of design decisions, and evolution of the Scheme's design is set out in

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Paragraph 4.7.7	Applicants must demonstrate in their application documents how the design process was conducted and how the proposed design evolved. Where a number of different designs were considered, applicants should set out the reasons why the favoured choice has been selected.	Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] and the Design and Access Statement [EN010142/APP/7.3] . The design process, basis of design decisions, and evolution of the Scheme’s design is set out in Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] and the Design and Access Statement [EN010142/APP/7.3] .
Paragraph 4.7.8	Applicants should consider taking independent professional advice on the design aspects of a proposal. In particular, the Design Council can be asked to provide design review for nationally significant infrastructure projects and applicants are encouraged to use this service. Applicants should also consider any design guidance developed by the local planning authority.	The Scheme has undertaken meaningful engagement throughout the process which has resulted in improvements and iteration of the Scheme to address comments made in the interests of good design and positive engagement. The Applicant has sought feedback from a wide range of stakeholders and had regard to the relevant responses received in accordance with Section 49 of the PA 2008 and Ministry of Housing, Communities and Local Government (MHCLG) guidance. The Applicant has had continued engagement with key stakeholders throughout the pre-application process including but not limited to heritage, landscape, highway, ecology, fire and rescue, planning and tree officers on behalf Lincolnshire County Council, Nottinghamshire County Council, West Lindsey

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District Council and Bassetlaw District Council; Natural England; Historic England; and the Environment Agency.

Paragraph 4.7.10

In the light of the above and given the importance which the Planning Act 2008 places on good design and sustainability, the Secretary of State needs to be satisfied that energy infrastructure developments are sustainable and, having regard to regulatory and other constraints, are as attractive, durable, and adaptable (including taking account of natural hazards such as flooding) as they can be.

The location and design of the Scheme is the result of a comprehensive site selection process that was environmental, and planning led to avoid and minimise impacts as early as possible. Following this, the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity using solar PV arrays, whilst also being sensitive to the local context and surrounding area within which it is located, avoiding and minimising impacts on the environment as far as practicable.

Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] explains how the Applicant has undertaken site selection and design in a proportionate way, in accordance with paragraphs 2.10.19 to 2.10.48 of NPS EN-3. **Chapter 3: Scheme Description** of the ES [EN010142/APP/6.1] and section 6 of the **Statement of Need [EN010142/APP/7.1]** details how the Scheme meets the technical

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		considerations of paragraphs 2.10.49 to 2.10.69 of NPS EN-3. Chapter 7: Climate Change of the ES [EN010142/APP/6.1] sets out mitigation measures that will ensure that the Scheme is sustainable and adaptable including taking account of natural hazards such as flooding.
Paragraph 4.7.11	In doing so, the Secretary of State should be satisfied that the applicant has considered both functionality (including fitness for purpose and sustainability) and aesthetics (including its contribution to the quality of the area in which it would be located, any potential amenity benefits, and visual impacts on the landscape or seascape) as far as possible.	While the appearance of solar PV is largely set by its function, the site layout, landscaping and access design have all been designed to reflect good design principles. Good design has been a key consideration from the outset. The LVIA has informed the iterative design process, as detailed in the Design and Access Statement [EN010142/APP/7.3] . The design and layout of the Scheme has been informed and developed in response to policy requirements, published landscape character assessment guidance. Design mitigation has been embedded into the Scheme to minimise effects on landscape character and visual amenity as outlined in the Framework LEMP [EN010142/APP/7.17] . The landscape design principles incorporate the following:
Paragraph 4.7.12	In considering applications, the Secretary of State should take into account the ultimate purpose of the infrastructure and bear in mind the operational, safety and security requirements which the design has to satisfy. Many of the wider impacts of a development, such as landscape and environmental impacts, will be important factors in the design process.	

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- a. Careful siting in the landscape responding sensitively to its proximity to dwellings, settlements and PRow
 - b. Conserving the existing vegetation patterns including reinstatement and/or improvement of field boundaries
 - c. Creating new green infrastructure including areas for woodland belts and screening
 - d. Sensitive design in relation to form and materials
-

Climate Change Adaptation and Resilience

Paragraph 4.10.5

In certain circumstances, measures implemented to ensure a scheme can adapt to climate change may give rise to additional impacts, for example as a result of protecting against flood risk, there may be consequential impacts on coastal change. In preparing measures to support climate change adaptation applicants should take reasonable steps to maximise the use of nature-based solutions alongside other conventional techniques.

Consideration has been given to incorporating nature-based climate change adaptation into the Scheme, and proposals for SuDS have been included.

Details of climate change adaptation measures are set out in **Chapter 7: Climate Change** of the ES [EN010142/APP/6.1], **Chapter 9: Ecology and Nature Conservation** of the ES

Paragraph 4.10.6

Integrated approaches, such as looking across the water cycle, considering coordinated management of water storage, supply, demand, wastewater, and flood risk can

[EN010142/APP/6.1] and **Chapter 10: Water Environment** of the ES [EN010142/APP/6.1], as well as the **Framework CEMP**

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Paragraph 4.10.7	<p>provide further benefits to address multiple infrastructure needs, as well as carbon sequestration benefits.</p> <p>In addition to avoiding further GHG emissions when compared with more traditional adaptation approaches, nature-based solutions can also result in biodiversity benefits and net gain, as well as increasing absorption of carbon dioxide from the atmosphere</p>	<p>[EN010142/APP/7.8], Framework OEMP [EN010142/APP/7.9] and Framework DEMP [EN010142/APP/7.10].</p>
Paragraph 4.10.8	<p>New energy infrastructure will typically need to remain operational over many decades, in the face of a changing climate. Consequently, applicants must consider the direct (e.g. site flooding, limited water availability, storms, heatwave and wildfire threats to infrastructure and operations) and indirect (e.g. access roads or other critical dependencies impacted by flooding, storms, heatwaves or wildfires) impacts of climate change when planning the location, design, build, operation and, where appropriate, decommissioning of new energy infrastructure</p>	<p>Chapter 7: Climate Change, Chapter 10: Water Environment, and Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] consider the direct and indirect effects of the Scheme on flooding, storms, major accidents and disasters and climate change. The have been considered in the design, construction, operation and decommissioning of the Scheme.</p>
Paragraph 4.10.9	<p>The ES should set out how the proposal will take account of the projected impacts of climate change, using government guidance and industry standard benchmarks such as the Climate Change Allowances for Flood Risk Assessments, Climate Impacts Tool, and British</p>	<p>As outlined in Chapter 7: Climate Change of the ES [EN010142/APP/6.1], the effects of climate change have been taken into account in the design of the Scheme, and when considering how it will be constructed, operated and</p>

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Paragraph 4.10.11	<p data-bbox="510 363 1305 435">Standards for climate change adaptation, in accordance with the EIA Regulations.</p> <p data-bbox="510 472 1305 727">Applicants should demonstrate that proposals have a high level of climate resilience built-in from the outset and should also demonstrate how proposals can be adapted over their predicted lifetimes to remain resilient to a credible maximum climate change scenario. These results should be considered alongside relevant research which is based on the climate change projections.</p>	<p data-bbox="1337 363 2051 472">decommissioned. Measures embedded into the design of the Scheme are set out in section 7.7 and include (but are not limited to):</p> <ol data-bbox="1384 504 2051 1366" style="list-style-type: none"> <li data-bbox="1384 504 2051 647">a. Increasing recyclability by segregating construction/decommissioning waste to be re-used and recycled where reasonably practicable; <li data-bbox="1384 679 2051 935">b. Designing, constructing and implementing the Scheme in such a way as to minimise the creation of waste and maximise the use of alternative materials with lower embodied carbon, such as locally sourced products and materials with a higher recycled content where feasible; <li data-bbox="1384 967 2051 1142">c. Reusing suitable infrastructure and resources where possible to minimise the use of natural resources and unnecessary materials (e.g. reusing excavated soil for fill requirements); <li data-bbox="1384 1174 2051 1270">d. Liaising with construction/decommissioning personnel for the potential to implement staff minibuses and car sharing options <li data-bbox="1384 1302 2051 1366">e. Implementing a Travel Plan in the Framework Construction Traffic
Paragraph 4.10.13	<p data-bbox="510 767 1305 1206">The Secretary of State should be satisfied that applicants for new energy infrastructure have taken into account the potential impacts of climate change using the latest UK Climate Projections and associated research and expert guidance (such as the EA's Climate Change Allowances for Flood Risk Assessments or the Welsh Government's Climate change allowances and flood consequence assessments) available at the time the ES was prepared to ensure they have identified appropriate mitigation or adaptation measures. This should cover the estimated lifetime of the new infrastructure, including any decommissioning period.</p>	

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Management Plan (CTMP)

[EN010142/APP/7.11] to reduce the volume of construction staff and employee trips to the Scheme;

- f. Switching vehicles and plant off when not in use and ensuring construction vehicles conform to current emissions standards; and
- g. Conducting regular planning maintenance of the construction/decommissioning plant and machinery to optimise efficiency.

A Framework CEMP [EN010142/APP/7.8], Framework OEMP [EN010142/APP/7.9] and Framework DEMP [EN010142/APP/7.10] will be developed into a detailed CEMP, OEMP and DEMP prior to the commencement of the construction phase as a means to secure the embedded mitigation measures.

Further climate change resilience measures embedded into the Scheme, including measures associated with flood risk are included in the **Framework CEMP [EN010142/APP/6.1]**. Further detail on the specific flood impacts and mitigation

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Paragraph 4.11.4	Transmission network infrastructure, and related network reinforcement and upgrade works, associated with nationally significant low carbon infrastructure is considered as CNP Infrastructure. Further guidance can be found in Section 4.2 of this NPS and EN-5.	measures are discussed in Chapter 10: Water Environment of the ES [EN010142/APP/6.1]. The Statement of Need [EN010142/APP/7.1] and Section 5 of the Planning Statement sets out that the Scheme is considered to be CNP infrastructure.
Paragraph 4.11.12	The Secretary of State should be satisfied that appropriate network connection arrangements are/will be in place for a given project regardless of whether one or multiple (linked) applications are submitted.	The Grid Connection Statement [EN010142/APP/7.5] confirms that the Applicant has received a grid connection offer from National Grid Electricity System Operator Limited (NGESO) to connect the Scheme to the NETS. The grid connection offer was provided by NGESO to the Applicant in January 2020. This offer was accepted by the Applicant as noted above. The BCA was subsequently modified in December 2021 and again in June 2023. Further discussions with NGET have been held following the June 2023 modifications, resulting in the latest modification offer of 15 December 2023. All modifications have related to the date which the Scheme would connect to the national electricity transmission network. The commissioning date provided by NGESO in the latest modification offer is in August 2028. The Applicant accepted the

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December 2023 modification offer from NGENSO in January 2024.

NGET has confirmed that an existing spare bay within the National Grid Cottam Substation is currently available.

The Grid Connection Statement

[EN010142/APP/7.5] also confirms that the Applicant has, or will have, the ability to procure the necessary land and rights in order to connect to the National Grid Cottam Substation.

Paragraph 4.12.9

In considering an application for development consent the Secretary of State should focus on whether the development itself is an acceptable use of the land or sea, and the impact of that use, rather than the control of processes, emissions or discharges themselves.

An Environmental Statement (ES)

[EN010142/APP/6.1] and accompanying **Appendices [EN010142/APP/6.2]**, **Figures [EN010142/APP/6.3]**, **Non-technical Summary [EN010142/APP/6.4]** and **Environmental Mitigation and Commitments Register [EN010142/APP/6.5]** have been submitted with this Application. These describe the aspects of the environment likely to be significantly affected by the Scheme. **Appendix 9-12: Habitats Regulations Assessment (HRA)** of the ES **[EN010142/APP/6.2]** demonstrates that the Scheme will not have likely significant effects either alone or in combination with other projects, due to the distance of designated sites and

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		<p>absence of impact pathways. This demonstrates that the land is suitable for the Scheme with the presumption in favour of CNP infrastructure remaining. Chapter 10: Water Environment of the ES [EN010142/APP/6.1] outlines pollution controls for the construction and operation phases of the development. A Framework CEMP [EN010142/APP/7.8] is also included. The Consents and Agreement Position Statement [EN010142/APP/3.3] also sets out other permits and consents that will be required post consent to ensure the implementation of protection measures to protect the water environment. Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] and the Design and Access Statement [EN010142/APP/7.3] explains how the Applicant has undertaken site selection and design in a considered way to minimise environmental effects and again demonstrates the that the Scheme is suitable for the land.</p>
Paragraph 4.13.5	Applicants should consult with the HSE on matters relating to safety.	The Applicant team has consulted with the HSE.
Paragraph 4.13.6	Applicants seeking to develop infrastructure subject to the COMAH regulations should make early contact with the Competent Authority.	The Scheme is not subject to the COMAH regulations.

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Paragraph 4.13.7	If a safety report is required it is important to discuss with the Competent Authority the type of information that should be provided at the design and development stage, and what form this should take. This will enable the Competent Authority to review as much information as possible before construction begins, in order to assess whether the inherent features of the design are sufficient to prevent, control and mitigate major accidents	The Scheme is not subject to the COMAH regulations, and a safety report is not required.
Paragraph 4.13.8	The Secretary of State should be satisfied that a safety assessment has been prepared, where required, and that the Competent Authority has raised no safety objectives.	The Scheme is not subject to the COMAH regulations, and a safety report is not required.
Paragraph 4.14.5	Applicants must consult the (HSA) and HSE at pre-application stage if the project is likely to need hazardous substances consent. Hazardous substances consents are a part of the planning regime which contributes to public safety.	The Applicant team has consulted with the HSE. The Scheme is not subject to the COMAH regulations.

Common Law Nuisance and Statutory Nuisance

Paragraph 4.15.5	At the application stage of an energy NSIP, possible sources of nuisance under section 79(1) of the EPA 1990 and how they may be mitigated or limited should be identified by the applicant so that appropriate requirements can be included in any subsequent order granting development consent (see Section 5.7 on dust,	A Statutory Nuisance Statement [EN010142/APP/7.7] has been included with the application to assess any possible sources of nuisance under section 79(1) of the EPA 1990.
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odour, artificial light etc. and Section 5.12 on noise and vibration).

Air Quality and emissions

Paragraph 5.2.7

Proximity to emission sources can have significant impacts on sensitive receptor sites for air quality, such as education or healthcare sites, residential use or sensitive or protected ecosystems. Projects near a sensitive receptor site for air quality should only be proposed in exceptional circumstances if no viable alternative site is available. In these instances, substantial mitigation of any expected emissions will be required (see paragraph 5.2.12 below)

Chapter 6: Air Quality of the ES [EN010142/APP/6.1] assess the construction and decommissioning impacts of the Scheme on local air quality. This is assessed as being negligible and as such it is concluded there would be no significant impact on sensitive receptor sites for air quality. The assessment is in accordance with paragraph 5.2.9.

Paragraph 5.2.8

Where the project is likely to have adverse effects on air quality the applicant should undertake an assessment of the impacts of the proposed project as part of the ES.

Paragraph 5.2.9

The ES should describe:

- existing air quality concentrations and the relative change in air quality from existing levels;
- any significant air quality, their mitigation action taken and any residual effects distinguishing between the project stages and taking account of any significant

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emissions from any road traffic generated by the project;

- the predicted absolute emissions, concentration change and absolute concentrations as a result of the proposed project, after mitigation methods have been applied; and any potential eutrophication impacts.

Paragraph 5.2.12

Where a proposed development is likely to lead to a breach of any relevant statutory air quality limits, objectives or targets, or affect the ability of a non-compliant area to achieve compliance within the timescales set out in the most recent relevant air quality plan /strategy at the time of the decision, the applicant should work with the relevant authorities to secure appropriate mitigation measures to ensure that those statutory limits, objectives or targets are not breached.

The Scheme would not lead to a breach of any relevant statutory air quality thresholds or affect the ability of a non-compliant area to achieve compliance.

Paragraph 5.2.13

The Secretary of State should consider whether mitigation measures are needed both for operational and construction emissions over and above any which may form part of the project application. A construction management plan may help codify mitigation at this stage. In doing so the Secretary of State should have regard to the Air Quality Strategy and should consider relevant advice within Local Air Quality Management guidance and PM2.5 targets guidance.

Chapter 6: Air Quality of the ES

[EN010142/APP/6.1] concludes that there are no anticipated significant effects on air quality as a result of the Scheme.

Mitigation measures following IAQM guidance are discussed and presented in the **Framework Construction Environmental Management Plan (CEMP) [EN010142/APP/7.8]** and **Framework Decommissioning Environmental Management**

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 5.2.15	Many activities involving air emissions are subject to pollution control. The considerations set out in Section 4.12 on the interface between planning and pollution control therefore apply. The SoS must also consider duties under other legislation including duties under the Environment Act 2021 in relation to environmental targets and have regard to policies set out in the Government's Environmental Improvement Plan 2023.	Plan (DEMO) [EN010142/APP/7.10] submitted with the DCO Application.
Paragraph 5.2.16	The Secretary of State should give air quality considerations substantial weight where a project would lead to a deterioration in air quality. This could for example include where an area breaches any national air quality limits or statutory air quality objectives. However, air quality considerations will also be important where substantial changes in air quality levels are expected, even if this does not lead to any breaches statutory limits, objectives or targets.	<p>Chapter 6: Air Quality of the ES [EN010142/APP/6.1] concludes that there are no anticipated significant effects on air quality as a result of the Scheme.</p> <p>Mitigation measures following IAQM guidance are discussed and presented in the Framework CEMP [EN010142/APP/7.8] and Framework DEMP [EN010142/APP/7.10] submitted with the DCO Application.</p>
Paragraph 5.2.17	The Secretary of State should give air quality considerations substantial weight where a project is proposed near a sensitive receptor site, such as an education or healthcare facility, residential use or a sensitive or protected habitat.	<p>Chapter 6: Air Quality of the ES [EN010142/APP/6.1] concludes that construction and decommissioning of the Scheme will not have a significant effect on air quality. The predicted volume of traffic and pollutant concentrations would have a negligible effect on human health.</p>

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 5.2.18	Where a project is proposed near to a sensitive receptor site for air quality, if the applicant cannot provide justification for this location, and a suitable mitigation plan, the Secretary of State should refuse consent.	<p>The Site is located in a rural area but close to a number of settlements and as a consequence there are a large number of high sensitivity receptors in proximity to the site, such as residential properties, that may be impacted by works associated with the Scheme.</p> <p>The implementation of mitigation measures identified within the Framework CEMP [EN010142/APP/7.8] and Framework DEMP [EN010142/APP/7.10], is expected to prevent any significant impacts on dust deposition and human health from occurring. Residual effects are therefore assessed as being not significant.</p>
Paragraph 5.2.19	In all cases, the Secretary of State must take account of any relevant statutory air quality limits, objectives and targets. If a project will lead to non-compliance with a statutory limit, objective or target the Secretary of State should refuse consent.	The Scheme would not lead to non-compliance with any statutory air quality limit, objective or target.
Paragraph 5.7.5	The applicant should assess the potential for.... emissions of odour, dust..., to have a detrimental impact on amenity, as part of the ES.	<p>Chapter 6: Air Quality of the ES [EN010142/APP/6.1] assesses the effects of the Scheme on emissions of odour and dust.</p> <p>As required by NPS EN-1 paragraph 5.7.5, a dust risk assessment is provided in Appendix 6-2:</p>

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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		<p>Dust Risk Assessment of the ES [EN010142/APP/6.2].</p> <p>The Scheme will not emit any odour. Construction and decommissioning activities will be undertaken with the use of best practice measures applied, as set out in the Framework CEMP [EN010142/APP/7.8].</p>
Paragraph 5.7.11	A construction management plan may help clarify and secure mitigation	The DCO application includes a Framework CEMP [EN010142/APP/7.8]. To secure embedded mitigation measures and best practice, the Framework CEMP [EN010142/APP/7.8] will be further developed into a detailed CEMP prior to commencement of the construction phase.
Paragraph 5.7.12	<p>The Secretary of State should satisfy itself that:</p> <ul style="list-style-type: none">• an assessment of the potential fordust, odour..., to have a detrimental impact on amenity has been carried out• that all reasonable steps have been taken, and will be taken, to minimise any such detrimental impacts	<p>As required by NPS EN-1 paragraph 5.7.5, a dust risk assessment is provided in Appendix 6-2: Dust Risk Assessment of the ES [EN010142/APP/6.2].</p> <p>The Scheme will not emit any odour. Construction and decommissioning activities will be undertaken with the use of best practice measures applied, as set out in the Framework CEMP [EN010142/APP/7.8].</p>

Greenhouse Gas Emissions

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

Paragraph 5.3.4

All proposals for energy infrastructure projects should include a GHG assessment as part of their ES (See Section 4.3). This should include:

- A whole life GHG assessment showing construction, operational and decommissioning GHG impacts, including impacts from change of land use.
- An explanation of the steps that have been taken to drive down the climate change impacts at each of those stages.
- Measurement of embodied GHG impact from the construction stage.
- How reduction in energy demand and consumption during operation has been prioritised in comparison with other measures.
- How operational emissions have been reduced as much as possible through the application of best available techniques for that type of technology.
- Calculation of operational energy consumption and associated carbon emissions.
- Whether and how any residual GHG emissions will be (voluntarily) offset or removed using a recognised framework.

Chapter 7: Climate Change of the ES **[EN010142/APP/6.1]** presents a lifecycle greenhouse gas (GHG) impact assessment over the lifetime of the Scheme. It concludes that renewable energy generation from the Scheme during the first year of operation is estimated to be 866,394 MWh. Total operational emissions over the design life of the Scheme are estimated at 2,470,621 tCO₂e, with the largest proportion of this (1,852,892 tCO₂e) relating to the replacement of the BESS at 10 year intervals. The GHG impact during construction, operation and decommissioning is assessed as being minor adverse and not significant. It is considered that the overall GHG impact of the Scheme is beneficial and significant, as it will play a part in achieving the rate of transition required by nationally set policy commitments and supporting the trajectory towards net zero

GHG mitigation measures are outlined in the **Section 7.7 Embedded Mitigation of Chapter 7: Climate Change** of the ES **[EN010142/APP/6.1]**.

A **Framework CEMP [EN010142/APP/7.8]** and **Framework DEMP [EN010142/APP/7.10]** have been prepared to accompany the DCO

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 5.3.5	<ul style="list-style-type: none"> Where there are residual emissions, the level of emissions and the impact of those on national and international efforts to limit climate change, both alone and where relevant in combination with other developments at a regional or national level, or sector level, if sectoral targets are developed 	application. These identify a range of mitigation measures that have been embedded into the Scheme to limit the GHG impact.
Paragraph 5.3.6	<p>A GHG assessment should be used to drive down GHG emissions at every stage of the proposed development and ensure that emissions are minimised as far as possible for the type of technology, taking into account the overall objectives of ensuring our supply of energy always remains secure, reliable and affordable, as we transition to net zero.</p>	
Paragraph 5.3.7	<p>Applicants should look for opportunities within the proposed development to embed nature-based or technological solutions to mitigate or offset the emissions of construction and decommissioning.</p>	
	<p>Steps taken to minimise and offset emissions should be set out in a GHG Reduction Strategy, secured under the Development Consent Order . The GHG Reduction Strategy should consider the creation and preservation of carbon stores and sinks including through woodland creation, hedgerow creation and restoration, peatland restoration and through other natural habitats.</p>	

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 5.3.8	The Secretary of State must be satisfied that the applicant has as far as possible assessed the GHG emissions of all stages of the development.	<p>Chapter 7: Climate Change of the ES [EN010142/APP/6.1] presents a lifecycle greenhouse gas (GHG) impact assessment over the lifetime of the Scheme. It concludes that renewable energy generation from the Scheme during the first year of operation is estimated to be 866,394 MWh. Total operational emissions over the design life of the Scheme are estimated at 2,470,621 tCO₂e, with the largest proportion of this (1,852,892 tCO₂e) relating to the replacement of the BESS at 10 year intervals. The GHG impact during construction, operation and decommissioning is assessed as being minor adverse and not significant. It is considered that the overall GHG impact of the Scheme is beneficial and significant, as it will play a part in achieving the rate of transition required by nationally set policy commitments and supporting the trajectory towards net zero</p>
Paragraph 5.3.9	The Secretary of State should be content that the applicant has taken all reasonable steps to reduce the GHG emissions of the construction and decommissioning stage of the development.	
Paragraph 5.3.10	The Secretary of State should give appropriate weight to projects that embed nature-based or technological processes to mitigate or offset the emissions of construction and decommissioning within the proposed development. However, in light of the vital role energy infrastructure plays in the process of economy wide decarbonisation, the Secretary of State must accept that there are likely to be some residual emissions from construction and decommissioning of energy infrastructure.	

Biodiversity and Geological Conservation

Paragraph 5.4.4	The highest level of biodiversity protection is afforded to sites identified through international conventions. The Habitats Regulations set out sites for which an HRA will assess the implications of a plan or project, including	A HRA Report, Appendix 9-12 of the ES [EN010142/APP/6.2] has been prepared and submitted with this Application. Natural England
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NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 5.4.5	<p data-bbox="510 365 1272 432">Special Areas of Conservation and Special Protection Areas.</p> <p data-bbox="510 472 1272 579">As a matter of policy, the following should be given the same protection as sites covered by the Habitats Regulations and an HRA will also be required:</p> <ul style="list-style-type: none"> <li data-bbox="510 608 1272 675">(a) potential Special Protection Areas and possible Special Areas of Conservation; <li data-bbox="510 703 1272 735">(b) listed or proposed Ramsar sites and <li data-bbox="510 764 1272 874">(c) sites identified, or required, as compensatory measures for adverse effects on any of the other sites covered by this paragraph. 	<p data-bbox="1337 365 2051 432">were consulted on the scope and extent of the HRA.</p> <p data-bbox="1337 464 2051 679">The HRA Report concludes that the Scheme is not directly connected with or necessary for the conservation management of a European Site and does not risk having a significant effect on a European Site on its own or in combination with other proposals.</p>
Paragraph 5.4.8	<p data-bbox="510 911 1294 1238">Development on land within or outside a SSSI, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits (including need) of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of SSSIs.</p>	<p data-bbox="1337 911 2051 1313">Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] sets out that there are no internationally designated sites for nature conservation within the Principal Site or Cable Route Corridor, and the Scheme is not directly connected with or necessary for the conservation management of a European Site and does not risk having a significant adverse effect on a European Site on its own or in combination with other proposals, as set out in the HRA Report at Appendix 9-12 of the ES [EN010142/APP/6.2].</p>

NPS EN-1 Relevant Paragraph

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		<p>There is one SSSI, Ashton's Meadow, 1.5km to the west of the Cable Route Corridor, however there are no ecological or hydrological connections between this SSSI and the Order limits, and no construction traffic will pass within 200m of the SSSI. Given the distance between the Order limits and Ashton's Meadow SSSI, there will be no direct impacts on habitat within the SSSI; no fragmentation of habitats, or of populations of species using habitats and no species mortality of any species associated with Ashton's Meadow SSSI. As such there would be no direct impacts during construction, operation or decommissioning of the Scheme.</p>
Paragraph 5.4.12	<p>Sites of regional and local biodiversity and geological interest, which include Regionally Important Geological Sites, Local Nature Reserves and Local Wildlife Sites, are areas of substantive nature conservation value and make an important contribution to ecological networks and nature's recovery. They can also provide wider benefits including public access (where agreed), climate mitigation and helping to tackle air pollution.</p>	<p>Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] sets out that there are three Local Wildlife Sites within the Cable Route Corridor. These are Upton Grange Road Verges LWS, Willingham to Fillingham Road Verges and Cow Pasture Lane. There are no LWS within the Principal Site.</p> <p>During construction, access will be required to cross all three LWS. Construction access will use an existing farm access at Upton Grange Road Verges LWS which will avoid the need for further</p>
Paragraph 5.4.13	<p>National planning policy expects plans to identify and map Local Wildlife sites, and to include policies that not only secure their protection from harm or loss but also</p>	

NPS EN-1 Relevant Paragraph

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help to enhance them and their connection to wider ecological networks.

encroachment into this LWS. There will be no significant adverse effects to this LWS.

However, at the Willingham to Fillingham Road Verges LWS, existing accesses cannot be used and additional passing bays are required along the road to allow construction traffic and other road users to safely pass. This will involve the loss of verge habitat, resulting in 115m² of verge likely needing to be removed to provide a temporary construction access. This amounts to approximately 0.4% of the overall LWS (approximately 3.1ha). Although the Order limits for the Cable Route Corridor have been refined as part of an iterative design process to seek to avoid and minimise the extent of the LWS present in the Scheme, as well as minimising the volume of construction traffic which will need to pass alongside the LWS verges, a minor adverse effect, which is not significant, is anticipated on this LWS.

At Cow Pasture Lane Drains LWS, whilst access for construction of the Cable Route Corridor will utilise existing access tracks, there is potential for a temporary bailey bridge to be placed over the LWS to facilitate any crossing and as a result, this may lead to a temporary degradation in habitats within the LWS through shading. However, with

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mitigation measures in place including using non-intrusive methods and setbacks to avoid spillages, to be secured by a detailed CEMP, and the temporary nature of such works if they were required, there will be no fragmentation of habitats or species mortality of any species associated with Cow Pasture Lane Drains LWS as a result of construction of the Scheme. It is concluded that there will be a negligible effect on this LWS, which is not assessed as significant.

During operation and decommissioning, with the cables being buried beneath the ground during operation and remaining in situ after the Scheme is decommissioned, there will be no pathways that could affect all three LWS. Where there is potential to remove cables during decommissioning, impacts will be mitigated in line with legislation and policy requirements at that time, as set out in the **Framework DEMP [EN010142/APP/7.10]** informing a detailed DEMP which will be secured by the DCO as a requirement. As such, no impacts are anticipated on these LWS during operation and decommissioning.

Mitigation measures detailed within the **Framework CEMP [EN010142/APP/7.8]** will

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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ensure that there will be no impact on the integrity or functioning of any of the identified LWS. Measures to protect Willingham to Fillingham Road Verges LWS include keeping the working area to a minimum of 5m inside LWS and ensuring no spoil, materials or vehicles will be stored within the LWS. Once construction is completed the temporary access will be removed and the top and subsoil from the LWS backfilled promptly, retaining the original soil profile and seed bank. A security perimeter fence will be implemented early in the construction phase to prevent further encroachment into the remainder of the LWS.

Paragraph 5.4.15

Ancient woodland is a valuable biodiversity resource both for its diversity of species and for its longevity as woodland. Keeps of Time, the government's policy for ancient and native trees and woodlands in England sets out the government's commitment to maintain and enhance the existing area of ancient woodland, maintain and enhance the existing resource of known ancient and veteran trees, excluding natural losses from disease and death, and to increase the percentage of ancient woodland in active. Ancient or veteran trees found outside ancient woodland are also particularly valuable. Other types of irreplaceable habitats include blanket bog, limestone pavement, coastal sand dunes, spartina salt

There is no ancient woodland within or immediately adjacent to the Order limits.

An **Arboricultural Impact Assessment (AIA)** (**Appendix 12-7** of the ES [EN010142/APP/6.2]) has been produced setting out the likely direct and indirect impacts of the Scheme on trees. This concludes that tree loss to facilitate the Scheme represents only 1.24% (11,450m²) of the total tree canopy cover within or adjacent to the Order limits. No veteran or ancient trees are to be removed.

NPS EN-1 Relevant Paragraph

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marsh swards, mediterranean saltmarsh scrub, and lowland fen.

The **AIA (Appendix 12-7** of the ES **[EN010142/APP/6.2]** explains that the buffer zones of four veteran trees (T127, T537, T541 and T554) will be crossed by the proposed access routes for the Scheme. Mitigation measures to be secured in the CEMP are proposed to ensure that tree roots and soil structure will be robustly protected, and existing growing conditions will be maintained, through micro-siting accesses as far from tree stems as possible and using sensitive construction methods. **Chapter 9: Ecology and Natural Environment** of the ES **[EN010142/APP/6.1]** therefore concludes that a temporary adverse effect that is not significant is anticipated.

Measures to protect retained trees and hedgerows will be put in place and secured through a detailed CEMP, DEMP and LEMP as requirements of the DCO. These measures will need to be substantially in accordance with the measures set out in the **Framework CEMP [EN010142/APP/7.8]**, **DEMP [EN010142/APP/7.10]** and **Framework LEMP [EN010142/APP/7.17]** to ensure that impacts are minimised and that the Scheme is implemented in accordance with the detailed management plans.

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 5.4.17	Where the development is subject to EIA the applicant should ensure that the ES clearly sets out any effects on internationally, nationally, and locally designated sites of ecological or geological conservation importance (including those outside England), on protected species and on habitats and other species identified as being of principal importance for the conservation of biodiversity, including irreplaceable habitats.	Section 9.6 of Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] sets out all the designated sites of ecological conservation importance; habitats; protected and notable species; and important ecological features, within an identified Study Area for the Scheme. Section 9.7 of Chapter 9: Ecology and Nature Conservation of the ES
Paragraph 5.4.18	The applicant should provide environmental information proportionate to the infrastructure where EIA is not required to help the Secretary of State consider thoroughly the potential effects of a proposed project.	[EN010142/APP/6.1] goes on to set out the potential impacts on the above receptors during construction, operation and decommissioning of the Scheme. Following the application of mitigation measures set out in Sections 9.8 and 9.10 of Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] no significant adverse effects are effects have been identified during construction, operation or decommissioning of the Scheme.
Paragraph 5.4.19	The applicant should show how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests.	Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] explains that the Scheme has been designed to avoid all sites statutorily designated for their biodiversity importance and to avoid or minimise impacts on sites that are non-statutorily designated for their biodiversity importance. Measures embedded
Paragraph 5.4.20	Applicants should consider wider ecosystem services and benefits of natural capital when designing enhancement measures.	

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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Paragraph 5.4.21

As set out in Section 4.7, the design process should embed opportunities for nature inclusive design. Energy infrastructure projects have the potential to deliver significant benefits and enhancements beyond Biodiversity Net Gain, which result in wider environmental gains (see Section 4.6 on Environmental and Biodiversity Net Gain). The scope of potential gains will be dependent on the type, scale, and location of each project.

within the Scheme design will ensure that designated sites are not adversely impacted during construction, operation or decommissioning e.g., through siting construction routes away from designated sites, incorporating suitable buffer zones and erection of temporary construction fencing to avoid incursion into exclusion zones.

In addition to the above, **Chapter 9: Ecology and Nature Conservation** of the ES **[EN010142/APP/6.1]** sets out that the Scheme has been designed to avoid key nature conservation and ecological features present within or adjacent to the Order limits. Accordingly, minimum buffers have been applied where practicable.

The Scheme would provide extensive Woodland planting (also referred to as buffers) and native tree belts will be established to reinforce the retained existing woodland and tree belts. New hedgerows with trees will be established to supplement the existing, retained hedgerows with trees. These will provide both a valuable habitat, forming important wildlife corridors and re-enforcing existing ones.

A range of artificial bird and bat boxes will be installed in existing woodland areas, on retained

NPS EN-1 Relevant Paragraph

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individual trees and existing trees in hedgerows to increase the availability of nesting and roosting features and enhance the value of these habitats for these species groups

The **Framework LEMP [EN010142/APP/7.17]** contains details of all ecological mitigation and enhancements.

The Scheme will meet a minimum 10% BNG, consistent with the terms of the **Biodiversity Net Gain (BNG) Report [EN010142/APP/7.14]** and aligned with the proposals in the **Framework LEMP [EN010142/APP/7.17]**. The **BNG report [EN010142/APP/7.14]** demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.

The Scheme has therefore taken advantage of opportunities to conserve and enhance biodiversity and accords with policy

Paragraph 5.4.22

The design of Energy NSIP proposals will need to consider the movement of mobile / migratory species such as birds, fish and marine and terrestrial mammals and their potential to interact with infrastructure. As energy infrastructure could occur anywhere within England and Wales, both inland and onshore and offshore, the potential to affect mobile and migratory

As set out in **Chapter 9: Ecology and Nature Conservation** of the ES **[EN010142/APP/6.1]** the Scheme has considered the impact on the movement of mobile / migratory species, such as birds, fish, marine and terrestrial mammals and their potential to interact with infrastructure.

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

species across the UK and more widely across Europe (transboundary effects) requires consideration, depending on the location of development.

Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] acknowledges that construction and operation of the Scheme will result in the loss of arable farmland used by breeding Skylark. However, with the proposed mitigation and enhancement measures set out in the **Framework LEMP [EN010142/APP/7.17]**, which includes the provision of sufficient areas of habitat creation, alongside extensive habitat enhancements, the impact of loss of arable farmland for breeding Skylark during construction will be offset and impacts during operation will be mitigated. As such, a minor adverse to negligible impact is anticipated, which is not significant, to the Skylark population.

Overall, the assessment concludes that no significant adverse effects are anticipated to arise on any protected species and habitats as a result of the construction, operation or decommissioning of the Scheme.

Paragraph 5.4.25

The applicant should seek the advice of the appropriate Statutory Nature Conservation Bodies (SNCB) and provide the Secretary of State with such information as the Secretary of State may reasonably require, to determine whether an HRA Appropriate Assessment (AA) is required. Applicants can request and agree 'Evidence

The HRA Stage 1 assessment – Screening for Likely Significant Effects has been undertaken to inform the ES and is included within the DCO application within **Appendix 9-12** of the ES [EN010142/APP/6.2]. The HRA concludes there will be no significant effects to European Sites

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

Plans' with SNCBs, which is a way to record upfront the information the applicant needs to supply with its application, so that the HRA can be efficiently carried out. If an AA is required, the applicant must provide the Secretary of State with such information as may reasonably be required to enable the Secretary of State to conduct the AA. This should include information on any mitigation measures that are proposed to minimise or avoid likely significant effects

either from the construction, operation and decommissioning of the Scheme or in combination with other plans and projects.

Paragraph 5.4.26

If, during the pre-application stage, the SNCB indicate that the proposed development is likely to adversely impact the integrity of habitat sites, the applicant must include with their application such information as may reasonably be required to assess a potential derogation under the Habitats Regulations.

The **HRA Appendix 9-12** of ES **[EN010142/APP/6.2]** included with the DCO submission has been undertaken to inform the ES. The HRA concludes there will be no significant effects to European Sites either from the construction, operation and decommissioning of the Scheme or in combination with other plans and projects. Therefore, information regarding a derogation under the Habitats Regulations is not required.

Paragraph 5.4.27

If the SNCB gives such an indication at a later stage in the development consent process, the applicant must provide this information as soon as is reasonably possible and before the close of the examination. This information must include assessment of alternative solutions, a case for Imperative Reasons of Overriding

Should the SNCB later conclude that adverse effects on the integrity of European Site(s) cannot be avoided or mitigated, appropriate information will be provided to confirm that the Scheme meets the three derogation tests (No Reasonable

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 5.4.28	<p data-bbox="510 365 1314 435">Public Interest (IROPI) and appropriate environmental compensation.</p> <p data-bbox="510 472 1314 874">Provision of such information will not be taken as an acceptance of adverse impacts and if an applicant disputes the likelihood of adverse impacts, it can provide this information as part of its application 'without prejudice' to the Secretary of State's final decision on the impacts of the potential development. If, in these circumstances, an applicant does not supply information required for the assessment of a potential derogation, there will be no expectation that the Secretary of State will allow the applicant the opportunity to provide such information following the examination.</p>	<p data-bbox="1337 365 2000 435">Alternatives, Imperative Reasons of Overriding Public Interest and adequate compensation).</p>
Paragraph 5.4.29	<p data-bbox="510 914 1314 1056">It is vital that applicants consider the need for compensation as early as possible in the design process as 'retrofitting' compensatory measures will introduce delays and uncertainty to the consenting process.</p>	<p data-bbox="1337 914 2022 1166">It is concluded that there will be No Significant Effects to European sites either from the construction, operation and decommissioning of the Scheme or in combination with other plans and projects. Therefore, there are no environmental compensation requirements to be considered.</p>
Paragraph 5.4.30	<p data-bbox="510 1206 1314 1386">Applicants should work closely at an early stage in the pre-application process with SNCB and Defra/Welsh Government to develop a compensation plan for all protected sites adversely affected by the development. Applicants should engage with the relevant Local</p>	<p data-bbox="1337 1206 2051 1386">Natural England have been consulted during the pre-application process and it has been concluded the area does not include any internationally important European designations (Special Areas of Conservation (SAC) and/or Special Protection</p>

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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Planning Authority at an early stage regarding the proposed location of compensatory measures. Applicants should also take account of any strategic plan level compensation plans in developing project level compensation plans.

Areas (SPA)) are triggered by the project, nor those covered by the Ramsar Convention.

Paragraph 5.4.32

Applicants should include measures to mitigate fully the direct and indirect effects of development on ancient woodland, ancient and veteran trees or other irreplaceable habitats during both construction and operational phase.

Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] concludes there would be no loss if ancient woodland or veteran trees as a result of the Scheme.

The **AIA (Appendix 12-7** of the ES [EN010142/APP/6.2]) explains that the buffer zones of four veteran trees (T127, T537, T541 and T554) will be crossed by the proposed access routes for the Scheme. Mitigation measures to be secured in the CEMP are proposed to ensure that tree roots and soil structure will be robustly protected, and existing growing conditions will be maintained, through micro-siting accesses as far from tree stems as possible and using sensitive construction methods. **Chapter 9: Ecology and Natural Environment** of the ES [EN010142/APP/6.1] therefore concludes that a temporary adverse effect that is not significant is anticipated.

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

		Measures to protect retained trees and hedgerows will be put in place and secured through a detailed CEMP, DEMP and LEMP as requirements of the DCO. These measures will need to be substantially in accordance with the measures set out in the Framework CEMP [EN010142/APP/7.8] , DEMP [EN010142/APP/7.10] and Framework LEMP [EN010142/APP/7.17] to ensure that impacts are minimised and that the Scheme is implemented in accordance with the detailed management plans.
Paragraph 5.4.33	Applicants should consider any reasonable opportunities to maximise the restoration, creation, and enhancement of wider biodiversity, and the protection and restoration of the ability of habitats to store or sequester carbon as set out under Section 4.6.	As set out in Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] the Scheme has been designed to avoid all sites statutorily designated for their biodiversity importance and to avoid or minimise impacts on sites that are non-statutorily designated for their biodiversity importance. Measures embedded within the Scheme design will ensure that designated sites are not adversely impacted during construction, operation or decommissioning e.g., through siting construction routes away from designated sites, incorporating suitable buffer zones and erection of temporary construction fencing to avoid incursion into exclusion zones.
Paragraph 5.4.34	Consideration should be given to improvements to, and impacts on, habitats and species in, around and beyond developments, for wider ecosystem services and natural capital benefits, beyond those under protection and identified as being of principal importance. This may include considerations and opportunities identified through Local Nature Recovery Strategies, and national goals and targets set through the Environment Act 2021 and the Environment Improvement Plan 2023.	

**NPS EN-1 Relevant
Paragraph**

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

In addition to the above, **Chapter 9: Ecology and Nature Conservation** of the ES **[EN010142/APP/6.1]** sets out that the Scheme has been designed to avoid key nature conservation and ecological features present within or adjacent to the Order limits. Accordingly, minimum buffers have been applied where practicable.

The Scheme would provide extensive Woodland planting (also referred to as buffers) and native tree belts will be established to reinforce the retained existing woodland and tree belts. New hedgerows with trees will be established to supplement the existing, retained hedgerows with trees. These will provide both a valuable habitat, forming important wildlife corridors and re-enforcing existing ones.

A range of artificial bird and bat boxes will be installed in existing woodland areas, on retained individual trees and existing trees in hedgerows to increase the availability of nesting and roosting features and enhance the value of these habitats for these species groups

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

The **Framework LEMP [EN010142/APP/7.17]** contains details of all ecological mitigation and enhancements.

The Scheme will meet a minimum 10% BNG, consistent with the terms of the **Biodiversity Net Gain (BNG) Report [EN010142/APP/7.14]** and aligned with the proposals in the **Framework LEMP [EN010142/APP/7.17]**. The **BNG report [EN010142/APP/7.14]** demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.

The Scheme has therefore taken advantage of opportunities to conserve and enhance biodiversity and accords with policy

Paragraph 5.4.35

Applicants should include appropriate avoidance, mitigation, compensation and enhancement measures as an integral part of the proposed development. In particular, the applicant should demonstrate that:

- during construction, they will seek to ensure that activities will be confined to the minimum areas required for the works
- the timing of construction has been planned to avoid or limit disturbance

Embedded mitigation measures are outlined in Section 9.8 of **Chapter 9: Ecology and Nature Conservation** of the ES **[EN010142/APP/6.1]** and are set out within the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]**. These include habitat avoidance, mitigation, creation and replacement measures; mitigation relating to protected and notable species; and standard mitigation

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

- during construction and operation best practice will be followed to ensure that risk of disturbance or damage to species or habitats is minimised, including as a consequence of transport access arrangements
- habitats will, where practicable, be restored after construction works have finished
- opportunities will be taken to enhance existing habitats rather than replace them, and where practicable, create new habitats of value within the site landscaping proposals. Where habitat creation is required as mitigation, compensation, or enhancement the location and quality will be of key importance. In this regard habitat creation should be focused on areas where the most ecological and ecosystems benefits can be realised.
- Mitigations required as a result of legal protection of habitats or species will be compiled with

measures that comply with industry good practice and environmental legislation.

Production of a final CEMP, OEMP and DEMP will be secured via a requirement within the DCO. The **Framework CEMP [EN010142/APP/7.8]** includes best practice measures to ensure that activities will be confined to the minimum areas required for the works during construction, in accordance with this part of the policy. Section 9.10 of **Chapter 9: Ecology and Nature Conservation** of the ES **[EN010142/APP/6.1]** outlines mitigation measures pertaining to habitat avoidance, creation and replacement measures that comply with this part of the policy.

Paragraph 5.4.36

Applicants should produce and implement a Biodiversity Management Strategy as part of their development proposals. This could include provision for biodiversity awareness training to employees and contractors so as to avoid unnecessary adverse impacts on biodiversity during the construction and operation stages.

The management of biodiversity throughout the life of the Scheme is covered by the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]**.

The **Framework CEMP [EN010142/APP/7.8]** sets out that an Ecological Clerk of Works (ECoW) will

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

		<p>provide advice about environmental and ecological issues during construction including for example, management of protected species, surface water management, pollution, air quality and noise.</p>
Paragraph 5.4.39	<p>The government's 25 Year Environment Plan and the Environment Act 2021 mark a step change in ambition for wildlife and the natural environment. The Secretary of State should have regard to the aims and goals of the government's Environmental Improvement Plan and any relevant measures and targets, including statutory targets set under the Environment Act or elsewhere</p>	<p>Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] has been produced with regard to the aims of the 25 Year Environment Plan, as evidenced by the extensive habitat to be provided pursuant to the Framework LEMP [EN010142/APP/7.17].</p> <p>The Applicant has also considered the Environment Act 2021, as evidenced by the Biodiversity Net Gain Report [EN010142/APP/7.14]. It is therefore considered the Scheme is compliant with this policy.</p> <p>As a nationally significant infrastructure project, the Scheme also contributes to climate change mitigation, which in turn is beneficial for biodiversity and geological conservation interests.</p>
Paragraph 5.4.41	<p>The benefits of nationally significant low carbon energy infrastructure development may include benefits for biodiversity and geological conservation interests and these benefits may outweigh harm to these interests. The</p>	<p>The Scheme has the potential to deliver biodiversity benefits as a result of its embedded mitigation and enhancement measures, as set out in the Framework LEMP [EN010142/APP/7.17].</p>

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

Secretary of State may take account of any such net benefit in cases where it can be demonstrated.

In addition, with these measures implemented, there are no significant adverse impacts expected on biodiversity features.

The Scheme will meet a minimum 10% BNG, consistent with the terms of the **Biodiversity Net Gain (BNG) Report [EN010142/APP/7.14]** and aligned with the proposals in the **Framework LEMP [EN010142/APP/7.17]**. The **BNG report [EN010142/APP/7.14]** demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.

The Scheme has therefore taken advantage of opportunities to conserve and enhance biodiversity and accords with policy

Paragraph 5.4.42

As a general principle, and subject to the specific policies below, development should, in line with the mitigation hierarchy, aim to avoid significant harm to biodiversity and geological conservation interests, including through consideration of reasonable alternatives (as set out in Section 4.3 above). Where significant harm cannot be avoided, impacts should be mitigated and as a last resort, appropriate compensation measures should be sought.

As set out in **Chapter 9: Ecology and Nature Conservation** of the ES **[EN010142/APP/6.1]** with the application of mitigation measures, no significant adverse effects have been identified on designated ecological sites, habitats or protected species during construction, operation or decommissioning of the Scheme.

Embedded mitigation measures are outlined in Section 9.8 of **Chapter 9: Ecology and Nature**

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

Paragraph 5.4.43

If significant harm to biodiversity resulting from a development cannot be avoided (for example through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then the Secretary of State will give significant weight to any residual harm.

Conservation of the ES [EN010142/APP/6.1] and additional mitigation measures are set out in Section 9.10 of **Chapter 9: Ecology and Nature Conservation** of the ES [EN010142/APP/6.1]

These measures are also set out within the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]**. These include habitat avoidance; creation and replacement measures; mitigation relating to protected and notable species; and standard mitigation measures that comply with industry good practice and environmental legislation.

Production of a final CEMP, OEMP and DEMP will be secured via a requirement within the DCO.

Paragraph 5.4.44

The Secretary of State should consider what appropriate requirements should be attached to any consent and/or in any planning obligations entered into, in order to ensure that any mitigation or biodiversity net gain measures, if offered, are delivered and maintained. Any habitat creation or enhancement delivered including linkages with existing habitats for compensation or biodiversity net gain should generally be maintained for a minimum period of 30 years, or for the lifetime of the project, if longer.

The **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]** set out measures to mitigate and achieve biodiversity net gain. These will be developed into detailed documents and secured by a requirement in the DCO.

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

Paragraph 5.4.46

Development proposals provide many opportunities for building-in beneficial biodiversity or geological features as part of good design. The Secretary of State should give appropriate weight to environmental and biodiversity enhancements, although any weight given to gains provided to meet a legal requirement (for example under the Environment Act 2021) is likely to be limited.

As detailed in the **Design and Access Statement [EN010142/APP/7.3]** and Section 6.3 of the Planning Statement the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity while being sensitive to the local context and surrounding

Paragraph 5.4.47

When considering proposals, the Secretary of State should maximise such reasonable opportunities in and around developments, using requirements or planning obligations where appropriate. This can help towards delivering biodiversity net gain as part of or in addition to the approach set out at Section 4.6.

area, avoiding and minimising impacts on the environment as far as practicable. The design process and principles are described in the **Design and Access Statement [EN010142/APP/7.3]** and **Outline Design Principles Statement [EN010142/APP/7.4]**.

The Scheme will meet a minimum 10% BNG, consistent with the terms of the **Biodiversity Net Gain (BNG) Report [EN010142/APP/7.14]** and aligned with the proposals in the **Framework LEMP [EN010142/APP/7.17]**. The **BNG report [EN010142/APP/7.14]** demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.

The Scheme has therefore taken advantage of opportunities to conserve and enhance biodiversity and accords with policy.

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

Paragraph 5.4.48

In taking decisions, the Secretary of State should ensure that appropriate weight is attached to designated sites of international, national, and local importance; protected species; habitats and other species of principal importance for the conservation of biodiversity; and to biodiversity and geological interests within the wider environment.

Appropriate weight has been attached designated sites of international, national and local importance; protected species; habitats and other species of principal importance for the conservation of biodiversity; and to biodiversity and geological interests within the wider environment, with an assessment of the Scheme's impact on these set out in **Chapter 9: Ecology and Nature Conservation** of the ES **[EN010142/APP/6.1]**.

Paragraph 5.4.49

The Secretary of State must consider whether the project is likely to have a significant effect on a protected site which is part of the National Site Network (an habitat site), a protected marine site, or on any site to which the same protection is applied as a matter of policy, either alone or in combination with other plans or projects.

The **HRA at Appendix 9-12** of the ES **[EN010142/APP/6.2]** explains that whilst the 2019 Regulations make changes to the Habitats regime and terminology (e.g., by introducing the term 'national network site') the HRA continues to use the term 'European Sites' to refer to all former Natura 2000 sites in line with current standard practice (comprising Special Areas of Conservation [SAC], Special Protection Areas [SPA]) potentially affected by the Scheme.

The HRA concludes there will be no significant effects to European Sites either from the construction, operation and decommissioning of the Scheme or in combination with other plans and projects. Therefore, information regarding a

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

		derogation under the Habitats Regulations is not required.
Paragraph 5.4.50	The Secretary of State should use requirements and/or planning obligations to mitigate the harmful aspects of the development and, where possible, to ensure the conservation and enhancement of the site's biodiversity or geological interest.	Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] details how the Scheme has sought to avoid significant harm to biodiversity, and taken advantage of opportunities to conserve and enhance biodiversity. Section 9.8 of Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] outlines the embedded mitigation measures which aim to conserve and enhance biodiversity conservation interests.
Paragraph 5.4.52	The Secretary of State should give due consideration to regional or local designations. However, given the need for new nationally significant infrastructure, these designations should not be used in themselves to refuse development consent.	Section 9.9 of Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] provides an assessment of likely impacts and effects. It concludes that there are no potential significant adverse effects as a result of the construction or operation of the Scheme on any sites of regional and local biodiversity or geological interest.
Paragraph 5.4.53	The Secretary of State should not grant development consent for any development that would result in the loss or deterioration of any irreplaceable habitats, including ancient woodland, and ancient and veteran trees unless	Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] concludes there would be no loss if ancient woodland or veteran trees as a result of the Scheme.

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

there are wholly exceptional reasons and a suitable compensation strategy exists.

The **AIA (Appendix 12-7** of the ES **[EN010142/APP/6.2]** explains that the buffer zones of four veteran trees (T127, T537, T541 and T554) will be crossed by the proposed access routes for the Scheme. Mitigation measures to be secured in the CEMP are proposed to ensure that tree roots and soil structure will be robustly protected, and existing growing conditions will be maintained, through micro-siting accesses as far from tree stems as possible and using sensitive construction methods. **Chapter 9: Ecology and Natural Environment** of the ES **[EN010142/APP/6.1]** therefore concludes that a temporary adverse effect that is not significant is anticipated.

Measures to protect retained trees and hedgerows will be put in place and secured through a detailed CEMP, DEMP and LEMP as requirements of the DCO. These measures will need to be substantially in accordance with the measures set out in the **Framework CEMP [EN010142/APP/7.8]**, **DEMP [EN010142/APP/7.10]** and **Framework LEMP [EN010142/APP/7.17]** to ensure that impacts are minimised and that the Scheme is implemented in accordance with the detailed management plans.

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 5.4.54	The Secretary of State should ensure that species and habitats identified as being of importance for the conservation of biodiversity are protected from the adverse effects of development by using requirements, planning obligations, or licence conditions where appropriate.	There would be no residual significant adverse effects on any species and habitats as a result of the Scheme.
Paragraph 5.4.55	The Secretary of State should refuse consent where harm to a protected species and relevant habitats would result, unless there is an overriding public interest and other relevant legal tests are met. In this context the Secretary of State should give substantial weight to any such harm to the detriment of biodiversity features of national or regional importance or the climate resilience and the capacity of habitats to store carbon, which it considers may result from a proposed development	<p>There would be no residual significant adverse effects on any species and habitats as a result of the Scheme.</p> <p>The Scheme will meet a minimum 10% BNG, consistent with the terms of the Biodiversity Net Gain (BNG) Report [EN010142/APP/7.14] and aligned with the proposals in the Framework LEMP [EN010142/APP/7.17]. The BNG report [EN010142/APP/7.14] demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.</p> <p>The Scheme has therefore taken advantage of opportunities to conserve and enhance biodiversity and accords with policy</p>
Aviation		
Paragraph 5.5.5	UK airspace is important for both civilian and military aviation interests. Its capabilities are not adversely	The Applicant consulted with the MoD, CAA and NATS and the Lincolnshire Gliding Club during the

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

affected by new energy infrastructure. Likewise, it is essential that aerodromes, aircraft, air systems and airspace operators work collaboratively with energy infrastructure developers essential for net zero.

statutory consultation for the Scheme. No adverse comments were received with respect to the Scheme and its potential impact upon aviation interests. The **Consultation Report [EN010142/APP/5.1]** sets out how regard has been had to responses received.

Paragraph 5.5.37

Where the proposed development may affect the performance of civil or military aviation CNS, meteorological radars and/or other defence assets an assessment of potential effects should be set out in the ES (see Section 4.3).

Chapter 17: Other Environmental Topics of the ES **[EN010142/APP/6.1]** and supporting **Appendix 17-2: Glint and Glare** Assessment of the ES **[EN010142/APP/6.2]** provides an assessment of the potential effects of the Scheme on aviation.

Paragraph 5.5.41

In addition, consideration of developments near aerodromes should take into account the following– factors

- Bird Strike Risk - Aircraft are vulnerable to wildlife strike, in particular bird strike. Birds and other wildlife may be attracted to the vicinity of an aerodrome by various types of development, for example, large buildings with perching/roosting opportunities for birds. It is therefore important that infrastructure, buildings and other elements from energy installations, as well as environmental mitigation are designed in such a way so as not to

Chapter 9: Ecology and Nature Conservation of the ES **[EN010142/APP/6.1]** takes into account the impacts to birds.

The Scheme does not propose significant buildings or structures, therefore turbulence has not been assessed.

Thermal Plume Turbulence is not considered relevant as the Scheme does not propose dry cooling systems.

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

increase the bird strike risk to the airport for developments within 13km (this can vary)200.

- Building Induced Turbulence - If a significant building or structure is proposed close to the airport/runways, there is potential for building induced turbulence/wind shear to be created which has the potential to impact on aircraft on take-off and landing. Studies may be required to identify the extent of any turbulence resulting from the energy infrastructure. –Thermal Plume Turbulence - This is caused under certain conditions by the release of hot air from a power plant equipped with a dry cooling system. The plumes generated by these facilities have the potential to create invisible turbulence that can affect the manoeuvrability of aircraft.

Paragraph 5.5.49

The Secretary of State should be satisfied that the effects on meteorological radars, civil and military aerodromes, aviation technical sites and other defence assets or operations have been addressed by the applicant and that any necessary assessment of the proposal on aviation, NSWWS or defence interests has been carried out.

Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] and supporting **Appendix 17-2: Glint and Glare Assessment** of the ES [EN010142/APP/6.2] provides an assessment of the potential effects of the Scheme on aviation.

Paragraph 5.5.50

In particular, the Secretary of State should be satisfied that the proposal has been designed, where possible, to

The Applicant has consulted with the MOD and NATS. Both NATS and the MOD confirmed in their

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

minimise adverse impacts on the operation and safety of aerodromes and that realistically achievable mitigation is carried out on existing surveillance systems such as radar / tracking technologies. It is incumbent on Operators of aerodromes to regularly review the possibility of agreeing to make reasonable changes to operational procedures

statutory consultation responses that there were no safeguarding objections to the Scheme.

Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] and supporting **Appendix 17-2: Glint and Glare Assessment** of the ES [EN010142/APP/6.2] provides an assessment of the potential effects of the Scheme on aviation. It states that eight runway approach paths, and two air traffic control towers were assessed in detail at Sturgate Airfield, RAF Scampton and Wickenby Airfield. Only 'Green Glare' impacts, i.e those predicted with a low potential for temporary after-image, were predicted on Runway 27 at Sturgate Airfield, which is an acceptable impact upon runways according to FAA guidance. **Chapter 17: Other Environmental Topics** of the ES [EN010142/APP/6.1] concludes that aviation impacts are assessed as low and therefore are not significant.

Consultation has been undertaken throughout, with consultees notified and updated when relevant design changes were made. The **Consultation Report** [EN010142/APP/5.1] contains further details.

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

Paragraph 5.5.55

Lighting must also be designed in such a way as to ensure that there is no glare or dazzle to pilots and/or ATC, aerodrome ground lighting is not obscured and that any lighting does not diminish the effectiveness of aeronautical ground lighting and cannot be confused with aeronautical lighting. Lighting may also need to be compatible with night vision devices for military low flying purposes.

Areas of solar PV panels will not require artificial lighting other than during temporary periods of maintenance/repair. Pole mounted internal facing closed circuit television (CCTV) systems are proposed around the perimeter of the operational areas of the Solar PV Site. These will not require lighting and will use infrared technology at night.

Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] and supporting **Appendix 17-2: Glint and Glare Assessment** of the ES [EN010142/APP/6.2] provides an assessment of the potential effects of the Scheme on aviation. It states that eight runway approach paths, and two air traffic control towers were assessed in detail at Sturgate Airfield, RAF Scampton and Wickenby Airfield. Only 'Green Glare' impacts, i.e those predicted with a low potential for temporary after-image, were predicted on Runway 27 at Sturgate Airfield, which is an acceptable impact upon runways according to FAA guidance. **Chapter 17: Other Environmental Topics** of the ES [EN010142/APP/6.1] concludes that aviation impacts are assessed as low and therefore are not significant.

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

Consultation has been undertaken throughout, with consultees notified and updated when relevant design changes were made. The **Consultation Report [EN010142/APP/5.1]** contains further details.

Flood Risk

Paragraph 5.8.7

Where new energy infrastructure is, exceptionally, necessary in flood risk areas (for example where there are no reasonably available sites in areas at lower risk), policy aims to make it safe for its lifetime without increasing flood risk elsewhere and, where possible, by reducing flood risk overall. It should also be designed and constructed to remain operational in times of flood.

The ES includes a **FRA** and an **Outline Drainage Strategy** for the Scheme. All impacts on the water environment are also assessed within **Chapter 10: Water Environment** of the ES **[EN010142/APP/6.1]**.

The **FRA** is included as **Appendix 10-3** of the ES **[EN010142/APP/6.2]**.

The **Outline Drainage Strategy** is included as **Appendix 10-4** of the ES **[EN010142/APP/6.2]**.

These documents demonstrate how a sequential approach has been applied in selecting the land for the Scheme and to the layout and design of the Principal Site. This approach has resulted in the majority of the Order limits being within an area at a low risk of flooding from all sources. The documents referred to above demonstrate that the Scheme will not result in an increase in flood risk

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

elsewhere and has been designed to remain operational during times of flood.

Paragraph 5.8.9

If, following application of the Sequential Test, it is not possible, (taking into account wider sustainable development objectives), for the project to be located in areas of lower flood risk the Exception Test can be applied, as defined in <https://www.gov.uk/guidance/flood-risk-and-coastal-change#table2>. The test provides a method of allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available

An **FRA** is provided at **Appendix 10-3** of ES **[EN010142/APP/6.2]** and demonstrates how the Scheme has applied the Sequential Test and Exception Tests, and is supported by Annexes A to D. It concludes that the Scheme would not result in any increase in flood risk from all sources, to and from the Scheme. As it has not been possible to locate the Scheme fully in areas at a lower risk of flooding, the Exception Test has been applied. This is set out in Section 6 of the **Planning Statement [EN010142/APP/7.2]**.

Paragraph 5.8.10

The Exception Test is only appropriate for use where the Sequential Test alone cannot deliver an acceptable site. It would only be appropriate to move onto the Exception Test when the Sequential Test has identified reasonably available, lower risk sites appropriate for the proposed development where, accounting for wider sustainable development objectives, application of relevant policies would provide a clear reason for refusing development in any alternative locations identified. Examples could include alternative site(s) that are subject to national designations such as landscape, heritage and nature conservation designations, for example Areas of Outstanding Natural Beauty (AONBs), SSSIs and World

The majority of the Principal Site is situated within areas with the lowest risk of flooding from any source. However, there are four small areas of Flood Zone 2 and 3 located near and within the boundary of the Principal Site. Only one of these locations overlaps with PV panel infrastructure forming part of the Scheme and comprising 0.35 ha of land. The remaining areas falling within Flood Zone 2 and 3 will not comprise above ground infrastructure (such as BESS, substations,

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

Heritage Sites (WHS) which would not usually be considered appropriate

inverters and transformers), instead comprising ecological mitigation and green infrastructure only.

Paragraph 5.8.11

Both elements of the Exception Test will have to be satisfied for development to be consented. To pass the Exception Test it should be demonstrated that:

- The project would provide wider sustainability benefits to the community that outweigh flood risk; and
- the project will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible will reduce flood risk overall.

The majority of the Cable Route Corridor is also located within Flood Zone 1 with small areas of Flood Zone 2 and 3 associated with watercourses located to the south-west of the Principal Site. The area of the Cable Route Corridor located to the west of the River Trent, surrounding National Grid Cottam Substation is within Flood Zone 3.

Appendix 10-3: Flood Risk Assessment (FRA) of the ES [EN010142/APP/6.2] provides an assessment of flood risk to and from the Scheme from all sources of flooding. The FRA (**Appendix 10-3** of the ES [EN010142/APP/6.2]) demonstrates how residual flood risk will be managed during construction, operation and decommissioning of the Scheme and how the requirements of the Sequential Test and Exceptions Test are satisfied.

The site selection process to identify a contiguous site did result in small areas of Flood Zone 2 and 3 remaining within the Principal Site. However, the design evolution of the Scheme applied a sequential approach to the layout and design of infrastructure within the Principal Site, which involved locating vulnerable infrastructure that is

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

critical to maintaining the supply of electricity in areas with the lowest risk of flooding from any source. Although one small area of solar PV panels remains in Flood Zone 2 and 3, mitigation forms part of the Scheme to ensure that the solar PV infrastructure in this area is resilient and can remain operational in times of flood. Given the above, the Sequential Test, has, where relevant, been met for site selection and design.

Part of the Cable Route Corridor is located in Flood Zone 3a. In relation to site selection, a key consideration with respect to the siting requirements of solar schemes is their proximity to a grid connection point with sufficient capacity for the electricity generated. In terms of the Scheme, this grid connection is available at the National Grid Cottam Substation. This is located in Flood Zone 2 and is surrounded by areas of Flood Zone 3 (see fluvial flood risk map alongside the Order limits in **Figure 10-5** of the ES **[EN010142/APP/6.3]**). As set out in **Chapter 4: Alternatives and Design Evolution** of the ES **[EN010142/APP/6.1]**, whilst alternative cable route corridors were considered, these alternatives also included areas of the corridor located in Flood Zone 3. Therefore, there are no available alternative routes that avoid Flood Zones

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

2 and 3. In addition, from the early inception of the Scheme, a shared Cable Route Corridor with the other NSIP projects located within this area was sought to minimise environmental effects. This demonstrates that there were no alternative routes at a lower risk of flooding other than the Cable Route Corridor. In policy terms, the Sequential Test has been applied, but it is not possible for the Cable Route Corridor to be located within an area of lower flood risk and therefore it is necessary to apply the Exception Test.

Both parts of the Exception Test are passed with respect to the Scheme. Through the generation of renewable and low carbon electricity, the Scheme is a CNP infrastructure and will contribute to the critical and urgent need to decarbonise electricity generation in the UK. It will contribute to the UK's obligations for net zero under the Climate Change Act 2008. It is also in line with current planning policy on renewable energy (NPS EN-3) which recognises the need for sustained growth in solar capacity to meet net zero emissions by 2050. Therefore, the Scheme will have both a national, and global significance, through supporting the decarbonisation of the nation's electricity generation, and is clearly commensurate with national energy policy, as set out in the **Planning**

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

Statement [EN010142/APP/7.3] and the Statement of Need [EN010142/APP/7.1].

In response to meeting the second requirement of the Exception Test, Section 7 of the FRA (**Appendix 10-3** of the ES [EN010142/APP/6.2]) and the **Outline Drainage Strategy (Appendix 10-4)** of the ES [EN010142/APP/6.2] set out mitigation measures that have been embedded into the design of the Principal Site and the Cable Route Corridor. With respect to the Principal Site, east-west tracking panels are also proposed which can be tilted, providing greater resilience during times of flood by moving the panels to an angle where the base of the panel is higher from the ground (e.g., in a horizontal position). The Principal Site will therefore be safe throughout its lifetime, and not lead to increased flood risk elsewhere. The Scheme as a whole, with a considered design and mitigation measures, will be at a low risk of flooding from all sources, will be safe for its lifetime there will be no increases in flooding elsewhere.

Paragraph 5.8.12

Development should be designed to ensure there is no increase in flood risk elsewhere, accounting for the predicted impacts of climate change throughout the lifetime of the development. There should be no net loss

Chapter 10: Water Environment of the ES [EN010142/APP/6.1] confirms that flood risk during construction and at decommissioning will be managed through the CEMP and DEMP, which

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

of floodplain storage and any deflection or constriction of flood flow routes should be safely managed within the site. Mitigation measures should make as much use as possible of natural flood management techniques.

will be secured by the DCO and required to be in accordance with the **Framework CEMP [EN010142/APP/7.8]** and **Framework DEMP [EN010142/APP/7.10]**.

The assessment of flood risk during the operation of the Scheme concludes that although there would be a small amount of solar PV which interacts with Flood Zone 2 and 3, the residual flood risk will be low once mitigation is included. This will include raising the minimum height of the PV panels to 20.06 AOD in this specific area as set out in **Appendix 10-3: Flood Risk Assessment (FRA)** of the ES **[EN010142/APP/6.2]** and the **Outline Design Principles Statement [EN010142/APP/7.4]**. A requirement of the DCO will ensure that the detailed design is substantially in accordance with the **Outline Design Principles Statement [EN010142/APP/7.4]**. The Solar PV Panel mounting structure legs do not materially remove floodplain volume, particularly with the relatively few panels that will be located in Flood Zone 3. Therefore, floodplain compensation is not considered to be required.

Chapter 10: Water Environment of the ES **[EN010142/APP/6.1]** assesses flood risk and

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drainage in the context of EIA. This concludes that with the proposed mitigation measures to be implemented as part of the CEMP and DEMP that there will be no change to the risk of flooding from all sources with no significant effects arising. Given the design mitigation secured through the OEMP, there will be no significant adverse effects predicted upon receptors with regard to flood risk during the operation of the Scheme.

An **Outline Drainage Strategy** within **Appendix 10-4** of the ES [EN010142/APP/6.2] has been prepared setting out how surface water will be managed across the Scheme to avoid an increase in flood risk elsewhere. The Outline Drainage Strategy concludes that runoff will be attenuated via sustainable drainage techniques (excluding infiltration to ground due to assumed geological conditions) and restricted at greenfield rates to watercourses within the Order limits as per the existing conditions. A detailed Surface Water Drainage Strategy will be secured by a requirement of the **draft DCO** [EN010142/APP/3.1].

Paragraph 5.8.13

A site-specific flood risk assessment should be provided for all energy projects in Flood Zones 2 and 3 in England or Zones B and C in Wales. In Flood Zone 1 in England

Appendix 10-3: Flood Risk Assessment (FRA) of the ES [EN010142/APP/6.2] provides an assessment of flood risk to and from the Scheme

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or Zone A in Wales, an assessment should accompany all proposals involving:

- sites of 1 hectare or more
- land which has been identified by the EA or NRW as having critical drainage problems
- land identified (for example in a local authority strategic flood risk assessment) as being at increased flood risk in future
- land that may be subject to other sources of flooding (for example surface water)
- where the EA or NRW, Lead Local Flood Authority, Internal Drainage Board or other body have indicated that there may be drainage problems.

from all sources of flooding. The **FRA (Appendix 10-3 of the ES [EN010142/APP/6.2])** demonstrates how residual flood risk will be managed during construction, operation and decommissioning of the Scheme and how the requirements of the Sequential Test and Exceptions Test are satisfied.

Paragraph 5.8.14

This assessment should identify and assess the risks of all forms of flooding to and from the project and demonstrate how these flood risks will be managed, taking climate change into account.

Appendix 10-3: Flood Risk Assessment (FRA) of the ES [EN010142/APP/6.2] provides an assessment of flood risk to and from the Scheme from all sources of flooding, taking climate change into account. The **FRA (Appendix 10-3 of the ES [EN010142/APP/6.2])** demonstrates how residual flood risk will be managed during construction, operation and decommissioning of the Scheme and sets out how the Sequential Test has been applied and Exceptions Test satisfied.

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Paragraph 5.8.15

The minimum requirements for Flood Risk Assessments (FRA) are that they should:

- be proportionate to the risk and appropriate to the scale, nature and location of the project;
- consider the risk of flooding arising from the project in addition to the risk of flooding to the project;
- take the impacts of climate change into account, across a range of climate scenarios, clearly stating the development lifetime over which the assessment has been made
- be undertaken by competent people, as early as possible in the process of preparing the proposal;
- consider both the potential adverse and beneficial effects of flood risk management infrastructure, including raised defences, flow channels, flood storage areas and other artificial features, together with the consequences of their failure and exceedance;
- consider the vulnerability of those using the site, including arrangements for safe access and escape;
- consider and quantify the different types of flooding (whether from natural and human sources and including

Appendix 10-3: Flood Risk Assessment (FRA) of the ES [EN010142/APP/6.2] provides an assessment of flood risk to and from the Scheme from all sources of flooding, taking into account climate change. The **FRA (Appendix 10-3)** of the ES [EN010142/APP/6.2] demonstrates how residual flood risk will be managed during construction, operation and decommissioning of the Scheme and how the Sequential Test has been applied and the Exceptions Test satisfied.

The FRA meets all the requirements set out within this policy.

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joint and cumulative effects) and include information on flood likelihood, speed-of-onset, depth, velocity, hazard and duration;

- identify and secure opportunities to reduce the causes and impacts of flooding overall, making as much use as possible of natural flood management techniques as part of an integrated approach to flood risk management;
- consider the effects of a range of flooding events including extreme events on people, property, the natural and historic environment and river and coastal processes;
- include the assessment of the remaining (known as 'residual') risk after risk reduction measures have been taken into account and demonstrate that these risks can be safely managed, ensuring people will not be exposed to hazardous flooding;
- consider how the ability of water to soak into the ground may change with development, along with how the proposed layout of the project may affect drainage systems. Information should include:
 - i. Describe the existing surface water drainage arrangements for the site

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ii. Set out (approximately) the existing rates and volumes of surface water run-off generated by the site. Detail the proposals for restricting discharge rates

iii. Set out proposals for managing and discharging surface water from the site using sustainable drainage systems and accounting for the predicted impacts of climate change. If sustainable drainage systems have been rejected, present clear evidence of why their inclusion would be inappropriate

iv. Demonstrate how the hierarchy of drainage options has been followed.

v. Explain and justify why the types of SuDS217 and method of discharge have been selected and why they are considered appropriate.

vi. Explain how sustainable drainage systems have been integrated with other aspects of the development such as open space or green infrastructure, so as to ensure an efficient use of the site

vii. Describe the multifunctional benefits the sustainable drainage system will provide
viii. Set out which opportunities to reduce the causes and impacts of flooding have been identified and included as part of the proposed sustainable drainage system

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ix. Explain how run-off from the completed development will be prevented from causing an impact elsewhere

x. Explain how the sustainable drainage system been designed to facilitate maintenance and, where relevant, adoption. Set out plans for ensuring an acceptable standard of operation and maintenance throughout the lifetime of the development

- detail those measures that will be included to ensure the development will be safe and remain operational during a flooding event throughout the development's lifetime without increasing flood risk elsewhere;
- identify and secure opportunities to reduce the causes and impacts of flooding overall during the period of construction; and
- be supported by appropriate data and information, including historical information on previous events

Paragraph 5.8.17

Development (including construction works) will need to account for any existing watercourses and flood and coastal erosion risk management structures or features, or any land likely to be needed for future structures or features so as to ensure:

Chapter 10: Water Environment of the ES **[EN010142/APP/6.1]** presents the assessment of the likely significant effects on surface water bodies (e.g. rivers, streams, ditches, canals, lakes and ponds) including water quality and hydromorphology, flood risk and drainage.

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- Access, clearances and sufficient land are retained to enable their maintenance, repair, operation, and replacement, as necessary
- Their condition or structural integrity is not reduced

The **Framework CEMP [EN010142/APP/7.2]**, **OEMP [EN010142/APP/7.9]** and **DEMP [EN010142/APP/7.10]** include measures to protect watercourses.

The submitted **Outline Drainage Strategy Appendix 10-4** of the ES **[EN010142/APP/6.2]**, sets out the framework for the detailed drainage scheme to ensure that surface water runoff is attenuated to greenfield runoff rates and managed, including dealing with risk management associated with potential contaminated water associated with fire water runoff. The **Outline Drainage Strategy Appendix 10-4** of the ES **[EN010142/APP/6.2]**, and also sets out details with respect to future management and maintenance. It is predicted at this stage that there would be a negligible impact to any receiving water feature from surface water runoff or any land likely to be needed for future structures or features. The Scheme would not adversely impact on any of these features.

Paragraph 5.8.18

Applicants for projects which may be affected by, or may add to, flood risk should arrange pre-application discussions before the official pre-application stage of the NSIP process with the EA or NRW, and, where relevant, other bodies such as Lead Local Flood Authorities,

A FRA is provided at **Appendix 10-3** of the ES **[EN010142/APP/6.2]**. The preparation of the FRA, and the ES has considered advice and taken account of consultation with key bodies, including the Environment Agency (EA), the Lead Local

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Paragraph 5.8.19	<p data-bbox="510 363 1317 472">Internal Drainage Boards, sewerage undertakers, navigation authorities, highways authorities and reservoir owners and operators.</p> <p data-bbox="510 507 1317 762">Such discussions should identify the likelihood and possible extent and nature of the flood risk, help scope the FRA, and identify the information that will be required by the Secretary of State to reach a decision on the application when it is submitted. The Secretary of State should advise applicants to undertake these steps where they appear necessary but have not yet been addressed.</p>	<p data-bbox="1337 363 2036 504">Flood Authorities (LLFAs) and the Internal Drainage Boards (IDBs) Listed below are the statutory consultees and stakeholders that have provided comment on the water environment:</p> <ul data-bbox="1337 539 2036 983" style="list-style-type: none"> • Anglian Water; • Canal and River Trust; • Scunthorpe and Gainsborough Water Management Board; • Bassetlaw District Council, Flood Risk Management • Upper Witham Internal Drainage Board • Trent Valley Internal Drainage Board • The Environment Agency • Lincolnshire County Council (LLFA) • Nottinghamshire County Council (LLFA).
Paragraph 5.8.20	<p data-bbox="510 802 1317 1054">If the EA, NRW or another flood risk management authority has reasonable concerns about the proposal on flood risk grounds, the applicant should discuss these concerns with the EA or NRW and take all reasonable steps to agree ways in which the proposal might be amended, or additional information provided, which would satisfy the authority's concerns.</p>	
Paragraph 5.8.21	<p data-bbox="510 1094 1317 1347">The Sequential Test ensures that a sequential, risk-based approach is followed to steer new development to areas with the lowest risk of flooding, taking all sources of flood risk and climate change into account. Where it is not possible to locate development in low-risk areas, the Sequential Test should go on to compare reasonably available sites with medium risk areas and then, only</p>	<p data-bbox="1337 1094 2036 1347">The FRA at Appendix 10-3 of the ES [EN010142/APP/6.2] demonstrates that a sequential approach has been applied in selecting the land for the Scheme and to the subsequent layout and design of the solar infrastructure within the Principal Site. This demonstrates that the Sequential Test has been met with respect to the</p>

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Paragraph 5.8.23	<p>where there are no reasonably available sites in low and medium risk areas, within high-risk areas</p> <p>Consideration of alternative sites should take account of the policy on alternatives set out in Section 4.3 above. All projects should apply the Sequential Test to locating development within the site</p>	<p>Principal Site, which is predominantly located in Flood Zone 1, with small parts located in Flood Zone 2 and 3. The Sequential Test has been applied to the Cable Route Corridor, given that whilst the majority of it is located in Flood Zone 1, that those parts lying to the west of the River Trent do fall within Flood Zone 2 and 3. It is confirmed that there are no alternative locations available for the Cable Route Corridor that would have a lower risk of flooding. The Exception Test has been passed in relation to the Principal Site and Cable Route Corridor owing to the wider sustainability benefits that the Scheme will deliver and that it will remain safe throughout its lifetime without increasing flood risk elsewhere.</p>
Paragraph 5.8.24	<p>To satisfactorily manage flood risk, arrangements are required to manage surface water and the impact of the natural water cycle on people and property.</p>	<p>Chapter 10: Water Environment of the ES [EN010142/APP/6.1] presents the assessment of the likely significant effects on surface water bodies (e.g. rivers, streams, ditches, canals, lakes and ponds) including water quality and hydromorphology, flood risk and drainage. The chapter concludes that the Scheme will remain safe throughout its lifetime and will not increase the risk of flooding from surface water elsewhere and will be resilient to flooding with the implementation of mitigation measures secured</p>

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via requirements.

The FRA includes embedded mitigation measures alongside the **Outline Drainage Strategy Appendix 10-4** of the ES [EN010142/APP/6.2], informing a detailed strategy to be secured by a requirement of the DCO in order to ensure that the Scheme manages flood risk through its surface water strategy during its lifetime to ensure that surface water flood risk does not increase elsewhere.

Paragraph 5.8.25

In this NPS, the term SuDS refers to the whole range of sustainable approaches to surface water drainage management including, where appropriate:

- a. source control measures including rainwater recycling and drainage
- b. infiltration devices to allow water to soak into the ground, that can include individual soakaways and communal facilities
- c. filter strips and swales, which are vegetated features that hold and drain water downhill mimicking natural drainage patterns

The proposed surface water drainage design set out in the **Outline Drainage Strategy (Appendix 10-4** of the ES [EN010142/APP/6.2]) demonstrates that sustainable drainage techniques have been designed into the Scheme and will be maintained by the Applicant, or another private operator to be confirmed and secured through the DCO.

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- d. filter drains and porous pavements to allow rainwater and run-off to infiltrate into permeable material below ground and provide storage if needed
- e. basins, ponds and tanks to hold excess water after rain and allow controlled discharge that avoids flooding

flood routes to carry and direct excess water through developments to minimise the impact of severe rainfall flooding

Paragraph 5.8.26

Site layout and surface water drainage systems should cope with events that exceed the design capacity of the system, so that excess water can be safely stored on or conveyed from the site without adverse impacts

Paragraph 5.8.27

The surface water drainage arrangements for any project should, accounting for the predicted impacts of climate change throughout the development's lifetime, be such that the volumes and peak flow rates of surface water leaving the site are no greater than the rates prior to the proposed project, unless specific off-site arrangements are made and result in the same net effect.

Chapter 10: Water Environment of the ES [EN010142/APP/6.1] assesses flood risk and drainage in the context of EIA. This concludes that with the proposed mitigation measures to be implemented as part of the CEMP and DEMP that there will be no change to the risk of flooding from all sources with no significant effects arising. Given the design mitigation secured through the OEMP, there will be no significant adverse effects predicted upon receptors with regard to flood risk during the operation of the Scheme.

An **Outline Drainage Strategy** within **Appendix 10-4** of the ES [EN010142/APP/6.2] has been prepared setting out how surface water will be managed across the Scheme to avoid an increase

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in flood risk elsewhere. The Outline Drainage Strategy concludes that runoff will be attenuated via sustainable drainage techniques (excluding infiltration to ground due to assumed geological conditions) and restricted at greenfield rates to watercourses within the Order limits as per the existing conditions. A detailed Surface Water Drainage Strategy will be secured by a requirement of the **draft DCO [EN010142/APP/3.1]**.

The proposed surface water drainage design set out in the **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])** demonstrates that sustainable drainage techniques have been designed into the Scheme and will be maintained by the Applicant, or another private operator to be confirmed and secured through the DCO.

Paragraph 5.8.28

It may be necessary to provide surface water storage and infiltration to limit and reduce both the peak rate of discharge from the site and the total volume discharged from the site. There may be circumstances where it is appropriate for infiltration facilities or attenuation storage to be provided outside the project site, if necessary, through the use of a planning obligation.

An **Outline Drainage Strategy** within **Appendix 10-4 of the ES [EN010142/APP/6.2]** has been prepared setting out how surface water will be managed across the Scheme to avoid an increase in flood risk elsewhere. The Outline Drainage Strategy concludes that runoff will be attenuated via sustainable drainage techniques (excluding infiltration to ground due to assumed geological

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conditions) and restricted at greenfield rates to watercourses within the Order limits as per the existing conditions. A detailed Surface Water Drainage Strategy will be secured by a requirement of the **draft DCO [EN010142/APP/3.1]**.

The proposed surface water drainage design set out in the **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])** demonstrates that sustainable drainage techniques have been designed into the Scheme and will be maintained by the Applicant, or another private operator to be confirmed and secured through the DCO.

Paragraph 5.8.29

The sequential approach should be applied to the layout and design of the project. Vulnerable aspects of the development should be located on parts of the site at lower risk and residual risk of flooding. Applicants should seek opportunities to use open space for multiple purposes such as amenity, wildlife habitat and flood storage uses. Opportunities should be taken to lower flood risk by reducing the built footprint of previously developed sites and using SuDS

The **FRA Appendix 10-3** of the ES **[EN010142/APP/6.2]** demonstrates that a sequential approach has been applied in selecting the land for the Scheme and to the subsequent layout and design of the solar infrastructure within the Principal Site. This demonstrates that the Sequential Test has been met with respect to the Principal Site. The Sequential Test has been applied to the Cable Route Corridor, confirming that there are no alternative locations available. The Exception Test has been passed in relation to the Principal Site and Cable Route Corridor owing

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to the wider sustainability benefits that the Scheme will deliver and that it will remain safe throughout its lifetime without increasing flood risk elsewhere.

An **Outline Drainage Strategy** within **Appendix 10-4** of the ES [EN010142/APP/6.2] has been prepared setting out how surface water will be managed across the Scheme to avoid an increase in flood risk elsewhere. The Outline Drainage Strategy concludes that runoff will be attenuated via sustainable drainage techniques (excluding infiltration to ground due to assumed geological conditions) and restricted at greenfield rates to watercourses within the Order limits as per the existing conditions. A detailed Surface Water Drainage Strategy will be secured by a requirement of the **draft DCO [EN010142/APP/3.1]**.

The proposed surface water drainage design set out in the **Outline Drainage Strategy (Appendix 10-4** of the ES [EN010142/APP/6.2]) demonstrates that sustainable drainage techniques have been designed into the Scheme and will be maintained by the Applicant, or another private operator to be confirmed and secured through the DCO.

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Paragraph 5.8.30	Where a development may result in an increase in flood risk elsewhere through the loss of flood storage, on-site level-for-level compensatory storage, accounting for the predicted impacts of climate change over the lifetime of the development, should be provided.	The Scheme would not result in an increase in flood risk elsewhere and will not materially remove floodplain volume and not require compensatory storage to be provided. A requirement of the DCO will ensure that the detailed design is substantially in accordance with the Outline Design Principles Statement [EN010142/APP/7.4] . The Solar PV Panel mounting structure legs do not materially remove floodplain volume, particularly with the relatively few panels that will be located in Flood Zone 3. Therefore, floodplain compensation is not considered to be required.
Paragraph 5.8.31	Where it is not possible to provide compensatory storage on site, it may be acceptable to provide it off-site if it is hydraulically and hydrologically linked. Where development may cause the deflection or constriction of flood flow routes, these will need to be safely managed within the site.	A requirement of the DCO will ensure that the detailed design is substantially in accordance with the Outline Design Principles Statement [EN010142/APP/7.4] . The Solar PV Panel mounting structure legs do not materially remove floodplain volume, particularly with the relatively few panels that will be located in Flood Zone 3. Therefore, floodplain compensation is not considered to be required.
Paragraph 5.8.32	Where development may contribute to a cumulative increase in flood risk elsewhere, the provision of multifunctional sustainable drainage systems, natural flood management and green infrastructure can also make a valuable contribution to mitigating this risk whilst providing wider benefits.	Chapter 10: Water Environment of the ES [EN010142/APP/6.1] sets out that there is the potential for cumulative effects during construction. However, with the embedded mitigation measures in place, and considering there are no significant effects identified for the individual Principal Site and Cable Route Corridor elements, it is considered that there are no cumulative overall effects on the water environment receptors.
Paragraph 5.8.33	The receipt of and response to warnings of floods is an essential element in the management of the residual risk	As set out in Chapter 10: Water Environment of the ES [EN010142/APP/6.1] the Contractor will be

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Paragraph 5.8.34	<p>of flooding. Flood Warning and evacuation plans should be in place for those areas at an identified risk of flooding.</p> <p>The applicant should take advice from the local authority emergency planning team, emergency services and, where appropriate, from the local resilience forum when producing an evacuation plan for a manned energy project as part of the FRA. Any emergency planning documents, flood warning and evacuation procedures that are required should be identified in the FRA</p>	<p>required to produce an Emergency Response Plan following grant of the DCO and prior to construction. This will be secured via a requirement in the DCO requiring a full drainage strategy to be approved by the relevant planning authority and the Scheme implemented in accordance with this. The detailed drainage strategy will need to be in accordance with the Framework CEMP [EN010142/APP/7.8].</p>
Paragraph 5.8.35	<p>Flood resistant and resilient materials and design should be adopted to minimise damage and speed recovery in the event of a flood.</p>	<p>The Scheme has been designed to safeguard the water environment through being resilient to flooding now and in the future as set out in the Design and Access Statement [EN010142/APP/7.3].</p>
Paragraph 5.8.36	<p>In determining an application for development consent, the Secretary of State should be satisfied that where relevant:</p> <ul style="list-style-type: none"> • the application is supported by an appropriate FRA • the Sequential Test has been applied and satisfied as part of site selection 	<p>A FRA is provided at Appendix 10-3 of the ES [EN010142/APP/6.2] and demonstrates how the Scheme meets the requirements of the Sequential Test and Exception Tests, and is supported by Annexes A to D. It concludes that the Scheme would not result in any increase in flood risk from all sources, to and from the Scheme.</p> <p>A sequential approach has been applied in selecting the land for the Scheme and to the</p>

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- a sequential approach has been applied at the site level to minimise risk by directing the most vulnerable uses to areas of lowest flood risk
- the proposal is in line with any relevant national and local flood risk management strategy
- SuDS (as required in the next paragraph on National Standards) have been used unless there is clear evidence that their use would be inappropriate
- in flood risk areas the project is designed and constructed to remain safe and operational during its lifetime, without increasing flood risk elsewhere (subject to the exceptions set out in paragraph 5.8.42)
- the project includes safe access and escape routes where required, as part of an agreed emergency plan, and that any residual risk can be safely managed over the lifetime of the development
- land that is likely to be needed for present or future flood risk management infrastructure has been appropriately safeguarded from development to the extent that development would not prevent or hinder its construction, operation or maintenance.

subsequent layout and design of the solar infrastructure within the Principal Site. This demonstrates that the Sequential Test has been applied with respect to the Principal Site. The Sequential Test has also been applied to the Cable Route Corridor, whilst the majority of the Cable Route Corridor is located in an area at a low risk of flooding, the Order limits to the west of the River Trent do lie within Flood Zones 2 and 3. The Sequential Test confirms that there are no alternative locations available. The Exception Test has been passed in relation to the Principal Site and Cable Route Corridor owing to the wider sustainability benefits that the Scheme will deliver and that it will remain safe throughout its lifetime without increasing flood risk elsewhere.

An **Outline Drainage Strategy** within **Appendix 10-4** of the ES [EN010142/APP/6.2] has been prepared setting out how surface water will be managed across the Scheme to avoid an increase in flood risk elsewhere. The Outline Drainage Strategy concludes that runoff will be attenuated via sustainable drainage techniques (excluding infiltration to ground due to assumed geological conditions) and restricted at greenfield rates to watercourses within the Order limits as per the existing conditions. A detailed Surface Water

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Drainage Strategy will be secured by a requirement of the **draft DCO [EN010142/APP/3.1]**.

The design evolution of the Scheme applied a sequential approach to the layout and design of infrastructure within the Principal Site, which involved locating vulnerable infrastructure that is critical to maintaining the supply of electricity (two substations, Solar Stations and BESS) in areas with the lowest risk of flooding from any source. Although one small area of solar PV panels remains in Flood Zone 2 and 3, mitigation forms part of the Scheme to ensure that the solar PV infrastructure in this area is resilient and can remain operational in times of flood. Given the above, the Sequential Test, has, where relevant, been met for site selection and design with the Scheme being in accordance with NPS EN-1, the NPPF and associated PPG with respect to flood risk.

Part of the Cable Route Corridor is located in Flood Zone 3a. As discussed in section 3.5 of the **Planning Statement [EN010142/APP/7.2]** in relation to site selection, a key consideration with respect to the siting requirements of solar schemes is their proximity to a grid connection

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point with sufficient capacity for the electricity generated. In terms of the Scheme, this grid connection is available at the National Grid Cottam Substation. This is located in Flood Zone 2 and is surrounded by areas of Flood Zone 3 (see fluvial flood risk map alongside the Order limits in **Figure 10-5** of the ES [EN010142/APP/6.3]. As set out in **Chapter 4: Alternatives and Design Evolution** of the ES [EN010142/APP/6.1], whilst alternative cable route corridors were considered, these alternatives also included areas of the corridor located in Flood Zone 3. Therefore, there are no available alternative routes that avoid Flood Zones 2 and 3. In addition, from the early inception of the Scheme, a shared Cable Route Corridor with the other NSIP projects located within this area was sought to minimise environmental effects. This demonstrates that there were no alternative routes at a lower risk of flooding other than the Cable Route Corridor. In policy terms, the Sequential Test has been applied, but it is not possible for the Cable Route Corridor to be located within an area of lower flood risk and therefore it is necessary to apply the Exception Test.

The Exception Test has been passed in relation to the Principal Site and Cable Route Corridor owing

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		<p>to the wider sustainability benefits that the Scheme will deliver and that it will remain safe throughout its lifetime without increasing flood risk elsewhere.</p> <p>The FRA considers measures incorporated into the Scheme to allow for safe access and ensures that any residual risk can be managed over the lifetime of the Scheme.</p>
Paragraph 5.8.38	<p>In addition, the Development Consent Order, or any associated planning obligations, will need to make provision for appropriate operation and maintenance of any SuDS throughout the project's lifetime. Where this is secured through the adoption of any SuDS features, any necessary access rights to property will need to be granted.</p>	<p>An Outline Drainage Strategy within Appendix 10-4 of the ES [EN010142/APP/6.2] has been prepared setting out how surface water will be managed across the Scheme to avoid an increase in flood risk elsewhere. The Outline Drainage Strategy concludes that runoff will be attenuated via sustainable drainage techniques (excluding infiltration to ground due to assumed geological conditions) and restricted at greenfield rates to watercourses within the Order limits as per the existing conditions. A detailed Surface Water Drainage Strategy will be secured by a requirement of the draft DCO [EN010142/APP/3.1].</p>
Paragraph 5.8.41	<p>Energy projects should not normally be consented within Flood Zone 3b, or Zone C2 in Wales, or on land expected to fall within these zones within its predicted</p>	<p>The FRA Appendix 10-4 of the ES [EN010142/APP/6.2] and Chapter 10: Water Environment of the ES [EN010142/APP/6.1]</p>

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lifetime. This may also apply where land is subject to other sources of flooding (for example surface water). However, where essential energy infrastructure has to be located in such areas, for operational reasons, they should only be consented if the development will not result in a net loss of floodplain storage, and will not impede water flows.

demonstrates that the development will not result in a net loss of floodplain storage and will not impede water flows.

Paragraph 5.8.42

Exceptionally, where an increase in flood risk elsewhere cannot be avoided or wholly mitigated, the Secretary of State may grant consent if they are satisfied that the increase in present and future flood risk can be mitigated to an acceptable and safe level and taking account of the benefits of, including the need for, nationally significant energy infrastructure as set out in Part 3 above. In any such case the Secretary of State should make clear how, in reaching their decision, they have weighed up the increased flood risk against the benefits of the project, taking account of the nature and degree of the risk, the future impacts on climate change, and advice provided by the EA or NRW and other relevant bodies.

The Scheme would not result in an increase in flood risk elsewhere.

The Scheme will provide wider sustainability benefits to the community, including job creation in the local area during construction and decommissioning, that outweigh its impacts on flood risk. Through the generation of renewable and low carbon electricity, the Scheme is considered a CNP and will contribute to the critical and urgent need to decarbonise electricity generation and contribute to the UKs obligations for Net Zero. Appropriate mitigation measures have been considered to ensure the Scheme is safe for its lifetime.

Historic Environment

Paragraph 5.9.7

The Secretary of State should also consider the impacts on other non-designated heritage assets (as identified

An assessment of potential impacts resulting from the Scheme on the historic environment is

NPS EN-1 Relevant Paragraph

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either through the development plan making process by plan-making bodies, including 'local listing', or through the application, examination and decision making process). This is on the basis of clear evidence that such heritage assets have a significance that merits consideration in that process, even though those assets are of lesser significance than designated heritage assets.

included within Section 8.9 of **Chapter 8: Cultural Heritage** of the ES [EN010142/APP/6.1]. This provides an assessment of impacts on non-designated heritage assets.

Evaluation fieldwork surveys have been undertaken to allow the Applicant to enhance the baseline understanding of cultural heritage assets including their potential value. The results of the fieldwork surveys are included within the **ES [EN010142/APP/6.1/6.2/6.3]** and the reports are submitted with the DCO application.

Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] concludes that the Scheme would result in significant effects to six non-designated heritage assets. These comprise the Winter Camp of the Viking Great Army, which is a non-designated asset considered to be of schedulable quality, and five archaeological assets. Additional mitigation in the form of a programme of archaeological excavation and recording is proposed, and will be set out in a Written Scheme of Investigation (WSI). Requirements are included as part of the **draft DCO [EN010142/APP/3.1]** to secure this mitigation and ensure that it is carried out prior to the commencement of development.

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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		<p>It is acknowledged that while archaeological excavation and recording would not minimise the physical harm to these assets, as it would still involve removal, however it would compensate for the loss of these heritage assets by preserving them by record, thereby allowing their continued study and greater understanding and appreciation of their heritage value. This would reduce the magnitude of impact on individual assets, resulting in a minor adverse effect, which is not significant.</p>
Paragraph 5.9.9	<p>The applicant should undertake an assessment of any likely significant heritage impacts of the proposed development as part of the EIA and describe these along with how the mitigation hierarchy has been applied in the ES (see Section 4.2). This should include consideration of heritage assets above, at, and below the surface of the ground. Consideration will also need to be given to the possible impacts, including cumulative, on the wider historic environment. The assessment should include reference to any historic landscape or seascape character assessment and associated studies as a means of assessing impacts relevant to the proposed project</p>	<p>Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] includes a clear and detailed assessment of the likely impacts and effects of the Scheme on cultural heritage, including cumulative effects.</p>
Paragraph 5.9.11	<p>Where a site on which development is proposed includes, or the available evidence suggests it has the potential to include, heritage assets with an</p>	<p>Archaeological evaluations were undertaken for the Scheme and are detailed in Appendix 8-6-1 to 8-6-10 of the ES [EN010142/APP/6.2] in addition</p>

NPS EN-1 Relevant Paragraph

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archaeological interest, the applicant should carry out appropriate desk-based assessment and, where such desk-based research is insufficient to properly assess the interest, a field evaluation. Where proposed development will affect the setting of a heritage asset, accurate representative visualisations may be necessary to explain the impact.

to a cultural heritage desk-based assessment, **Appendix 8-2** of the ES [EN010142/APP/6.2], geophysical survey and report, **Appendix 8-5** of the ES [EN010142/APP/6.2] and trial trenching.

Paragraph 5.9.12

The applicant should ensure that the extent of the impact of the proposed development on the significance of any heritage assets affected can be adequately understood from the application and supporting documents. Studies will be required on those heritage assets affected by noise, vibration, light and indirect impacts, the extent and detail of these studies will be proportionate to the significance of the heritage asset affected.

Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] provides an assessment of the Scheme on cultural heritage, in accordance with this policy.

Section 8.9 of **Chapter 8: Cultural Heritage** of the ES [EN010142/APP/6.1] includes an assessment of the impact of the Scheme on the value (heritage significance) of heritage assets. The ES considers the potential impacts arising from noise, vibration and lighting.

Paragraph 5.9.13

The applicant is encouraged, where opportunities exist, to prepare proposals which can make a positive contribution to the historic environment, and to consider how their scheme takes account of the significance of heritage assets affected. This can include, where possible:

Section 8.8 of **Chapter 8: Cultural Heritage** of the ES [EN010142/APP/6.1] outlines the mitigation measures embedded within the Scheme design in relation to cultural heritage.

It details that the Scheme design has been carefully considered to avoid, reduce or mitigate potentially significant effects on the cultural

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

- enhancing, through a range of measures such a sensitive design, the significance of heritage assets or setting affected
- considering where required the development of archive capacity which could deliver significant public benefits
- considering how visual or noise impacts can affect heritage assets, and whether there may be opportunities to enhance access to, or interpretation, understanding and appreciation of, the heritage assets affected by the scheme

heritage and archaeological assets. Heritage mitigation measures which have been embedded into the design of the Scheme include avoidance, where possible, of heritage assets or archaeological remains.

The construction and decommissioning of the Scheme has been designed to take into account the impacts of haulage and access, noise generation and lighting on heritage assets.

The Order limits have been designed to avoid or minimise potential changes to the setting of designated heritage assets including Scheduled Monuments, Grade I, Grade II and Grade II* listed buildings.

Mitigation measures have included the changing of the Order limits and the removal of Solar PV from fields in close proximity to designated heritage assets.

As set out in the **Framework LEMP [EN010142/APP/7.17]** the Scheme takes into consideration the surrounding landscape character to screen views to or from some heritage assets, respecting historic field boundaries and patterns.

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

Paragraph 5.9.14

Careful consideration in preparing the scheme will be required on whether the impacts on the historic environment will be direct or indirect, temporary or permanent

Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] assesses the likely impacts of the Scheme on cultural heritage, including direct and indirect, and temporary or permanent effects. There would be no significant effects on designated heritage assets. Impacts of the Scheme would generally be indirect, on the setting of assets. Impacts to the setting of assets would be temporary and reversed following decommissioning of the Scheme.

Paragraph 5.9.15

Applicants should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

There are no World Heritage Sites affected by the Scheme.

Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] states there are no conservation areas within the Order limits. There are four conservation areas within 3km of the Scheme, Glentworth; Hemswell; Springthorpe; and Fillingham. The Scheme would not lead to any significant adverse effects on any of these conservation areas.

The Scheme therefore does not lead to significant adverse effects to a World Heritage Site or Conservation Area, in accordance with this policy.

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 5.9.24	In considering the impact of a proposed development on any heritage assets, the Secretary of State should consider the particular nature of the significance of the heritage assets and the value that they hold for this and future generations. This understanding should be used to avoid or minimise conflict between their conservation and any aspect of the proposal.	The particular nature of the significance of the heritage assets and the value they hold is set out in Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] as well as an assessment of effects on these assets.
Paragraph 5.9.27	When considering the impact of a proposed development on the significance of a designated heritage asset, the Secretary of State should give great weight to the asset's conservation. The more important the asset, the greater the weight should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss, or less than substantial harm to its significance.	<p>Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] concludes there will be no residual significant effects on any designated heritage assets or their setting as a result of the Scheme. Embedded mitigation measures have reduced any significant adverse effects on heritage assets.</p> <p>The Heritage Harm Statement in Appendix C of the Planning Statement concludes that the Scheme would lead to less than substantial harm at the lower end of the spectrum to designated assets.</p>
Paragraph 5.9.28	The Secretary of State should give considerable importance and weight to the desirability of preserving all heritage assets. Any harm or loss of significance of a designated heritage asset (from its alteration or	Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] concludes that there will be no residual significant effects on any designated heritage assets or their setting as result of the

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 5.9.29	<p>destruction, or from development within its setting) should require clear and convincing justification.</p> <p>Substantial harm to or loss of significance of a grade II Listed Building or a grade II Registered Park or Garden should be exceptional.</p>	<p>Scheme, including listed buildings, registered parks and gardens, scheduled monuments, protected wreck sites and registered battlefields during operation and decommissioning. The Heritage Harm Statement in Appendix C of the Planning Statement concludes that the Scheme would lead to less than substantial harm at the lower end of the spectrum to designated assets.</p>
Paragraph 5.9.30	<p>Substantial harm to or loss of significance of assets of the highest significance, including Scheduled Monuments; Protected Wreck Sites; Registered Battlefields; grade I and II* Listed Buildings; grade I and II* Registered Parks and Gardens; and World Heritage Sites, should be wholly exceptional</p>	<p>Chapter 8: Cultural Heritage</p> <p>[EN010142/APP/6.1] concludes that the Scheme would result in significant effects to six non-designated heritage assets. These comprise the Winter Camp of the Viking Great Army, which is a non-designated asset considered to be of schedulable quality, and five archaeological assets. Additional mitigation in the form of a programme of archaeological excavation and recording is proposed, and will be set out in a Written Scheme of Investigation (WSI).</p> <p>It is acknowledged that while archaeological excavation and recording would not minimise the physical harm to these assets, as it would still involve removal, however it would compensate for the loss of these heritage assets by preserving them by record, thereby allowing their continued study and greater understanding and appreciation</p>

NPS EN-1 Relevant Paragraph

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of their heritage value. This would reduce the magnitude of impact on individual assets, resulting in a minor adverse effect, which is not significant.

The above effects are outweighed by the significant public benefits of the Scheme which are set out in Section 5 of this Planning Statement, when considered both in isolation and cumulatively with other adverse effects of the Scheme.

Paragraph 5.9.31

Where the proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset the Secretary of State should refuse consent unless it can be demonstrated that the substantial harm to, or loss of, significance is necessary to achieve substantial public benefits that outweigh that harm or loss, or all the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation

Chapter 8: Cultural Heritage of the ES **[EN010142/APP/6.1]** concludes there will be no residual significant effects on any designated heritage assets or their setting as a result of the Scheme. Embedded mitigation measures have reduced any significant adverse effects on heritage assets.

The **Heritage Harm Statement** in **Appendix C** of the **Planning Statement** concludes that the Scheme would lead to less than substantial harm at the lower end of the spectrum upon designated heritage assets.

However, this harm is necessary to achieve the substantial public benefit of delivering CNP infrastructure that outweighs the heritage impact. This is supported by paragraph 4.2.16 and 4.2.17

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

- conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible
- the harm or loss is outweighed by the benefit of bringing the site back into use

of NPS EN-1 which treats CNP infrastructure as if it has met any tests which are set out within the NPSs, or any other planning policy, which requires a clear outweighing of harm, exceptionality or very special circumstances.

Paragraph 5.9.32

Where the proposed development will lead to less than substantial harm to the significance of the designated heritage asset, this harm should be weighed against the public benefits of the proposal, including, where appropriate securing its optimum viable use.

Chapter 8: Cultural Heritage of the ES **[EN010142/APP/6.1]** concludes there will be no residual significant effects on any designated heritage assets or their setting as a result of the Scheme. Embedded mitigation measures have reduced any significant adverse effects on heritage assets.

The **Heritage Harm Statement** in **Appendix C** of the Planning Statement concludes that the Scheme would lead to less than substantial harm at the lower end of the spectrum upon designated heritage assets.

However, this harm is necessary to achieve the substantial public benefit of delivering CNP infrastructure that outweighs the heritage impact. This is supported by paragraph 4.2.16 and 4.2.17 of NPS EN-1 which treats CNP infrastructure as if it has met any tests which are set out within the NPSs, or any other planning policy, which requires

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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		<p>a clear outweighing of harm, exceptionality or very special circumstances.</p>
<p>Paragraph 5.9.33</p>	<p>In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset</p>	<p>Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] concludes that there will be no residual significant effect on any designated heritage assets or their setting as result of the Scheme, including listed buildings, registered parks and gardens, scheduled monuments, protected wreck sites, registered battlefields etc.</p> <p>Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] concludes that the Scheme would result in significant effects to six non-designated heritage assets. These comprise the Winter Camp of the Viking Great Army, which is a non-designated asset considered to be of schedulable quality, and five archaeological assets. Additional mitigation in the form of a programme of archaeological excavation and recording is proposed, and will be set out in an Written Scheme of Investigation (WSI).</p> <p>It is acknowledged that while archaeological excavation and recording would not minimise the physical harm to these assets, as it would still involve removal, however it would compensate for the loss of these heritage assets by preserving</p>

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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them by record, thereby allowing their continued study and greater understanding and appreciation of their heritage value. This would reduce the magnitude of impact on individual assets, resulting in a minor adverse effect, which is not significant.

The above effects are outweighed by the significant public benefits of the Scheme which are set out in Section 5 of this Planning Statement, when considered both in isolation and cumulatively with other adverse effects of the Scheme.

Paragraph 5.9.34

Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 5.9.30 or less than substantial harm under paragraph 5.9.32 as appropriate, considering the relative significance of the element affected and its contribution to the significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

There are no World Heritage Sites affected by the Scheme.

Chapter 8: Cultural Heritage of the ES **[EN010142/APP/6.1]** states there are no conservation areas within the Order limits. There are four conservation areas within 3km of the Scheme, Glentworth; Hemswell; Springthorpe; and Fillingham. The Scheme would not lead to any significant adverse effects on any of these conservation areas.

The Scheme therefore does not lead to significant adverse effects to a World Heritage Site or Conservation Area, in accordance with this policy.

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

Paragraph 5.9.36

When considering applications for development affecting the setting of a designated heritage asset, the Secretary of State should give appropriate weight to the desirability of preserving the setting such assets and treat favourably applications that preserve those elements of the setting that make a positive contribution to, or better reveal the significance of, the asset. When considering applications that do not do this, the Secretary of State should give great weight to any negative effects, when weighing them against the wider benefits of the application. The greater the negative impact on the significance of the designated heritage asset, the greater the benefits that will be needed to justify approval.

Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] concludes there will be no residual significant effects on any designated heritage assets or their setting as a result of the Scheme. Embedded mitigation measures have reduced any significant adverse effects on heritage assets.

The **Heritage Harm Statement** in **Appendix C** of the Planning Statement concludes that the Scheme would lead to less than substantial harm at the lower end of the spectrum upon designated heritage assets.

However, this harm is necessary to achieve the substantial public benefit of delivering CNP infrastructure that outweighs the heritage impact. This is supported by paragraph 4.2.16 and 4.2.17 of NPS EN-1 which treats CNP infrastructure as if it has met any tests which are set out within the NPSs, or any other planning policy, which requires a clear outweighing of harm, exceptionality or very special circumstances.

Landscape and Visual

Paragraph 5.10.6

Projects need to be designed carefully, taking account of the potential impact on the landscape. Having regard to

Good design has been a key consideration from the outset. The Scheme has undergone an

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

siting, operational and other relevant constraints the aim should be to minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.

iterative design process, informed by the LVIA, set out in **Chapter 12:Landscape and Visual Amenity** of the ES [EN010142/APP/6.1]. The LVIA has informed the iterative design process, which is set out in the **Design and Access Statement [EN010142/APP/7.3]**. The Scheme layout has been developed in response to policy requirements, published landscape character assessment and fieldwork analysis. The design mitigation has been embedded into the Scheme to minimise effects on landscape character and visual amenity as outlined in the **Framework LEMP [EN010142/APP/7.17]**. The landscape design principles incorporate the following:

- a. Careful siting in the landscape responding sensitively to its proximity to dwellings, settlements and PRoW
- b. Conserving the existing vegetation patterns including reinstatement and/or improvement of field boundaries
- c. Creating new green infrastructure including areas for woodland belts and screening

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

d. Sensitive design in relation to form and materials

Paragraph 5.10.7

National Parks, the Broads and AONBs have been confirmed by the government as having the highest status of protection in relation to landscape and natural beauty. Each of these designated areas has specific statutory purposes. Projects should be designed sensitively given the various siting, operational, and other relevant constraints. For development proposals located within designated landscapes the Secretary of State should be satisfied that measures which seek to further purposes of the designation are sufficient, appropriate and proportionate to the type and scale of the development.

The Scheme is not located within any of these designations. **Chapter 12: Landscape and Visual Amenity** of the ES [EN010142/APP/6.1] confirms there are no national landscape designations impacts by the Scheme.

Paragraph 5.10.12

Outside nationally designated areas, there are local landscapes that may be highly valued locally. Where a local development document in England or a local development plan in Wales has policies based on landscape or waterscape character assessment, these should be paid particular attention. However, locally valued landscapes should not be used in themselves to refuse consent, as this may unduly restrict acceptable development.

Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] concludes that the Scheme is not located within any national or regionally designated landscapes, however a small section of the eastern part of the Principal Site is located within the locally designated AGLV Lincoln Cliff.

Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] concludes that during construction and decommissioning of the Principal Site, no significant effects are anticipated

NPS EN-1 Relevant Paragraph

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on any of the identified LLCA's, other than LLCA 3A Till Vale, LLCA 2C Lincoln Cliff (which is also designated as an AGLV), and LLCA 2B Lincoln Cliff – Harpswell. No solar infrastructure will be located near the Lincoln Cliff AGLV, with only ecological or landscape mitigation located near the boundary, therefore significant effects are only anticipated at LLCA 2C Lincoln Cliff, during construction and decommissioning.

The assessment of likely impacts and effects (with embedded mitigation in place) has determined that the Scheme is likely to result in a significant adverse effect on LLCA 3A Till Vale during Operation Year 1, with adverse effects anticipated at Operation Year 15. The Scheme is likely to result in a significant adverse effect on LLCA 2B Lincoln Cliff during Operation Year 1, with effects reducing to not significant at Operation Year 15.

It is considered that the limited and localised residual landscape and visual effects of the Scheme are clearly outweighed by the substantial public benefits of the Scheme, particularly the national benefit of delivering large scale renewable energy infrastructure which is identified as a CNP in NPS EN-1 and strongly supported by the Government as urgently needed in order to

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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		create a secure and affordable energy system and to help combat climate change. It is also considered that any effects on the AGLV, which only occur during construction and at year 1 of operation, reducing to not significant at year 15, should not be used in themselves to refuse consent, as this may unduly restrict acceptable development, as supported by paragraph 5.10.12.
Paragraph 5.10.13	All proposed energy infrastructure is likely to have visual effects for many receptors around proposed sites.	Chapter 12: Landscape and Visual Impact of the ES [EN010142/APP/6.1] assesses the visual impacts of the Scheme. Through consultation with the relevant stakeholders, 29 viewpoints were selected to demonstrate different receptors, distances from the Principal Site, the influence of existing vegetation, potential mitigation planting and likely effects. These representative viewpoints are illustrated in Figure 12-13 and Figure 12-14 of the ES [EN010142/APP/6.3].
Paragraph 5.10.14	The Secretary of State will have to judge whether the visual effects on sensitive receptors, such as local residents, and other receptors, such as visitors to the local area, outweigh the benefits of the project.	The design mitigation which is outlined in section 12.7 of Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1]; the Framework LEMP [EN010142/APP/7.17] and the Design and Access Statement [EN010142/APP/7.3] includes, but is not limited to, offsets from settlements and PRowS, buffers between residential properties and other solar

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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schemes in the locality and creation of new green infrastructure elements and corridors throughout the Scheme, which has aimed to reduce visual impacts.

During construction and decommissioning, significant adverse effects are expected for receptors within proximity to areas of the Principal Site with solar PV infrastructure.

At Year 1 of Operation, 10 of the viewpoints (1, 2a, 2b, 4, 7, 9, 13, 19, 20, 28 and 29) are anticipated to experience significant adverse effects. By Year 15, as a result of the establishment of proposed mitigation, enhancement and planting, significant effects are only expected at viewpoints 7, 9 and 13. While these effects are recorded as significant at Year 15, these will not reach a threshold where residential amenity is a consideration.

It is considered that the limited and localised residual landscape and visual effects of the Scheme are clearly outweighed by these benefits, particularly the national benefit of delivering large scale renewable energy infrastructure which is identified as a CNP in NPS EN-1 and strongly supported by the Government as urgently needed in order to create a secure and affordable energy system and to help combat climate change.

NPS EN-1 Relevant Paragraph

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		Therefore, in accordance with this policy the level and nature of the visual impacts are not considered to outweigh the benefits of the Scheme.
Paragraph 5.10.16	The applicant should carry out a landscape and visual impact assessment and report it in the ES, including cumulative effects (see Section 4.3). Several guides have been produced to assist in addressing landscape issues.	A Landscape and Visual Impact Assessment has been undertaken and included within Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] which includes cumulative effects, in accordance with paragraph 5.10.16.
Paragraph 5.10.17	The landscape and visual assessment should include reference to any landscape character assessment and associated studies as a means of assessing landscape impacts relevant to the proposed project. The applicant's assessment should also take account of any relevant policies based on these assessments in local development documents in England and local development plans in Wales.	It also includes references to local and national landscape character assessments and associated studies as a means of assessing landscape impacts. The Planning Statement , and Appendix B of this document takes account of any relevant policies based on these assessments in local development documents.
Paragraph 5.10.19	The applicant should consider landscape and visual matters in the early stages of siting and design, where site choices and design principles are being established. This will allow the applicant to demonstrate in the ES how negative effects have been minimised and opportunities for creating positive benefits or	Good design has been a key consideration from the outset, which has informed and shaped the design, layout and landscape design as discussed in Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] and the Design and Access Statement [EN010142/APP/7.3]. Landscape and visual matters have been considered throughout the

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
	enhancement have been recognised incorporated into the design, delivery, and operation of the scheme.	design evolution process. Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] details the site selection process while the Design and Access Statement [EN010142/APP/7.3] sets out key design considerations.
Paragraph 5.10.20	The assessment should include the effects on landscape components and character during construction and operation. For projects which may affect a National Park, The Broads or an Areas of Outstanding Natural Beauty the assessment should include effects on the natural beauty and special qualities of these areas'	This is assessed in Section 12.8 – an Assessment of Likely Effects of Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] The Scheme would not affect a National Park, The Broads or any Areas of Outstanding Natural Beauty.
Paragraph 5.10.20	The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project and potential impacts on views and visual amenity. This should include light pollution effects, including on local amenity, and nature conservation.	This is assessed in Section 12.8 – an Assessment of Likely Effects of Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1]
Paragraph 5.10.22	The assessment should also address the landscape and visual effects of noise and light pollution, and other emissions (see Section 5.2 and Section 5.7), from construction and operational activities on residential amenity and on sensitive locations, receptors and views, will be minimised.	Good design and measures to reduce noise and light pollution have been minimised during all stages of the Scheme. Preferred locations for infrastructure were identified, including substations, storage compounds, access routes and office locations. These were sited to take

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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advantage of existing screening by vegetation and limit impacts on sensitive receptors such as residential properties.

Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] includes an assessment of the potential landscape and visual impacts associated with the construction, operation and decommissioning of the Scheme on local amenity, including an assessment of light pollution impacts.

The lighting proposed for the Scheme is minimal. During operation, permanent security lights with motions detectors will be used for security purposes. No areas are proposed to be permanently lit. During construction as far as practicable, works will be limited to daylight hours only, with mobile lighting towers used during winter months where necessary,

The construction noise assessment presented in **Section 13.8 of Chapter 13: Noise and Vibration** of the ES [EN010142/APP/6.1] includes the assessment of noise resulting from road traffic movements generated during construction. Traffic during the operational period will be negligible. It concludes that no significant noise or vibration impacts are expected during the operation of the

NPS EN-1 Relevant Paragraph

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Scheme as the Significant Observed Adverse Effect Level (SOAEL) is not exceeded at any location.

With the implementation of mitigation measures significant adverse noise and vibration effects during the construction, operation and decommissioning of the Scheme will be avoided at sensitive receptors. Mitigation measures have been embedded into the Scheme design and construction methodology to minimise adverse effects where practicable, as set out in Section 13.7 of **Chapter 13: Noise and Vibration** of the ES [EN010142/APP/6.1]. These include embedded design measures representing Best Practicable Means (BPM) during construction and decommissioning, and the consideration of plant selection, layout of the Order limits, including locating and orienting noise generating infrastructure such as the transformers forming part of substations, Solar Stations and BESS in a sensitive manner to minimise operational noise at sensitive receptors. The Applicant is specifically committing to noise related design principles including no noise generating equipment within 250 m from residential receptors as set out in the **Outline Design Principles Statement**

NPS EN-1 Relevant Paragraph

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[EN010142/APP/7.4] which will inform the detailed design, to be secured by the DCO.

A hierarchy of mitigation measures is contained within the **Framework CEMP [EN010142/APP/7.8]** which will ensure that significant noise effects do not occur due to potential night time works and will be agreed once the principal contractor for these works is appointed. These measures include avoiding trenchless activities within 200 m of sensitive receptors and considering open cut cable laying as an alternative if not, the use of quieter equipment, and the use of temporary acoustic fencing depending on the location, plant and timing of works.

In addition, consideration has been given to traffic routing, timing and access points to the Scheme to minimise noise impacts at existing receptors and the management of construction traffic on the highway network through the **Framework CTMP [EN010142/APP/7.11]**, which will inform a detailed CTMP to be secured through the DCO.

Paragraph 5.10.24

Applicants should consider how landscapes can be enhanced using landscape management plans, as this

Good design has been a key consideration from the outset. The Scheme has undergone an iterative design process, informed by the LVIA, set

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

NPS EN-1 Proposed Development compliance

will help to enhance environmental assets where they contribute to landscape and townscape quality.

out in the **Design and Access Statement [EN010142/APP/7.3]**. The Scheme layout has been developed in response to policy requirements, published landscape character assessment and fieldwork analysis. The design mitigation has been embedded into the Scheme to minimise effects on landscape character and visual amenity as outlined in the **Framework LEMP [EN010142/APP/7.17]**. The landscape design principles incorporate the following:

- e. Careful siting in the landscape responding sensitively to its proximity to dwellings, settlements and PRow
- f. Conserving the existing vegetation patterns including reinstatement and/or improvement of field boundaries
- g. Creating new green infrastructure including areas for woodland belts and screening
- h. Sensitive design in relation to form and materials

Paragraph 5.10.25

In considering visual effects it may be helpful for applicants to draw attention, in the supporting evidence to their applications, to any examples of existing permitted infrastructure they are aware of with a similar magnitude of impact on equally sensitive receptors. This

Section 12.6 of **Chapter 12: Landscape and Visual Amenity** of the ES **[EN010142/APP/6.1]** identifies that the landscape to the west of the River Trent is dominated by the cooling towers of the decommissioned coal-fired Cottam power

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may assist the Secretary of State in judging the weight they should give to the assessed visual impacts of the proposed development.

station. A small, more recent gas turbine plant operated on the site with high voltage electricity pylons terminating at a large National grid substation to the south.

Paragraph 5.10.26

Within a defined site, adverse landscape and visual effects may be minimised through appropriate siting of infrastructure within that site, design including colours and materials, and landscaping schemes, depending on the size and type of the proposed project. Materials and designs of buildings should always be given careful consideration.

Good design has been a key consideration from the outset. The Scheme has undergone an iterative design process, informed by the LVIA, set out in the **Design and Access Statement [EN010142/APP/7.3]**. The Scheme layout has been developed in response to policy requirements, published landscape character assessment and fieldwork analysis. The design mitigation has been embedded into the Scheme to minimise effects on landscape character and visual amenity as outlined in the **Framework LEMP [EN010142/APP/7.17]**. The landscape design principles incorporate the following:

- i. Careful siting in the landscape responding sensitively to its proximity to dwellings, settlements and PRow
- j. Conserving the existing vegetation patterns including reinstatement and/or improvement of field boundaries
- k. Creating new green infrastructure including areas for woodland belts and screening

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 5.10.28	Depending on the topography of the surrounding terrain and areas of population it may be appropriate to undertake landscaping off site. For example, filling in gaps in existing tree and hedge lines may mitigate the impact when viewed from a more distant vista	I. Sensitive design in relation to form and materials The Scheme will not undertake any landscaping off site.
Paragraph 5.10.30	The Secretary of State should be satisfied that local authorities will have sufficient design content secured to ensure future consenting will meet landscape, visual and good design objectives.	The Outline Design Principles Statement [EN010142/APP/7.4] and the Framework LEMP [EN010142/APP/7.17] will inform the detailed design of the Scheme to be secured through requirements forming part of the DCO.
Paragraph 5.10.34	The duty to seek to further the purposes of nationally designated landscapes also applies when considering applications for projects outside the boundaries of these areas which may have impacts within them. The aim should be to avoid harming the purposes of designation or to minimise adverse effects on designated landscapes, and such projects should be designated sensitively given the various siting, operational, and other relevant constraints. The fact that a proposed project will be visible from within a designated area should not in itself be a reason for the Secretary of State to refuse consent	No nationally designated landscapes will be impacted by the Scheme.

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Paragraph 5.10.35

The scale of energy projects means that they will often be across a very wide area. The Secretary of State should judge whether any adverse impact on the landscape would be so damaging that it is not offset by the benefits (including need) of the project

This policy acknowledges that virtually all NSIPs will have effects on the landscape and this also applies to the Scheme. When taking into account the scale of the Scheme and its benefits, there are few impacts.

Good design has been a key consideration from the outset. The Scheme has undergone an iterative design process, informed by the LVIA, set out in the **Design and Access Statement [EN010142/APP/7.3]**. The Scheme layout has been developed in response to policy requirements, published landscape character assessment and fieldwork analysis. The design mitigation has been embedded into the Scheme to minimise effects on landscape character and visual amenity as outlined in the **Framework LEMP [EN010142/APP/7.17]**. The landscape design principles incorporate the following:

- a. Careful siting in the landscape responding sensitively to its proximity to dwellings, settlements and PRow
- b. Conserving the existing vegetation patterns including reinstatement and/or improvement of field boundaries

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- c. Creating new green infrastructure including areas for woodland belts and screening
- d. Sensitive design in relation to form and materials

Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] concludes that during construction and decommissioning of the Principal Site, no significant effects are anticipated on any of the identified LLCA's, other than LLCA 3A Till Vale, LLCA 2C Lincoln Cliff (which is also designated as an AGLV), and LLCA 2B Lincoln Cliff – Harpswell. No solar infrastructure will be located near the Lincoln Cliff AGLV, with only ecological or landscape mitigation located near the boundary, therefore significant effects are only anticipated at LLCA 2C Lincoln Cliff, during construction and decommissioning.

The assessment of likely impacts and effects (with embedded mitigation in place) has determined that the Scheme is likely to result in a significant adverse effect on LLCA 3A Till Vale during Operation Year 1, with adverse effects anticipated at Operation Year 15. The Scheme is likely to result in a significant adverse effect on LLCA 2B

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Lincoln Cliff during Operation Year 1, with effects reducing to not significant at Operation Year 15.

It is considered that the limited and localised residual landscape and visual effects of the Scheme are clearly outweighed by these benefits, particularly the national benefit of delivering large scale renewable energy infrastructure which is identified as a CNP in NPS EN-1 and strongly supported by the Government as urgently needed in order to create a secure and affordable energy system and to help combat climate change. Therefore, in accordance with this policy, the level of landscape impacts are not considered to be so damaging that they are not offset by the benefits of the scheme.

Paragraph 5.10.36

In reaching a judgement, the Secretary of State should consider whether any adverse impact is temporary, such as during construction, and/or whether any adverse impact on the landscape will be capable of being reversed in a timescale that the Secretary of State considers reasonable.

Construction and decommissioning stage impacts will be for a relatively short duration, and operational effects beginning at Year 1 will reduce over time as mitigation planting establishes. The change to the landscape character, via the introduction of solar panels and associated infrastructure is considered to be localised. The reduction of effects over time and the reversibility of effects should be taken into consideration when reaching a judgement on the Application.

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All operational effects will be reversed following 60 years of operation which will be secured by the DCO, and all adverse landscape and visual effects identified during the construction and decommissioning phases are short term and temporary.

The Scheme has sought to minimise impacts through design iteration. The substantial benefits and need for the Scheme as set out in Section 5 of this **Planning Statement**, including the delivery of CNP Infrastructure to contribute towards meeting national energy objectives outweighs the residual landscape effects when applying the planning balancing exercise to the Scheme with no requirement to demonstrate exceptional circumstances given that the presumption for allowing the DCO.

Paragraph 5.10.37

The Secretary of State should consider whether the project has been designed carefully, taking account of environmental effects on the landscape and siting, operational and other relevant constraints, to minimise harm to the landscape, including by appropriate mitigation

The Scheme has been designed taking into account the environmental effects on the landscape, siting, operational and other relevant constraints, to minimise adverse impacts on the landscape, including by appropriate mitigation. This is outlined in **Chapter 12: Landscape and Visual Amenity** of the ES [EN010142/APP/6.1]

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and the **Framework LEMP [EN010142/APP/7.17]**.

Paragraph 5.10.38

The Secretary of State should consider whether requirements to the consent are needed requiring the incorporation of particular design details that are in keeping with the statutory and technical requirements for landscape and visual impact.

The **Outline Design Principles Statement [EN010142/APP/7.4]** and the **Framework LEMP [EN010142/APP/7.17]** will secure the design of the Scheme through the DCO.

Land Use, Including Open Space, Green Infrastructure and Green Belt

Paragraph 5.11.4

Development of land will affect soil resources, including physical loss of and damage to soil resources, through land contamination and structural damage. Indirect impacts may also arise from changes in the local water regime, organic matter content, soil biodiversity and soil process.

Chapter 15: Soils and Agriculture of the ES **[EN010142/APP/6.1]** provides an assessment of how the Scheme will affect soils resources, including physical loss of and damage to soil resources, and indirect impacts to local water features, organic matter, soil biodiversity and soil process.

Section 15.4 of Chapter 15: Soils and Agriculture of the ES **[EN010142/APP/6.1]** sets out industry standard good practice measures for the handling and management of soil resources based upon guidance such as Defra's Code of Practice for the Sustainable Use of Soil on Construction Sites, and these are further described in the **Framework CEMP [EN010142/APP/7.8]** and **Framework SMP**

NPS EN-1 Relevant Paragraph

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[EN010142/APP/7.12]. A detailed CEMP and SMP prior to the commencement of works in site will be secured by a requirement in the DCO.

Chapter 15: Soils and Agriculture of the ES **[EN010142/APP/6.1]** concludes that the removal of the Principal Site from arable production and the planting of semi-improved grassland (as set out in the **Framework LEMP [EN010142/APP/7.17]**) will provide benefits to the quality of the soil, resulting in a significant beneficial effect. There will also be additional benefits from the recovery of soil organic matter including carbon sequestration and hydrological function.

Paragraph 5.11.8

The ES (see Section 4.3) should identify existing and proposed land uses near the project, any effects of replacing an existing development or use of the site with the proposed project or preventing a development or use on a neighbouring site from continuing. Applicants should also assess any effects of precluding a new development or use proposed in the development plan. The assessment should be proportionate to the scale of the preferred scheme and its likely impacts on such receptors. For developments on previously developed land, the applicant should ensure that they have

Chapter 14: Socio-Economics and Land Use of the ES **[EN010142/APP/6.1]**, and section 6.14 and 6.15 of the **Planning Statement** identifies existing and proposed land uses near the project, and any effects of replacing an existing development or use of the site with the Scheme or preventing a development or use on a neighbouring site from continuing.

Within the Cable Route Corridor, there are 4 projects which overlap with the Scheme. Three of these are unconsented NSIP developments

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considered the risk posed by land contamination and how it is proposed to address this.

comprising Gate Burton Energy Park, Cottam Solar Project and West Burton Solar Project. The other proposal is for the erection of two agricultural store buildings, adjacent to the Cable Route Corridor at Marton. The Scheme would not prevent any of these developments from being constructed, operated or decommissioned, and it is expected that these developments can be constructed alongside the scheme, as considered in **Chapter 18: Cumulative Effects and Interactions** of the ES [EN010142/APP/6.1].

The Cottam Power Station site is safeguarded land for future development as a Priority Regeneration Area within the emerging Bassetlaw Local Plan. The Scheme would also not preclude this area being developed in the future.

Previously developed land was considered in the Applicant's site selection process. These land types were identified by checking the local authorities brownfield registers. No suitable or available areas of brownfield which could form a contiguous Principal Site was identified. Section 17.5 of **Chapter 17: Other Environmental Topics** of the ES [EN010142/APP/6.1] assesses the risks posed by contaminated land on the Scheme. With proposed mitigation in place, no

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NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 5.11.12	Applicants should seek to minimise impacts on the best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification) and preferably use land in areas of poorer quality (grades 3b, 4 and 5).	<p>significant residual effects are anticipated as a result of the Scheme.</p> <hr/> <p>Agricultural land quality was a key consideration in the Applicant's site selection process. As set out in Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] and the Design and Access Statement [EN010142/APP/7.3]. Grades 1 and 2 BMV agricultural land were excluded from further consideration within the initial 15km search area for the Scheme. This was based on provisional ALC mapping from Natural England. This resulted in the identification of an area of land for the Scheme shown as Grade 3, with only the completion of ALC surveys being able to confirm whether any of the Principal Site contained BMV land. Previously developed land was also considered. These land types were identified by checking the local authority brownfield register. No suitable or available areas of brownfield or non-agricultural land which could form a contiguous Principal Site were identified.</p> <p>Following this, as part of the iterative design evolution of the Scheme and using the results of the ALC survey completed in relation to the Principal Site, the Order limits have been iterated to minimise impacts on BMV land. In addition, the</p>

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Applicant removed an area of Grade 3a land which was located on the eastern extent of the Principal Site from the Scheme as part of the design evolution of the Scheme, reducing the amount of affected BMV land by 11ha. This is set out in more detail in the **Design and Access Statement [EN010142/APP/7.3]**.

The remaining BMV land comprises mostly small, isolated areas, which due to their small size are likely to only be farmable alongside the lower grade surrounding land and not in isolation thereby rendering these areas unviable to remain in agricultural use. Although the Scheme is to be operational for a long term, it will be temporary with requirement 20 in the **draft DCO [EN010142/APP/3.1]** securing a time limited consent for 60 years. On this basis, and in accordance with **Chapter 15: Soils and Agriculture** of the ES **[EN010142/APP/6.1]**, there will be no significant adverse effects with respect to the loss of BMV land. This is because areas of solar PV, Solar Stations, BESS, access tracks, biodiversity zones and sensitive archaeological sites, can be restored to agricultural use by the landowner at decommissioning, with all structures removed and stored topsoil returned. The Scheme will result in the potential change of use of 0.08%

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of the Principal Site currently in arable use to woodland. It is likely that at decommissioning the woodland proposed as part of the **Indicative Principal Site Layout Plan (Figure 3-1 of the ES [EN010142/APP/6.3])** will be of good quality through being managed ecologically in accordance with the LEMP, to be approved by requirement 7 of the **draft DCO [EN010142/APP/3.1]**. Whilst this is a potential permanent loss of 0.08% of BMV land, it is not significant and will be replaced by woodland, which will have beneficial ecological and landscape impacts.

The construction and decommissioning of the Scheme will be managed through the implementation of a CEMP, DEMP and SMP secured by requirements 12, 18 and 20 of the **draft DCO [EN010142/APP/3.1]**. These will need to be substantially in accordance with the **Framework CEMP [EN010142/APP/7.8]**, **Framework DEMP [EN010142/APP/7.10]** and **Framework SMP [EN010142/APP/7.13]** and implemented in accordance with the approved details. These management measures will ensure that the soil resource is managed and protected to

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ensure that arable farming can resume post operation of the Scheme.

The removal of the Principal Site from arable production and the planting of semi-improved grassland (as set out in the **Framework LEMP [EN010142/APP/7.17]**) will provide benefits to the quality of the soil, resulting in a significant beneficial effect. There will also be additional benefits from the recovery of soil organic matter including carbon sequestration and hydrological function.

The ALC grade for the Cable Route Corridor is not currently known. **Chapter 15: Soils and Agriculture** of the ES **[EN010142/APP/6.1]** concludes that there will be no change in ALC grade, resulting in a negligible effect, irrespective of existing ALC Grade, as the high voltage cable will be buried safely below maximum cultivation depth and trenching work will not downgrade the ALC grade of this land. These measures will be secured in the SMP which will be substantially in accordance with the **Framework SMP [EN010142/APP/7.13]**.

In summary the Scheme maximises the use of poorer quality agricultural land, minimises impacts on best and most versatile agricultural land and

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		includes mitigation measures to reduce impacts on the soil resource.
Paragraph 5.11.13	Applicants should also identify any effects and seek to minimise impacts on soil health and protect and improve soil quality taking into account any mitigation measures proposed.	Chapter 15: Soils and Agriculture of the ES [EN010142/APP/6.1] identifies any effects on soil health, and sets out the embedded mitigation measures which minimise impacts on soil health protect and improve soil quality.
Paragraph 5.11.14	Applicants are encouraged to develop and implement a Soil Management Plan which could help minimise potential land contamination. The sustainable reuse of soils needs to be carefully considered in line with good practice guidance where large quantities of soils are surplus to requirements or are affected by contamination	A Framework Soils Management Plan (SMP) [EN010142/APP/7.12] has been prepared which sets out the principles on how the soils will be managed and protected during the construction, operation and decommissioning of the Scheme. A detailed soils management plan will be prepared prior to construction and secured by a requirement in the DCO. The removal of the Principal Site from arable production and the planting of semi-improved grassland will provide benefits to the quality of the soil, resulting in a significant beneficial effect. There will also be additional benefits from the recovery of soil organic matter include carbon sequestration and hydrological function.

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Paragraph 5.11.17

Applicants should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination

Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] assesses the impact on ground conditions. There is not expected to be any likely significant effects associated with ground conditions.

Best practice and bespoke mitigation measures will be carried out during construction, operation and decommissioning to reduce nuisance impacts from dust generation, soil removal and waste generation and avoid impact on ground conditions.

Paragraph 5.11.19

Applicants should safeguard any mineral resources on the proposed site as far as possible, taking into account the long-term potential of the land use after any future decommissioning has taken place

A small area of the eastern extent of the Principal Site, as the Scheme adjoins Middle Street, falls within part of a Limestone MSA. There is also one Site Specific MSA located within the south-east of the Principal Site, named Glentworth K. This is an operational oil extraction site afforded protection by Policy M12 of the Lincolnshire Minerals and Waste Local Plan Core Strategy and Development Management Policies (2016).

The whole of the Principal Site and Cable Route Corridor up to the boundary between Lincolnshire and Nottinghamshire is located within a PEDL block, designated in the Lincolnshire Minerals and

NPS EN-1 Relevant Paragraph

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Waste Local Plan Core Strategy and Development Management Policies (2016).

A small area of the Cable Route Corridor, to the east of Willingham by Stow is located within a Sand and Gravel MSA designated within the Lincolnshire Minerals and Waste Local Plan Core Strategy and Development Management Policies (2016) and The Cable Route Corridor is located within a Sand and Gravel MSA allocated within the Nottinghamshire Minerals Local Plan (2021).

The Scheme will not impact upon safeguarded mineral resources within the Order limits by preventing the extraction of minerals in the future after any decommissioning has taken place. The Scheme will also not prejudice the operation of existing mineral sites or the implementation of a recently granted planning permission for a new hydrocarbon site to the west of the existing Glentworth Oil Site off Northlands Road. The Applicant has also agreed this proportionate approach to considering the policy implications of minerals as a result of the Scheme with the relevant local authorities. As such, the Scheme is in accordance with NPS EN-1, Policy M11: Safeguarding Mineral Resources and Policy M12: Safeguarding of Existing Mineral Sites and

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Associated Minerals Infrastructure of the Lincolnshire Minerals and Waste Local Plan Core Strategy and Development Management Policies (2016) and Policy SP7 of the Nottinghamshire Minerals Local Plan (2021).

Paragraph 5.11.23

Although in the case of most energy infrastructure there may be little that can be done to mitigate the direct effects of an energy project on the existing use of the proposed site (assuming that some of that use can still be retained post project construction) applicants should nevertheless seek to minimise these effects and the effects on existing or planned uses near the site by the application of good design principles, including the layout of the project and the protection of soils during construction.

The existing use of the site is mainly agricultural land. Agricultural land quality was a key consideration in the Applicant's site selection process. As set out in **Chapter 4: Alternatives and Design Evolution** of the ES [EN010142/APP/6.1] and the **Design and Access Statement [EN010142/APP/7.3]**. Grades 1 and 2 BMV agricultural land were excluded from further consideration within the initial 15km search area for the Scheme. This was based on provisional ALC mapping from Natural England. This resulted in the identification of an area of land for the Scheme shown as Grade 3, with only the completion of ALC surveys being able to confirm whether any of the Principal Site contained BMV land. Previously developed land was also considered. These land types were identified by checking the local authority brownfield register. No suitable or available areas of brownfield or non-agricultural land which could form a contiguous Principal Site were identified.

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Paragraph**

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Following this, as part of the iterative design evolution of the Scheme and using the results of the ALC survey completed in relation to the Principal Site, the Order limits have been iterated to minimise impacts on BMV land. In addition, the Applicant removed an area of Grade 3a land which was located on the western extent of the Principal Site from the Scheme as part of the design evolution of the Scheme, reducing the amount of affected BMV land by 11ha. This is set out in more detail in the **Design and Access Statement [EN010142/APP/7.3]**.

The remaining BMV land comprises mostly small, isolated areas, which due to their small size are likely to only be farmable alongside the lower grade surrounding land and not in isolation thereby rendering these areas unviable to remain in agricultural use. Although the Scheme is to be operational for a long term, it will be temporary with requirement 20 in the **draft DCO [EN010142/APP/3.1]** securing a time limited consent for 60 years. On this basis, and in accordance with **Chapter 15: Soils and Agriculture** of the ES **[EN010142/APP/6.1]**, there will be no significant adverse effects with respect to the loss of BMV land. This is because areas of solar PV, Solar Stations, BESS, access tracks,

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biodiversity zones and sensitive archaeological sites, can be restored to agricultural use by the landowner at decommissioning, with all structures removed and stored topsoil returned. The Scheme will result in the potential change of use of 0.08% of the Principal Site currently in arable use to woodland. It is likely that at decommissioning the woodland proposed as part of the **Indicative Principal Site Layout Plan (Figure 3-1 of the ES [EN010142/APP/6.3])** will be of good quality through being managed ecologically in accordance with the LEMP, to be approved by requirement 7 of the **draft DCO [EN010142/APP/3.1]**. Whilst this is a potential permanent loss of 0.08% of BMV land, it is not significant and will be replaced by woodland, which will have beneficial ecological and landscape impacts.

The construction and decommissioning of the Scheme will be managed through the implementation of a CEMP, DEMP and SMP secured by requirements 12, 18 and 20 of the **draft DCO [EN010142/APP/3.1]**. These will need to be substantially in accordance with the **Framework CEMP [EN010142/APP/7.8], Framework DEMP [EN010142/APP/7.10] and Framework SMP [EN010142/APP/7.13]** and

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implemented in accordance with the approved details. These management measures will ensure that the soil resource is managed and protected to ensure that arable farming can resume post operation of the Scheme.

The removal of the Principal Site from arable production and the planting of semi-improved grassland (as set out in the **Framework LEMP [EN010142/APP/7.17]**) will provide benefits to the quality of the soil, resulting in a significant beneficial effect. There will also be additional benefits from the recovery of soil organic matter including carbon sequestration and hydrological function.

The ALC grade for the Cable Route Corridor is not currently known. **Chapter 15: Soils and Agriculture** of the ES **[EN010142/APP/6.1]** concludes that there will be no change in ALC grade, resulting in a negligible effect, irrespective of existing ALC Grade, as the high voltage cable will be buried safely below maximum cultivation depth and trenching work will not downgrade the ALC grade of this land. These measures will be secured in the SMP which will be substantially in accordance with the **Framework SMP [EN010142/APP/7.13]**.

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		<p>In summary the Scheme maximises the use of poorer quality agricultural land, minimises impacts on best and most versatile agricultural land and includes mitigation measures to reduce impacts on the soil resource.</p>
<p>Paragraph 5.11.27</p>	<p>Existing trees and woodlands should be retained wherever possible. In the EIP, the Government committed to increase the tree canopy and woodland cover to 16.5% of total land areas of England by 2050. The applicant should assess the impacts on, and loss of, all trees and woodlands within the project boundary and develop mitigation measures to minimise adverse impacts and any risk of net deforestation as a result of the scheme. Mitigation may include, but is not limited to, the use of buffers to enhance resilience, improvements to connectivity, and improved woodland management. Where woodland loss is unavoidable, compensation schemes will be required, and the long-term management and maintenance of newly planted trees should be secured.</p>	<p>Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] sets out that the Scheme has been designed to avoid key nature conservation and ecological features present within or adjacent to the Order limits. Accordingly, minimum buffers have been applied where practicable:</p> <ul style="list-style-type: none">a. All woodland – at least 15 mb. All trees and hedgerows with individual trees – protected by clearly defined root protection areas, concordant with the requirements of each individual treec. Hedgerows (where practicable) – at least 5 m <p>Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] concludes there would be no loss if ancient woodland or veteran trees as a result of the Scheme.</p> <p>The AIA (Appendix 12-7 of the ES [EN010142/APP/6.2]) explains that the buffer</p>

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zones of four veteran trees (T127, T537, T541 and T554) will be crossed by the proposed access routes for the Scheme. Mitigation measures to be secured in the CEMP are proposed to ensure that tree roots and soil structure will be robustly protected, and existing growing conditions will be maintained, through micro-siting accesses as far from tree stems as possible and using sensitive construction methods. **Chapter 9: Ecology and Natural Environment** of the ES **[EN010142/APP/6.1]** therefore concludes that a temporary adverse effect that is not significant is anticipated.

The **AIA (Appendix 12-7** of the ES **[EN010142/APP/6.2])** concludes that part of one tree group and one individual tree of high quality (category A); one individual tree, one tree group and part of two woodlands of moderate quality (category B); five individual trees, part of five tree groups, two hedgerows and part of 47 hedgerows of low quality (category C); and two individual trees and one tree group identified as unsuitable for retention (category U) have the potential to be removed or part removed to facilitate the Scheme.

No additional works to trees (including pruning) have been identified at this time. The majority of

NPS EN-1 Relevant Paragraph

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trees and important hedgerows (which are not classed as veteran or ancient) will be retained, as set out on the **Hedgerow Removal Plan [EN010142/APP/2.9]** with the **Indicative Principal Site Layout (Figure 3-1)** of the ES **[EN010142/APP/6.3]** seeking to avoid direct or indirect impacts where possible. In total, 1.24% of the total tree population within the Order limits have the potential to be removed or partially removed to facilitate the Scheme.

Where practicable, the **Indicative Principal Site Layout (Figure 3-1)** of the ES **[EN010142/APP/6.3]** uses existing farm tracks as internal haul roads and existing field openings as the preferred routes for construction access, minimising loss of hedgerow sections. Therefore, the majority of hedgerows across the Order limits have been avoided and will be retained, including, where practicable, those which are considered as important hedgerows under the wildlife and landscape criteria of the Hedgerow Regulations 1997. **Chapter 9: Ecology and Nature Conservation** of the ES **[EN010142/APP/6.1]** concludes that construction activities will result in the loss of sections of hedgerow due to security fencing and access routes across the Principal Site and to facilitate works within the Cable Route

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Corridor. The **Hedgerow Removal Plan [EN010142/APP/2.9]** shows the locations of where there is predicted to be the requirement for removal of sections of hedgerows. This amounts to approximately 6.91km of hedgerow, including 0.83km from six which are considered to be 'important' hedgerows. The **Biodiversity Net Gain Report [EN010142/APP/7.14]** confirms that a total of 5.52 km of hedgerow habitats will be lost to facilitate the Scheme, while 52.10 km will be retained in current condition.

Measures to protect retained trees and hedgerows will be put in place and secured through a detailed CEMP, DEMP and LEMP as requirements of the DCO. These measures will need to be substantially in accordance with the measures set out in the **Framework CEMP [EN010142/APP/7.8]**, **DEMP [EN010142/APP/7.10]** and **Framework LEMP [EN010142/APP/7.17]** to ensure that impacts are minimised and that the Scheme is implemented in accordance with the detailed management plans.

Paragraph 5.11.28

Where a proposed development has an impact upon a Mineral Safeguarding Area (MSA), the Secretary of State

The Scheme will not impact upon safeguarded mineral resources within the Order limits by

NPS EN-1 Relevant Paragraph

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should ensure that appropriate mitigation measures have been put in place to safeguard mineral resources.

preventing the extraction of minerals in the future after any decommissioning has taken place.

Paragraph 5.11.30

Public Rights of way, National Trails, and other rights of access to land are important recreational facilities for example for walkers, cyclists and horse riders. The Secretary of State should expect applicants to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other rights of way and open access land and, where appropriate, to consider what opportunities there may be to improve or create new access. In considering revisions to an existing right of way, consideration should be given to the use, character, attractiveness, and convenience of the right of way

The Scheme has been designed to have minimal impact on PRow. As set out in the **Design and Access Statement [EN010142/APP/7.3]** the Scheme design retains all existing PRow with no permanent closures or diversions proposed.

The site selection process carried out to identify the Principal Site for the Scheme included the exclusion of areas which contained a large number of Public Rights of Way to ensure that impacts could be minimised. Due to this design criteria, there is only one PRow on the definitive map (Gltw/85/1) falling within the Principal Site. In addition, there is a claimed PRow (DMMO 1209) which runs north-south seeking to connect Harpswell and Glentworth within the eastern extent of the Order limits.

During construction and decommissioning, all PRow within the Principal Site will either be diverted locally or managed with a banksman (or similar). Measures to divert and manage PRow are set out within the **Framework PRow Management Plan [EN010142/APP/7.16]** submitted alongside the DCO Application. Within

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the Cable Route Corridor, all but one PRow (BOAT 13) will be diverted locally or managed with a banksman. PRow BOAT 13 along Torksey Ferry Road will be temporarily closed with no diversion for up to four weeks to facilitate pavement upgrading works, with no feasible alternative routes. **Chapter 14: Socio-economic and Land Use** of the ES [EN010142/APP/6.1] concludes that the effect of BOAT 13 being temporarily closed with no diversion for up to four weeks may lead to a disruption to the users of Rampton fishing club. However as Rampton fishing club have exclusive rights to a 1.5 mile stretch of the River Trent in this location, access on foot will still be possible for the entire fishing area. This results in a minor adverse effect that is not significant on local community severance and PRow.

The Scheme proposes two new permissive paths which will form routes available to the public during the operational life of the Scheme. The one route will connect Common Lane to Kexby Road and the second route will connect Common Lane to Northlands Road. This will offer recreational access in an area where PRows are limited and will also improve north-south off-road links.

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The permissive paths will be located within 25 m wide corridors that will allow sufficient space for planting such as hedgerows to screen solar infrastructure and offer biodiversity and visual interest to users.

The Common Lane to Kexby Road route will improve links between the existing network of quiet rural lanes and PRoW, including the bridleway located within the south of the Principal Site that forms part of a recreational circuit used by local residents.

The Northlands Road to Common Lane route will provide a new north-south pedestrian link running broadly parallel with the B1398 Middle Street, following the line of a historic route along the base of Lincoln Cliff. This will provide improved access and provide a missing link between the spring-line villages including Harpswell and Glentworth, given that Middle Street is characterised by fast-moving traffic and does not have footways for pedestrians.

A Framework Public Rights of Way Management Plan [EN010142/APP/7.16] has been submitted alongside the DCO application. It is anticipated that a detailed Public Right of Way

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NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 5.11.34	The Secretary of State should ensure that applicants do not site their scheme on the best and most versatile agricultural land without justification. Where schemes are to be sited on best and most versatile agricultural land the Secretary of State should take into account the economic and other benefits of that land. Where development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality.	<p>Management Plan will be required post consent and will be secured by a requirement of the DCO.</p> <p>Agricultural land quality was a key consideration in the Applicant's site selection process. As set out in Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] and the Design and Access Statement [EN010142/APP/7.3]. Grades 1 and 2 BMV agricultural land were excluded from further consideration within the initial 15km search area for the Scheme. This was based on provisional ALC mapping from Natural England. This resulted in the identification of an area of land for the Scheme shown as Grade 3, with only the completion of ALC surveys being able to confirm whether any of the Principal Site contained BMV land. Previously developed land was also considered. These land types were identified by checking the local authority brownfield register. No suitable or available areas of brownfield or non-agricultural land which could form a contiguous Principal Site were identified.</p> <p>Following this, as part of the iterative design evolution of the Scheme and using the results of the ALC survey completed in relation to the Principal Site, the Order limits have been iterated to minimise impacts on BMV land. In addition, the</p>

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Applicant removed an area of Grade 3a land which was located on the western extent of the Principal Site from the Scheme as part of the design evolution of the Scheme, reducing the amount of affected BMV land by 11ha. This is set out in more detail in the **Design and Access Statement [EN010142/APP/7.3]**.

The remaining BMV land comprises mostly small, isolated areas, which due to their small size are likely to only be farmable alongside the lower grade surrounding land and not in isolation thereby rendering these areas unviable to remain in agricultural use. Although the Scheme is to be operational for a long term, it will be temporary with requirement 20 in the **draft DCO [EN010142/APP/3.1]** securing a time limited consent for 60 years. On this basis, and in accordance with **Chapter 15: Soils and Agriculture** of the ES **[EN010142/APP/6.1]**, there will be no significant adverse effects with respect to the loss of BMV land. This is because areas of solar PV, Solar Stations, BESS, access tracks, biodiversity zones and sensitive archaeological sites, can be restored to agricultural use by the landowner at decommissioning, with all structures removed and stored topsoil returned. The Scheme will result in the potential change of use of 0.08%

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of the Principal Site currently in arable use to woodland. It is likely that at decommissioning the woodland proposed as part of the **Indicative Principal Site Layout Plan (Figure 3-1** of the ES **[EN010142/APP/6.3]**) will be of good quality through being managed ecologically in accordance with the LEMP, to be approved by requirement 7 of the **draft DCO [EN010142/APP/3.1]**. Whilst this is a potential permanent loss of 0.08% of BMV land, it is not significant and will be replaced by woodland, which will have beneficial ecological and landscape impacts.

The construction and decommissioning of the Scheme will be managed through the implementation of a CEMP, DEMP and SMP secured by requirements 12, 18 and 20 of the **draft DCO [EN010142/APP/3.1]**. These will need to be substantially in accordance with the **Framework CEMP [EN010142/APP/7.8]**, **Framework DEMP [EN010142/APP/7.10]** and **Framework SMP [EN010142/APP/7.13]** and implemented in accordance with the approved details. These management measures will ensure that the soil resource is managed and protected to

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ensure that arable farming can resume post operation of the Scheme.

The removal of the Principal Site from arable production and the planting of semi-improved grassland (as set out in the **Framework LEMP [EN010142/APP/7.17]**) will provide benefits to the quality of the soil, resulting in a significant beneficial effect. There will also be additional benefits from the recovery of soil organic matter including carbon sequestration and hydrological function.

The ALC grade for the Cable Route Corridor is not currently known. **Chapter 15: Soils and Agriculture** of the ES **[EN010142/APP/6.1]** concludes that there will be no change in ALC grade, resulting in a negligible effect, irrespective of existing ALC Grade, as the high voltage cable will be buried safely below maximum cultivation depth and trenching work will not downgrade the ALC grade of this land. These measures will be secured in the SMP which will be substantially in accordance with the **Framework SMP [EN010142/APP/7.13]**.

In summary the Scheme maximises the use of poorer quality agricultural land, minimises impacts on best and most versatile agricultural land and

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includes mitigation measures to reduce impacts on the soil resource.

Noise and Vibration

Paragraph 5.12.4

Noise resulting from a proposed development can also have adverse impacts on wildlife and biodiversity. Noise effects of the proposed development on ecological receptors should be assessed by the Secretary of State in accordance with the Biodiversity and Geological Conservation section of this NPS at Section 5.4. This should consider underwater noise and vibration especially for marine developments. Underwater noise can be a significant issue in the marine environment, particularly in regard to energy production.

Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] includes an assessment of the likely impacts and effects on noise relevant ecological features. It is therefore considered that the Scheme is compliant with this policy.

Paragraph 5.12.6

Where noise impacts are likely to arise from the proposed development, the applicant should include the following in the noise assessment:

- a description of the noise generating aspects of the development proposal leading to noise impacts, including the identification of any distinctive tonal characteristics, if the noise is impulsive, whether the noise contains particular high or low frequency content or any temporal characteristics of the noise

Chapter 13: Noise and Vibration of the ES [EN010142/APP/6.1] presents a noise assessment in accordance with the requirements of this policy, including a description of the noise generating aspects of the development.

Section 13.4 of Chapter 13: Noise and Vibration of the ES [EN010142/APP/6.1] outlines the noise sensitive locations and premises that have been identified. Noise-sensitive receptors have been identified through a desktop study of aerial imagery and mapping across both the Principal

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- identification of noise sensitive receptors and noise sensitive areas that may be affected
- the characteristics of the existing noise environment
- a prediction of how the noise environment will change with the proposed development
 - in the shorter term, such as during the construction period
 - in the longer term, during the operating life of the infrastructure
 - at particular times of the day, evening and night (and weekends) as appropriate, and at different times of year
- an assessment of the effect of predicted changes in the noise environment on any noise-sensitive receptors, including an assessment of any likely impact on health and quality of life / well-being where appropriate, particularly among those disadvantaged by other factors who are often disproportionately affected by noise-sensitive areas
- if likely to cause disturbance, an assessment of the effect of underwater or subterranean noise

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Site and Cable Route Corridor and are presented in **Figure 13-1: Noise Sensitive Receptors and Noise Monitoring Locations** of the **[EN010142/APP/6.3]** and are summarised in **Chapter 13: Noise and Vibration** of the ES **[EN010142/APP/6.1]**. The effect of noise and vibration on these receptors have been considered during the construction, decommissioning and operational phases of the Scheme.

Section 13.6 of Chapter 13: Noise and Vibration of the ES **[EN010142/APP/6.1]** describes the existing characteristics of the noise environment for the Scheme and surrounding areas.

Section 13.7 of Chapter 13: Noise and Vibration of the ES **[EN010142/APP/6.1]** describes the embedded design mitigation relevant to the Scheme with respect to noise and vibration, encompassing the construction, operational and decommissioning phases.

Section 13.8 of Chapter 13: Noise and Vibration of the ES **[EN010142/APP/6.1]** assesses the noise and vibration effects on sensitive receptors arising from the construction, decommissioning,

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- all reasonable steps taken to mitigate and minimise potential adverse effects on health and quality of life

and operating life of the infrastructure including at particular times of the day and at night.

The noise assessment is proportionate to the likely noise impact, which would be managed through the **Framework CEMP [EN010142/APP/7.8]** during construction and would be limited by the nature of the Scheme and very small amount of traffic generated during operation.

Paragraph 5.12.7

The nature and extent of the noise assessment should be proportionate to the likely noise impact.

The noise assessment is proportionate to the likely noise impact, which would be managed through the **Framework CEMP [EN010142/APP/7.8]** during construction and would be limited by the nature of the Scheme and very small amount of traffic generated during operation.

Paragraph 5.12.8

Applicants should consider the noise impact of ancillary activities associated with the development, such as increased road and rail traffic movements, or other forms of transportation.

Chapter 13: Noise and Vibration of the ES **[EN010142/APP/6.1]** considers the noise impact of ancillary activities associated with the development, such as increased road and rail traffic movements, or other forms of transportation. It concludes that with the implementation of mitigation measures significant adverse noise and vibration effects during the construction, operation and decommissioning of

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the Scheme will be avoided at sensitive receptors. Mitigation measures have been embedded into the Scheme design and construction methodology to minimise adverse effects where practicable, as set out in Section 13.7 of **Chapter 13: Noise and Vibration** of the ES [EN010142/APP/6.1]. These include embedded design measures representing Best Practicable Means (BPM) during construction and decommissioning.

A hierarchy of mitigation measures is contained within the **Framework CEMP [EN010142/APP/7.8]** which will ensure that significant noise effects do not occur due to potential night time works and will be agreed once the principal contractor for these works is appointed. These measures include avoiding trenchless activities within 200 m of sensitive receptors and considering open cut cable laying as an alternative if not, the use of quieter equipment, and the use of temporary acoustic fencing depending on the location, plant and timing of works.

In addition, consideration has been given to traffic routing, timing and access points to the Scheme to minimise noise impacts at existing receptors and the management of construction traffic on the

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		highway network through the Framework CTMP [EN010142/APP/7.11] , which will inform a detailed CTMP to be secured through the DCO.
Paragraph 5.12.9	Operational noise, with respect to human receptors, should be assessed using the principles of the relevant British Standards and other guidance. Further information on assessment of particular noise sources may be contained in the technology specific NPSs. In particular, for renewables (EN-3) and electricity networks (EN-5) there is assessment guidance for specific features of those technologies. For the prediction, assessment and management of construction noise, reference should be made to any relevant British Standards and other guidance which also give examples of mitigation strategies.	Chapter 13: Noise and Vibration of the ES [EN010142/APP/6.1] assesses operational noise at the identified sensitive noise receptors following BS 4142 guidance, BS 8233:2014 and World Health Organisation guidance. Construction and decommissioning noise and vibration impacts have been assessed in line with Annex E of British Standards 5228-1.
Paragraph 5.12.12	Applicants should submit a detailed impact assessment and mitigation plan as part of any development plan, including the use of noise mitigation and noise abatement technologies during construction and operation	Chapter 13: Noise and Vibration of the ES [EN010142/APP/6.1] provides a detailed impact assessment and mitigation plan for noise and vibration impacts. A hierarchy of mitigation measures is contained within the Framework CEMP [EN010142/APP/7.8] which include embedded design measures representing Best Practicable Means (BPM) during construction and decommissioning. Measures which will ensure
Paragraph 5.12.13	The Secretary of State should consider whether mitigation measures are needed both for operational and construction noise over and above any which may form part of the project application. In doing so the Secretary of State may wish to impose mitigation measures. Any	

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such mitigation measures should take account of the NPPF or any successor to it and the Planning Practice Guidance on Noise.

that significant noise effects do not occur due to potential night time works and will be agreed once the principal contractor for these works is appointed. These measures include avoiding trenchless activities within 200 m of sensitive receptors and considering open cut cable laying as an alternative if not, the use of quieter equipment, and the use of temporary acoustic fencing depending on the location, plant and timing of works.

In addition, consideration has been given to traffic routing, timing and access points to the Scheme to minimise noise impacts at existing receptors and the management of construction traffic on the highway network through the **Framework CTMP [EN010142/APP/7.11]**, which will inform a detailed CTMP to be secured through the DCO.

These mitigation measures have taken account of the NPPF the Planning Practice Guidance on Noise.

Paragraph 5.12.14

Mitigation measures may include one or more of the following:

- engineering: reducing the noise generated at source and/or containing the noise generated

Section 13.7 of Chapter 13: Noise and Vibration of the ES **[EN010142/APP/6.1]** details the embedded mitigation measures that have been embedded into the Scheme design and construction methodology to minimise adverse

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- lay-out: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose-built barriers, or other buildings
- administrative: using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise limits/ noise levels, differentiating as appropriate between different times of day, such as evenings and late at night, and taking into account seasonality of wildlife in nearby designated sites
- insulation: mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

effects where practicable. These include embedded design measures representing Best Practicable Means (BPM) during construction and decommissioning, and the consideration of plant selection, layout of the Order limits, including locating and orienting noise generating infrastructure such as Solar Stations and BESS in a sensitive manner to minimise operational noise at sensitive receptors. The Applicant is specifically committing to noise related design principles including no noise generating equipment within 250 m from residential receptors as set out in the **Outline Design Principles Statement [EN010142/APP/7.4]** which will inform the detailed design, to be secured by the DCO.

A requirement is also proposed to secure a community liaison group to facilitate liaison between representatives of people living in the vicinity of the Order limits in relation to the construction of the authorised development. This will further support communication and the implementation of mitigation measures.

A hierarchy of mitigation measures is contained within the **Framework CEMP [EN010142/APP/7.8]** which will ensure that significant noise effects do not occur due to

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potential night time works and will be agreed once the principal contractor for these works is appointed. These measures include avoiding trenchless activities within 200 m of sensitive receptors and considering open cut cable laying as an alternative if not, the use of quieter equipment, and the use of temporary acoustic fencing depending on the location, plant and timing of works.

In addition, consideration has been given to traffic routing, timing and access points to the Scheme to minimise noise impacts at existing receptors and the management of construction traffic on the highway network through the **Framework CTMP [EN010142/APP/7.11]**, which will inform a detailed CTMP to be secured through the DCO.

Paragraph 5.12.15

The project should demonstrate good design through selection of the quietest or most acceptable cost-effective plant available; containment of noise within buildings wherever possible, taking into account any other adverse impacts that such containment might cause (e.g. on landscape and visual impacts; optimisation of plant layout to minimise noise emissions; and, where possible, the use of landscaping, bunds or noise barriers to reduce noise transmission)

The Scheme has demonstrated good design through the inclusion of noise and vibration mitigation measures. **Section 13.7 of Chapter 13: Noise and Vibration** of the ES **[EN010142/APP/6.1]** details the embedded mitigation measures for the operational phase. Embedded mitigation measures that will be applied includes (but is not limited to) consideration of:

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NPS EN-1 Proposed Development compliance

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- d. Plant selection
 - e. Design layout of elements within the Order limits to minimise noise at receptors including:
 - i. locating solar stations in areas away from large concentrations of receptors; and
 - ii. location and orientation of inverters and transformers.
 - f. Transformers may be standalone units or pre-assembled with inverters and switchgear to form a single contained unit (i.e enclosed)

Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] sets out an assessment of how the Scheme's design, which includes embedded mitigation measures, will have an effect on landscape and visual impacts, and sets out any necessary mitigation measures.

Paragraph 5.12.16

A development must be undertaken in accordance with statutory requirements for noise. Due regard must be given to the relevant sections of the Noise Policy Statement for England, the NPPF, and the government's associated planning guidance on noise.

Chapter 13: Noise and Vibration of the ES [EN010142/APP/6.1] considers relevant sections of the Noise Policy Statement, the NPPF, and the government's associated planning guidance on noise, within its assessment.

Paragraph 5.12.17

The Secretary of State should not grant development consent unless they are satisfied that the proposals will

Chapter 13: Noise and Vibration of the ES [EN010142/APP/6.1], concludes that with the

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meet the following aims, through the effective management and control of noise:

- avoid significant adverse impacts on health and quality of life from noise
- mitigate and minimise other adverse impacts on health and quality of life from noise
- where possible, contribute to improvements to health and quality of life through the effective management and control of noise

Paragraph 5.12.18

When preparing the Development Consent Order, the Secretary of State should consider including measurable requirements or specifying the mitigation measures to be put in place to ensure that noise levels do not exceed any limits specified in the development consent. These requirements or mitigation measures may apply to the construction, operation, and decommissioning of the energy infrastructure development.

implementation of mitigation measures significant adverse noise and vibration effects during the construction, operation and decommissioning of the Scheme will be avoided at sensitive receptors. Mitigation measures have been embedded into the Scheme design and construction methodology to minimise adverse effects where practicable, as set out in Section 13.7 of **Chapter 13: Noise and Vibration** of the ES [EN010142/APP/6.1]. These include embedded design measures representing Best Practicable Means (BPM) during construction and decommissioning, and the consideration of plant selection, layout of the Order limits, including locating and orienting noise generating infrastructure such Solar Stations and BESS in a sensitive manner to minimise operational noise at sensitive receptors. The Applicant is specifically committing to noise related design principles including no noise generating equipment within 250 m from residential receptors as set out in the **Outline Design Principles Statement** [EN010142/APP/7.4] which will inform the detailed design, to be secured by the DCO.

A requirement is also proposed to secure a community liaison group to facilitate liaison between representatives of people living in the vicinity of the Order limits in relation to the

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construction of the authorised development. This will further support communication and the implementation of mitigation measures.

A hierarchy of mitigation measures is contained within the **Framework CEMP [EN010142/APP/7.8]** which will ensure that significant noise effects do not occur due to potential night time works and will be agreed once the principal contractor for these works is appointed. These measures include avoiding trenchless activities within 200 m of sensitive receptors and considering open cut cable laying as an alternative if not, the use of quieter equipment, and the use of temporary acoustic fencing depending on the location, plant and timing of works.

In addition, consideration has been given to traffic routing, timing and access points to the Scheme to minimise noise impacts at existing receptors and the management of construction traffic on the highway network through the **Framework CTMP [EN010142/APP/7.11]**, which will inform a detailed CTMP to be secured through the DCO.

The effect of noise and vibration on nearby sensitive receptors can be minimised through a good communication strategy. Prior to

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construction works being undertaken, liaison will be undertaken with occupiers of sensitive receptors that may be adversely affected by construction noise and vibration. The communication strategy and noise complaint system will be secured through the DCO as part of the **Framework CEMP [EN010142/APP/7.8]** and **Framework DEMP [EN010142/APP/7.10]** submitted alongside the DCO. A requirement is also proposed to secure a community liaison group to facilitate liaison between representatives of people living in the vicinity of the Order limits in relation to the construction of the authorised development. This will further support communication and the implementation of mitigation measures.

Where necessary, the Applicant will submit an application for prior consent to carry out noisy work under Section 61 of the CoPA 1974 to demonstrate that noise and vibration has been minimised as far as reasonably practicable.

Socio-economics Impacts

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 5.13.2	Where the project is likely to have socio-economic impacts at local or regional levels, the applicant should undertake and include in their application an assessment of these impacts as part of the ES (see Section 4.3)	An assessment of these impacts is undertaken in Chapter 14: Socio-economics and Land Use of the ES [EN010142/APP/6.1].
Paragraph 5.13.3	The applicant is strongly encouraged to engage with relevant local authorities during early stages of project development so that the applicant can gain a better understanding of local or regional issues and opportunities.	The Applicant has engaged with relevant local authorities, as outlined in Chapter 14: Socio-economic and Land Use of the ES [EN010142/APP/6.1].
Paragraph 5.13.4	<p>The applicant's assessment should consider all relevant socio-economic impacts, which may include:</p> <ul style="list-style-type: none"> • the creation of jobs and training opportunities. Applicants may wish to provide information on the sustainability of the jobs created, including where they will help to develop the skills needed for the UK's transition to Net Zero • the contribution to the development of low-carbon industries at the local and regional level as well as nationally • the provision of additional local services and improvements to local infrastructure, including the provision of educational and visitor facilities 	Chapter 14: Socio-economics and Land Use of the ES [EN010142/APP/6.1] provides an assessment of all potential socio-economic impacts of the Scheme, in accordance with this policy.

NPS EN-1 Relevant Paragraph

NPS EN-1 Detail

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- any indirect beneficial impacts for the region hosting the infrastructure, in particular in relation to use of local support services and supply chains
 - effects (positive and negative) on tourism and other uses of the area impacted
 - the impact of a changing influx of workers during the different construction, operation and decommissioning phases of the energy infrastructure. This could change the local population dynamics and could alter the demand for services and facilities in the settlements nearest to the construction work (including community facilities and physical infrastructure such as energy, water, transport and waste). There could also be effects on social cohesion depending on how populations and service provision change as a result of the development
 - cumulative effects - if development consent were to be granted to for a number of projects within a region and these were developed in a similar timeframe, there could be some short-term negative effects, for example a potential shortage of construction workers to meet the needs of other industries and major projects within the region

Paragraph 5.13.5

Applicants should describe the existing socio-economic conditions in the areas surrounding the proposed development and should also refer to how the

Chapter 14: Socio-economics and Land Use of the ES [EN010142/APP/6.1] describes the existing socio-economic baseline conditions of the

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development's socio-economic impacts correlate with local planning policies

Study Area. The Scheme's compliance with local policies is considered in Appendix B of this Planning Statement.

Paragraph 5.13.6

Socio-economic impacts may be linked to other impacts, for example visual impacts considered in Section 5.10 but may also have an impact on tourism and local businesses. Applicants are encouraged, where possible, to demonstrate that local suppliers have been considered in any supply chain.

Chapter 14: Socio-economic and Land Use of the ES [EN010142/APP/6.1] provides an assessment of the Scheme's impact on local land use and amenity. It confirms that there are no local businesses (other than farming businesses), open spaces, community facilities, visitor attractions within the Principal Site or Cable Route Corridor, and therefore no direct land use impacts are expected during all phases.

No assessment of effects on tourism has been undertaken as no specific receptors, such as visitor attractions, have been identified within the defined assessment's Study Areas to justify such an assessment being needed. However, **Chapter 12: Landscape and Visual Amenity** of the ES [EN010142/APP/6.1] does assess the impact on visitor views in the vicinity of the Scheme and the loss of long-distance views where relevant. This includes views from PRow which provide the main opportunity for recreation in this otherwise predominantly agricultural area. Accordingly, this chapter also assesses impacts on PRow users which could include visitors to the area. On this

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basis, potential effects on tourists were assessed in the ES in so far as the effects on views and use of PRow were considered, which comprise the main matters of potential impact. The assessment concludes that there will be no significant adverse effects on views to be experienced by visitors.

During operation, the Scheme's occupation of landowners' land, as a new diversified enterprise, will provide a new income stream independent of variations in profitability of arable production. This diversified enterprise may also enable managers of farm businesses that are currently too small to be economically viable, to wind up the farm business. This is assessed to result in a temporary moderate beneficial effect, which is significant, in **Chapter 15: Soils and Agriculture** of the ES [EN010142/APP/6.1].

A Framework Skills, Supply Chain and Employment Plan (FSSCEP)

[EN010142/APP/7.18] has been prepared to maximise and pro-actively expand the economic benefits of the Scheme for the local community. A requirement of the **draft DCO** [EN010142/APP/3.1] requires the submission and approval by the relevant planning authority of a detailed SSCEP prior to the commencement of the

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		<p>development and with the SSCEP needing to be substantially in accordance with the FSSCEP [EN010142/APP/7.18].</p> <p>The jobs created by the Scheme will be in the renewable energy sector, specifically relating to solar installation, but also electricity transmission and supply chain. Where possible, there will be a preference for local staffing, and it is likely that the appointed contractors will employ trainees and apprentices as part of the construction workforce, as set out in the FSSCEP [EN010142/APP/7.18].</p>
Paragraph 5.13.7	Applicants should consider developing accommodation strategies where appropriate, especially during construction and decommissioning phases, that would include the need to provide temporary accommodation for construction workers if required	An accommodation strategy is not proposed for the Scheme as there is considered to be sufficient local supply to facilitate all construction workers.
Paragraph 5.13.8	The Secretary of State should consider whether mitigation measures are necessary to mitigate any adverse socio-economic impacts of the development. For example, high quality design can improve the visual and environmental experience for visitors and the local community alike	<p>Chapter 14: Socio-economics and Land Use of the ES [EN010142/APP/6.1] concludes that there would be no significant effects in relation to socio-economic and land use impacts.</p> <p>A Framework Skills, Supply Chain and Employment Plan (FSSCEP) [EN010142/APP/7.18] has been prepared to</p>

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maximise and pro-actively expand the economic benefits of the Scheme for the local community.

During construction there will need to be a closure of PRow BOAT 13 which cannot be diverted as there are no feasible alternative routes. However, this would be temporary and short term (only up to four weeks) therefore limiting impacts.

The Scheme design also includes two new permissive paths connecting Common Lane with Kexby Road and Northlands Road. This route will provide a safe and direct pathway within the Principal Site, which connects with the existing PRow network in the area providing an increase in public access to open space and thereby positively supporting health and wellbeing. The new paths give rise to new travel routes for recreational users, and given this, the addition of the new permissive pathways results in a beneficial effect, that is not significant, according to **Chapter 14: Socio-economic and Land Use of the ES [EN010142/APP/6.1]**.

The Scheme has been designed to the principles of good design as set out in **Chapter 12: Landscape and Visual Amenity** of the ES

NPS EN-1 Relevant Paragraph	NPS EN-1 Detail	NPS EN-1 Proposed Development compliance
Paragraph 5.13.9	The Secretary of State should have regard to the potential socio-economic impacts of new energy infrastructure identified by the applicant and from any other sources that the Secretary of State considers to be both relevant and important to its decision.	<p data-bbox="1337 363 1935 435">[EN010142/APP/6.1] and the Design and Access Statement [EN010142/APP/7.3].</p> <p data-bbox="1337 472 2045 616">Chapter 14: Socio-economics and Land Use of the ES [EN010142/APP/6.1] provides an assessment of all potential socio-economic impacts of the Scheme.</p>
Paragraph 5.13.10	The Secretary of State may conclude that limited weight is to be given to assertions of socio-economic impacts that are not supported by evidence (particularly in view of the need for energy infrastructure as set out in this NPS	<p data-bbox="1337 692 2045 836">Chapter 14: Socio-economics and Land Use of the ES [EN010142/APP/6.1] provides an assessment of all potential socio-economic impacts of the Scheme.</p>
Paragraph 5.13.11	The Secretary of State should consider any relevant positive provisions the applicant has made or is proposing to make to mitigate impacts (for example through planning obligations) and any legacy benefits that may arise as well as any options for phasing development in relation to the socio-economic impacts.	<p data-bbox="1337 874 2045 946">The Scheme provides the following environmental, economic, social and community benefits:</p> <p data-bbox="1337 970 2045 1335">g. The delivery of a substantial CNP infrastructure that will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme, represents a significant and economically rational step forwards in the fight against the global climate emergency.</p>
Paragraph 5.13.12	The Secretary of State may wish to include a requirement that specifies the approval by the local authority of an employment and skills plan detailing arrangements to promote local employment and skills development opportunities, including apprenticeships,	

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education, engagement with local schools and colleges and training programmes to be enacted.

- h. A suite of ecological enhancements including new diverse habitats and planting, helping to provide maximum benefits to biodiversity and improved connectivity, providing a minimum of 10% BNG.
- i. The provision of two new permissive paths connecting Common Lane to Northlands Road and Common Lane to Kexby Road, offering recreational access in an area where PRow are limited and also improving north-south off-road links.
- j. The provision of 914 net additional jobs per annum, with 138 jobs per annum are expected to be taken up by residents in the local area. The jobs created will be in the renewable energy sector and will contribute to the development of skills needed for the UK's transition to Net Zero by 2050.
- k. The generation of approximately £52.3 million from the Scheme per year, of which approximately £7.9 million will be within West Lindsey and Bassetlaw districts, and £44.4 million within the East Midlands as a whole.

A Framework Skills, Supply Chain and Employment Plan (FSSCEP)

[EN010142/APP/7.18] has been prepared to

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maximise and pro-actively expand the economic benefits of the Scheme for the local community. A requirement of the **draft DCO [EN010142/APP/3.1]** requires the submission and approval by the relevant planning authority of a detailed SSCEP prior to the commencement of the development and with the SSCEP needing to be substantially in accordance with the **FSSCEP [EN010142/APP/7.18]**.

The jobs created by the Scheme will be in the renewable energy sector, specifically relating to solar installation, but also electricity transmission and supply chain. Where possible, there will be a preference for local staffing, and it is likely that the appointed contractors will employ trainees and apprentices as part of the construction workforce, as set out in the **FSSCEP [EN010142/APP/7.18]**.

Traffic and Transport

Paragraph 5.14.5

If a project is likely to have significant transport implications, the applicant's ES (see Section 4.3) should include a transport appraisal. The DfT's Transport Analysis Guidance (TAG) and Welsh Governments WeITAG provides guidance on modelling and assessing the impacts of transport schemes

Appendix 16-2 of the ES **[EN010142/APP/6.2]** contains a **Transport Assessment** that has been prepared in accordance with appropriate guidance including the Department for Transport's guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (2014). The applicant has consulted with the relevant

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		<p>Highways Authorities regarding the assessment. Comments from these stakeholders are included in Section 16.5 of Chapter 16: Transport and Access of the ES [EN010142/APP/6.1]</p>
Paragraph 5.14.6	<p>National Highways and Highways Authorities are statutory consultees on SNIP applications including energy infrastructure where it is expected to affect the strategic road network and / or have an impact on the local road network, and applicants should consult with National Highways and Highways Authorities as appropriate on the assessment and mitigation to inform the application to be submitted.</p>	<p>A Transport Assessment Appendix 16-2 of the ES [EN010142/APP/6.2] has been submitted following consultation with the relevant Highways Authorities.</p>
Paragraph 5.14.7	<p>The applicant should prepare a travel plan including demand management and monitoring measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by active, public and shared transport to:</p> <ul style="list-style-type: none">• reduce the need for parking associated with the proposal;• contribute to decarbonisation of the transport network; and• Improve user travel options by offering genuine modal choice	<p>A Framework CTMP [EN010142/APP/7.11] has been prepared to mitigate transport impacts and reduce the volume of construction staff and employee trips to the Scheme, while encouraging the use of lower carbon modes of transport by identifying and communication local bus connection and pedestrian/cycle routes to/from the Scheme to all construction staff, and providing appropriate facilities for the safe storage of cycles.</p> <p>Chapter 16: Transport and Access of the ES [EN010142/APP/6.1] considers any possible disruption to services and infrastructure.</p>

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Paragraph 5.14.8

The assessment should also consider any possible disruption to services and infrastructure (such as road, rail and airports).

Paragraph 5.14.9

If additional transport infrastructure is needed or proposed, it should always include good quality walking, wheeling and cycle routes, and associated facilities (changing/storage etc) needed to enhance active transport provision

Section 5 of the TA (**Appendix 16-2** of the ES **[EN010142/APP/6.2]**) details the scheme proposals and states that site access improvements will be implemented in terms of new infrastructure.

The Scheme will include the provision of two new permissive paths connecting Common Lane to Northlands Road and Common Lane to Kexby Road. These paths will provide recreational access in an area where PRow are limited and also improving north-south off-road links. The paths will be located within 25 m wide corridors that will allow sufficient space for planting such as hedgerows to screen solar infrastructure and offer biodiversity and visual interest to users.

The new routes have had regard to existing networks and has the potential to connect in with the claimed Glentworth and Harpswell Definitive Map Modification Order (DMMO 371) PRow (bridleway) that will run north-south between Harpswell and Glentworth, should this be confirmed.

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The new routes will connect with and link to the existing PRow network and other informal recreational routes within the area providing increased access for local residents to open space. The proposed width of the permissive paths will mean that they are suitable for pedestrians and horse riders thereby also increasing access to the countryside by multiple users given that the majority of the Principal Site is not currently accessible to the public.

Paragraph 5.14.11

Where mitigation is needed, possible demand management measures must be considered. This could include identifying opportunities to:

- reduce the need to travel by consolidating trips,
- locate development in areas already accessible by active travel and public transport,
- provide opportunities for shared mobility,
- re-mode by shifting travel to a sustainable mode that is more beneficial to the network,
- retime travel outside of the known peak times,
- reroute to use parts of the network that are less busy

A Framework CTMP [EN010142/APP/7.11] has been prepared to mitigate transport impacts, reduce the volume of construction staff and employee trips to the Scheme, while encouraging the use of lower carbon modes of transport by identifying and communication local bus connection and pedestrian/cycle routes to/from the Scheme to all construction staff, and providing appropriate facilities for the safe storage of cycles.

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Paragraph 5.14.12

All stages of the project should support and encourage a modal shift of freight from road to more environmentally sustainable alternatives, such as rail, cargo bike, maritime and inland waterways, as well as making appropriate provision for and infrastructure needed to support the use of alternative fuels including charging for electric vehicles

As outlined in **Chapter 7: Climate Change** of the ES [EN010142/APP/6.1] and the **Framework CTMP [EN010142/APP/7.11]** the Scheme would aim to reduce the volume of construction staff and employee trips to the Scheme, while encouraging the use of lower carbon modes of transport by identifying and communication local bus connection and pedestrian/cycle routes to/from the Scheme to all construction staff, and providing appropriate facilities for the safe storage of cycles. It would also ensure construction vehicles conform to current emissions standards.

With respect to supporting a modal shift of freight from road in accordance with paragraph 5.14.12 of NPSs EN-1 (Ref), the use of the River Trent and the disused railway line at the former Cottam Power Station were considered as set out in paragraphs 16.3.18 and 16.3.19 of **Chapter 16: Transport and Access** of the ES [EN010142/APP/6.1]. These options are neither feasible or operationally reasonable as a means of delivering equipment and materials to the Order limits.

Paragraph 5.14.13

Regard should always be given to the needs of freight at all stages in the construction and operation of the

With respect to supporting a modal shift of freight from road in accordance with paragraph 5.14.12 of NPSs EN-1 (Ref), the use of the River Trent and

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development including the need to provide appropriate facilities for HGV drivers as appropriate

the disused railway line at the former Cottam Power Station were considered as set out in paragraphs 16.3.18 and 16.3.19 of **Chapter 16: Transport and Access** of the ES **[EN010142/APP/6.1]**. These options are neither feasible or operationally reasonable as a means of delivering equipment and materials to the Order limits.

Paragraph 5.14.14

The Secretary of State may attach requirements to a consent where there is likely to be substantial HGV traffic that:

- control numbers of HGV movements to and from the site in a specified period during its construction and possibly on the routing of such movements
- make sufficient provision for HGV parking, and associated high quality drive facilities either on the site or at dedicated facilities elsewhere, to support driver welfare, avoid 'overspill' parking on public roads, prolonged queuing on approach roads and uncontrolled on-street HGV parking in normal operating conditions
- ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force

Chapter 16: Transport and Access of the ES **[EN010142/APP/6.1]** confirms that due to measures proposed for construction, the Scheme will not result in residual adverse effects upon highway safety or generate any highway capacity issues. During construction, only one significant residual adverse effects is anticipated on severance, pedestrian delay and non motorised users amenity. This will be in relation to severance, pedestrian delay (incorporating delay to all non-motorised users) on the B1241 (ATC 23). The significant adverse effect on the B1241 will only occur in the worst-case scenario for a short period of time if activity on the construction of the Cable Route Corridor is concentrated on the B1241 north of Fleets Road.

A Framework CTMP [EN010142/APP/7.11] has been prepared to mitigate transport impacts,

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including controlling HGV movements to and from the site, as well as providing sufficient provision for HGV parking and reduce the volume of construction staff and employee trips to the Scheme.

Section 16.8 of Chapter 16: Transport and Access of the ES [EN010142/APP/6.1] also sets out the embedded design mitigation measures in relation to traffic and transport, including HGV deliveries and employee vehicles.

The construction and decommissioning of the Scheme will require up to 1,225 construction staff, 120 HGVs and 60 LGVs travelling to and from the Principal Site daily and up to 170 construction staff and 272 HGVs travelling to and from the Cable Route Corridor daily.

No movements associated with the Scheme are anticipated during the network peak hours of the day (08:00-09:00 and 17:00-18:00). Traffic will be distributed across the 11 main temporary construction compounds during the construction programme (see **Figure 16-2: Site Access Plan** of the ES [EN010142/APP/6.3]).

The site was chosen due to its good access to the local highway. The **Transport Assessment**

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		<p>(Appendix 16-2 of the ES [EN010142/APP/6.2] sets out the access strategy for the construction and operation of the Scheme with the aim to focus access off the A631. The access strategy does not seek to use the smaller and minor roads within proximity to the Scheme as main access points in the interests of highway safety and capacity. The routing of Abnormal Indivisible Load vehicles has also been considered.</p>
Paragraph 5.14.15	<p>The Secretary of State should have regard to the cost-effectiveness of demand management measures compared to new transport infrastructure, as well as the aim to secure more sustainable patterns of transport development when considering mitigation measures.</p>	<p>The Transport Assessment, Appendix 16-2 of the ES [EN010142/APP/6.2] and Framework CTMP [EN010142/APP/7.11] outline measures proposed to mitigate the traffic and transport impacts of the Scheme. The Framework CTMP will be developed into a CTMP prior to commencement and will be secured by the DCO.</p>
Paragraph 5.14.18	<p>A new energy NSIP may give rise to substantial impacts on the surrounding transport infrastructure and the Secretary of State should therefore ensure that the applicant has sought to mitigate these impacts, including during the construction phase of the development and by enhancing active, public and shared transport provision and accessibility.</p>	<p>Chapter 16: Transport and Access of the ES [EN010142/APP/6.1] confirms that due to measures proposed for construction, the Scheme will not result in residual adverse effects upon highway safety or generate any highway capacity issues. During construction, only one significant residual adverse effects is anticipated on severance, pedestrian delay and non motorised users amenity. This will be in relation to</p>
Paragraph 5.14.20	<p>Development consent should not be withheld provided that the applicant is willing to enter into planning</p>	

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obligations for funding new infrastructure or requirements can be imposed to mitigate transport impacts. In this situation the Secretary of State should apply appropriately limited weight to residual effects on the surrounding transport infrastructure

severance, pedestrian delay (incorporating delay to all non-motorised users) on the B1241 (ATC 23). The significant adverse effect on the B1241 will only occur in the worst-case scenario for a short period of time if activity on the construction of the Cable Route Corridor is concentrated on the B1241 north of Fleets Road.

Paragraph 5.14.21

The Secretary of State should only consider refusing development on highways grounds if there would be an unacceptable impact on highway safety, residual cumulative impacts on the road network would be severe, or it does not show how consideration has been given to the provision of adequate active public or shared transport access and provision.

This impact **Chapter 16: Transport and Access** of the ES **[EN010142/APP/6.1]** confirms that due to measures proposed for construction, the Scheme will not result in residual adverse effects upon highway safety or generate any highway capacity issues. During construction, two significant residual adverse effects are anticipated on severance, pedestrian delay and non motorised users amenity. One will be in relation to severance, pedestrian delay (incorporating delay to all non-motorised users) on the B1241 (ATC 23) and the other significant residual adverse effect will be on the PRoW BOAT 13 along Torksey Ferry Road. The significant adverse effect on the B1241 will only occur in the worst-case scenario for a short period of time if activity on the construction of the Cable Route Corridor is concentrated on the B1241 north of Fleets Road. In respect of PRoW BOAT13, the un-diverted closure would only be for up to four weeks and is because there are no

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feasible alternative routes to support a diversion due to the constrained nature of this part of the Order limits. All other PRowS will remain open with access managed or will be subject to temporary diversions. The **Framework PRow Management Plan [EN010142/APP/7.16]** explains the details of the temporary short-term diversions and appropriate measures for the management of PRow during the various stages of the Scheme.

will be temporary and localised and does not result in severe highway impacts or are because of a lack of capacity on the road network. In accordance with paragraph 5.14.21 of NPS EN-1 this short-term adverse residual impact is not sufficient grounds in which to refuse consent given the urgent CNP for solar infrastructure.

The Scheme is proposing to enhance access through the Principal Site resulting in improvements to PRow connectivity, with the provision of two permissive paths connecting Common Lane to Kexby Road and Common Land to Northlands Road. These permissive paths will connect with the existing PRow network in the area and informal recreational routes along existing minor roads. The Principal Site only has

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one designated PRow within its boundary, located off Kexby Road to the south. The permissive paths will increase public access thereby enhancing access to open space for local residents supporting health and well-being. The permissive paths will be up to 25m wide also allowing safe use by pedestrians and horse riders. These routes will be available during the operational life of the Scheme and are described in more detail section 5.6 of this Planning Statement.

Overall, the Scheme will not have an unacceptable or severe impact on highway safety.

Resource and Waste Management

Paragraph 4.12.10

The Secretary of State should work on the assumption that the relevant pollution control regime and other environmental regulatory regimes, including those on land drainage, water abstraction and biodiversity, will be properly applied and enforced by the relevant regulator. The Secretary of State should act to complement but not seek to duplicate them.

The Scheme has been designed and will be constructed and operated to minimise the creation of waste, maximise the use of recycled materials and assist the collection, separation, sorting, recycling and recovery of waste arising from the development during its use.

Paragraph 5.15.6

Applicants must demonstrate that development proposals are in line with Defra's policy position on the role of energy from waste in treating residual waste.

Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] sets out the arrangements that are proposed for managing any waste produced by the Scheme, in accordance

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Paragraph 5.15.8	The applicant should set out the arrangements that are proposed for managing any waste produced and prepare a report that sets out the sustainable management of waste and use of resources throughout any relevant demolition, excavation and construction activities	with the waste hierarchy, which are set out in the Framework CEMP [EN010142/APP/7.8] , Framework OEMP [EN010142/APP/7.9] and Framework DEMP [EN010142/APP/7.10] , informing detailed plans to be secured by the DCO.
Paragraph 5.15.9	The arrangements described and a report setting out the sustainable management of waste and use of resources should include information on how re-use and recycling will be maximised in addition to the proposed waste recovery and disposal system for all waste generated by the development. They should also include an assessment of the impact of the waste arising from development on the capacity of waste management facilities to deal with other waste arising in the area for at least five years of operation	Measures include: <ul style="list-style-type: none"> <li data-bbox="1337 679 2047 818">I. Increasing recyclability by segregating construction/decommissioning waste to be re-used and recycled where reasonably practicable; <ul style="list-style-type: none"> <li data-bbox="1397 842 2047 1094">a. Designing, constructing and implementing the Scheme in such a way as to minimise the creation of waste and maximise the use of alternative materials with lower embodied carbon, such as locally sourced products and materials with a higher recycled content where feasible; <li data-bbox="1397 1118 2047 1297">b. Reusing suitable infrastructure and resources where possible to minimise the use of natural resources and unnecessary materials (e.g. reusing excavated soil for fill requirements);
Paragraph 5.15.10	The applicant is encouraged to refer to the 'Waste Prevention Programme for England', 'Maximising Resources Minimising Waste' and 'Towards Zero Waste: Our Waste Strategy for Wales' and should seek to minimise the volume of waste produced and the volume of waste sent for disposal unless it can be demonstrated that this is the best overall environmental outcome.	
Paragraph 5.15.12	The UK is committed to moving towards a more 'circular economy'. Where possible, applicants are encouraged to source materials from recycled or reused sources and	

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use low carbon materials, sustainable sources and local suppliers. Construction best practices should be used to ensure that material is reused or recycled onsite where possible

Paragraph 5.15.13

Applicants are also encouraged to use construction best practices in relation to storing materials in an adequate and protected place on site to prevent waste, for example, from damage or vandalism. The use of Building Information Management tools (or similar) to record the materials used in construction can help to reduce waste in future decommissioning of facilities, by identifying materials that can be recycled or reused

Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] concludes that there would be no significant impacts relating to materials and waste during construction, operation or decommissioning. No adverse effects are expected in relation to the ability of existing waste management facilities to deal with other waste from other solar DCO's in the area. The Applicant is committed to properly managing all waste from the Scheme, including on-site and off-site, by dealing with it appropriately with the waste infrastructure available.

During decommissioning, the Scheme will be subject to measures and procedures defined within a DEMP as secured through the DCO. A **Framework DEMP [EN010142/APP/7.10]** is submitted with the DCO application.

Paragraph 5.15.14

The Secretary of State should consider the extent to which the applicant has proposed an effective system for managing hazardous and non-hazardous waste arising from the construction, operation and decommissioning of the proposed development.

Potential sources of waste associated with the Scheme are outline in **Section 17.8 of Chapter 17: Other Environmental Topics** of the ES [EN010142/APP/6.1].

The Applicant would demonstrate that processes are in place to meet relevant Environmental Permit (EP) requirements, should an EP regime relating to hazardous or non-hazardous waste be

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		<p>required for the Scheme. The Consents and Agreements Position Statement [EN010142/APP/3.3] sets out information on additional consents and licenses that are or may be needed to construct and operated the Scheme.</p>
Paragraph 5.15.15	<p>The Secretary of State should be satisfied that:</p> <ul style="list-style-type: none">• any such waste will be properly managed, both on-site and off-site.• the waste from the proposed facility can be dealt with appropriately by the waste infrastructure which is, or is likely to be, available. Such waste arisings should not have an adverse effect on the capacity of existing waste management facilities to deal with other waste arisings in the area.• adequate steps have been taken to minimise the volume of waste arisings, and of the volume of waste arisings sent to disposal, except where that is the best overall environmental outcome	<p>The Scheme has been designed and will be constructed and operated to minimise the creation of waste, maximise the use of recycled materials and assist the collection, separation, sorting, recycling and recovery of waste arising from the development during its use.</p> <p>Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] sets out the arrangements that are proposed for managing any waste produced by the Scheme, in accordance with the waste hierarchy, which are set out in the Framework CEMP [EN010142/APP/7.8], Framework OEMP [EN010142/APP/7.9] and Framework DEMP [EN010142/APP/7.10], informing detailed plans to be secured by the DCO.</p>
Paragraph 5.15.16	<p>Where necessary, the Secretary of State should use requirements or obligations to ensure that appropriate measures for waste management are applied.</p>	<p>Measures include:</p>

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Paragraph 5.15.17

The Secretary of State may wish to include a condition on revision of waste management plans at reasonable intervals when giving consent.

a. Increasing recyclability by segregating construction/decommissioning waste to be re-used and recycled where reasonably practicable;

Paragraph 5.15.19

The Secretary of State should have regard to any potential impacts on the achievement of resource efficiency and waste reduction targets set under the Environment Act 2021 or wider goals set out in the government's Environmental Improvement Plan 2023.

b. Designing, constructing and implementing the Scheme in such a way as to minimise the creation of waste and maximise the use of alternative materials with lower embodied carbon, such as locally sourced products and materials with a higher recycled content where feasible;

c. Reusing suitable infrastructure and resources where possible to minimise the use of natural resources and unnecessary materials (e.g. reusing excavated soil for fill requirements);

Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] concludes that there would be no significant impacts relating to materials and waste during construction, operation or decommissioning. No adverse effects are expected in relation to the ability of existing waste management facilities to deal with other waste from other solar DCO's in the area. The Applicant is committed to properly managing all waste from

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the Scheme, including on-site and off-site, by dealing with it appropriately with the waste infrastructure available.

During decommissioning, the Scheme will be subject to measures and procedures defined within a DEMP as secured through the DCO. A **Framework DEMP [EN010142/APP/7.10]** is submitted with the DCO application.

Water Quality and Resources

Paragraph 5.16.3

Where the project is likely to have effects on the water environment, the applicant should undertake an assessment of the existing status of, and impacts of the proposed project on, water quality, water resources and physical characteristics of the water environment, and how this might change due to the impact of climate change on rainfall patterns and consequently water availability across the water environment, as part of the ES or equivalent (see Section 4.3 and 4.10)

Chapter 10: Water Environment of the ES **[EN010142/APP/6.1]** presents an assessment of the likely significant effects on the water environment including surface water features such as rivers, streams, ditches, lakes, groundwater assets, and demand for water resources, taking into account impacts from climate change.

Paragraph 5.16.4

The applicant should make early contact with the relevant regulators, including the local authority, the Environment Agency and Marine Management Organisation, where appropriate, for relevant licensing and environmental permitting requirements.

Section 10.5 of **Chapter 10: Water Environment** of the ES **[EN010142/APP/6.1]** details that engagement has been undertaken with the Environment Agency and relevant regulators.

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Paragraph 5.16.5	Where possible, applicants are encouraged to manage surface water during construction by treating surface water runoff from exposed topsoil prior to discharging and to limit the discharge of suspended solids e.g. from car parks or other areas of hard standing, during operation	The implementation of embedded mitigation measures and best practice control measures during the construction of the Scheme will be secured via a detailed CEMP which is to be substantially in accordance with the Framework CEMP [EN010142/APP/7.8] , and a Drainage Strategy, which is to be substantially in accordance with the Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2]) .
Paragraph 5.16.6	Applicants are encouraged to consider protective measures to control the risk of pollution to groundwater beyond those outlined in River Basin Management Plans and Groundwater Protection Zones - this could include, for example, the use of protective barriers	A Water Management Plan (WMP) (which will be produced post consent) will include details for water quality monitoring and pollution prevention and control. The WMP will be a management plan that is brought forward as part of the detailed CEMP to be secured by a requirement of the DCO and to be substantially in accordance with the Framework CEMP [EN010142/APP/7.8] .
Paragraph 5.16.7	<p>The ES should in particular describe:</p> <ul style="list-style-type: none"> • the existing quality of waters affected by the proposed project and the impacts of the proposed project on water quality, noting any relevant existing discharges, proposed new discharges and proposed changes to discharges • existing water resources affected by the proposed project and the impacts of the proposed project on water resources, noting any relevant existing abstraction rates, 	An assessment of the baseline is provided in Section 10.6 of Chapter 10: Water Environment of the ES [EN010142/APP/6.1] and demonstrates compliance with this policy. The impacts of climate change and cumulative effects are considered in Chapter 18: Cumulative Effects and Interactions of the ES [EN010142/APP/6.1].

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proposed new abstraction rates and proposed changes to abstraction rates (including any impact on or use of mains supplies and reference to Abstraction Licensing Strategies) and also demonstrate how proposals minimise the use of water resources and water consumption in the first instance

- existing physical characteristics of the water environment (including quantity and dynamics of flow) affected by the proposed project and any impact of physical modifications to these characteristics
- any impacts of the proposed project on water bodies or protected areas (including shellfish protected areas) under the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 and source protection zones (SPZs) around potable groundwater abstractions
- how climate change could impact any of the above in the future
- any cumulative effects

A **Water Framework Directive (WFD) Assessment** is presented in **Appendix 10-2** of the ES [EN010142/APP/6.2] and assesses the impacts of the Scheme on water bodies or protected areas under the WFD.

Paragraph 5.16.8

The Secretary of State should consider whether mitigation measures are needed over and above any which may form part of the project application. A

Mitigation measures during the construction phase of the Scheme will be according to best practice

NPS EN-1 Relevant Paragraph

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construction management plan may help codify mitigation at that stage

and implemented through the **Framework CEMP [EN010142/APP/7.8]**.

Paragraph 5.16.16

The Secretary of State should consider proposals to mitigate adverse effects on the water environment and any enhancement measures put forward by the applicant and whether appropriate requirements should be attached to any development consent and/or planning obligations are necessary.

Chapter 10: Water Environment of the ES **[EN010142/APP/6.1]** sets out the measures propped to mitigate adverse effects on the water environment.

1.1 Table 2: National Policy Statement EN-3

NPS EN-3 Relevant Paragraph	NPS EN-3 Detail	NPS EN-3 Proposed Development compliance
Climate Change Adaption		
Paragraph 2.4.11	<p>Solar photovoltaic (PV) sites may also be proposed in low lying exposed sites. For these proposals, applicants should consider, in particular, how plant will be resilient to:</p> <ul style="list-style-type: none"> • increased risk of flooding; and • impact of higher temperatures. 	<p>Chapter 10: Water Environment of the ES [EN010142/APP/6.1] confirms that flood risk during construction and at decommissioning will be managed through the CEMP and DEMP, which will be secured by the DCO and required to be in accordance with the Framework CEMP [EN010142/APP/7.8] and Framework DEMP [EN010142/APP/7.10].</p> <p>The assessment of flood risk during the operation of the Scheme concludes that although there would be a small amount of solar PV which interacts with Flood Zone 2 and 3, the residual flood risk will be low once mitigation is included. This will include raising the minimum height of the PV panels to 20.06 AOD in this specific area as set out in Appendix 10-3: Flood Risk Assessment (FRA) of the ES [EN010142/APP/6.2] and the Outline Design Principles Statement [EN010142/APP/7.4]. A requirement of the DCO will ensure that the detailed design is substantially in accordance with the Outline Design Principles Statement [EN010142/APP/7.4]. The Solar PV Panel</p>

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mounting structure legs do not materially remove floodplain volume, particularly with the relatively few panels that will be located in Flood Zone 3. Therefore, floodplain compensation is not considered to be required.

Chapter 10: Water Environment of the ES **[EN010142/APP/6.1]** assesses flood risk and drainage in the context of EIA. This concludes that with the proposed mitigation measures to be implemented as part of the CEMP and DEMP that there will be no change to the risk of flooding from all sources with no significant effects arising. Given the design mitigation secured through the OEMP, there will be no significant adverse effects predicted upon receptors with regard to flood risk during the operation of the Scheme.

An **Outline Drainage Strategy** within **Appendix 10-4** of the ES **[EN010142/APP/6.2]** has been prepared setting out how surface water will be managed across the Scheme to avoid an increase in flood risk elsewhere. The Outline Drainage Strategy concludes that runoff will be attenuated via sustainable drainage techniques (excluding infiltration to ground due to assumed geological conditions) and restricted at greenfield rates to watercourses within the Order limits as per the existing conditions. A detailed Surface Water Drainage Strategy will be secured by a

**NPS EN-3
Relevant Paragraph**

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Detail**

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requirement of the **draft DCO**
[EN010142/APP/3.1].

Good Design

Paragraph 2.5.2

Proposals for renewable energy infrastructure should demonstrate good design, particularly in respect of landscape and visual amenity, opportunities for co-existence/co-location with other marine and terrestrial uses, and in the design of the project to mitigate impacts such as noise and effects on ecology and heritage.

As detailed in the **Design and Access Statement [EN010142/APP/7.3]** and Section 6.3 of the **Planning Statement**, the Scheme delivers good design, being in accordance with the design policies set out in the NPSs that acknowledge the context of any design decisions must reflect the need to efficiently deliver large scale renewable energy infrastructure, and therefore (as recognised in national policy) the extent to which a scheme can contribute to the enhancement of the quality of the area is limited. The Scheme design does however include embedded and additional measures that will deliver biodiversity enhancements; improved connectivity and enhancement of PRow through the provision of two new permissive paths and the inclusion of a landscape strategy which is sensitive to its surroundings, by reducing the Scheme's impact on the landscape and providing opportunities for screening to protect residential amenity. The design also mitigates the impacts such as noise, and ensures that there would be no significant impacts to ecology, or substantial harm to heritage assets. The location and design of the Scheme accords with the site selection and technical considerations set out in NPS EN-3 for

**NPS EN-3
Relevant Paragraph**

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Detail**

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large scale solar development. The Scheme will also deliver a high quality solar development design that has responded to the local and surrounding context in accordance with relevant local planning policies.

Flexibility

Paragraph 2.6.1

Where details are still to be finalised applicants should explain in the application which elements of the proposal have yet to be finalised, and the reason why this is the case

The applicant wishes to retain flexibility regarding the design detail of certain components of the Scheme. The extent of flexibility required is described in **Chapter 3: Scheme Description** of the ES [EN010142/APP/6.1] and set out in the **Outline Design Principles Statement** [EN010142/APP/7.4] and **Design and Access Statement** [EN010142/APP/7.3].

Paragraph 2.6.2

Where flexibility is sought in the consent as a result, applicants should, to the best of their knowledge, assess the likely worst-case environmental, social and economic effects of the proposed development to ensure that the impacts of the project as it may be constructed have been properly assessed

As set out in **Chapter 3: Scheme Description** of the ES [EN010142/APP/6.1], the application and EIA has been based on maximum, and if relevant, minimum parameters. To remain in accordance with the EIA Regulations, the parameters have remained as limited as practicable to ensure that the 'likely significant effects' are identified, rather than unrealistically amplified effects, which could be deemed to be unlikely. These parameters have been considered in detail by technical authors in the ES to ensure the realistic worst-case effects of the Scheme have been assessed for each potential receptor. This is of particular importance

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Detail**

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to maintain flexibility due to the rapid pace of change in solar PV technology.

Need/Principle

Paragraph 2.10.9

The government has committed to sustained growth in solar capacity to ensure that we are on a pathway that allows us to meet net zero emissions. As such solar is a key part of the government's strategy for low-cost decarbonisation of the energy sector.

This policy confirms the government's commitment to sustained growth in solar capacity and the key role of solar in the government's decarbonisation strategy. As set out in section 5 of the Planning Statement and the **Statement of Need [EN010142/APP/7.1]** the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of secure, affordable low carbon-electricity both during and beyond the critical 2020's timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme, represents a significant and rational step forwards in the fight against the global climate emergency.

Paragraph 2.10.10

Solar also has an important role in delivering the government's goals for greater energy independence and the British Energy Security Strategy states that government expects a five-fold increase in solar deployment by 2035 (up to 70GW). It sets out that government is supportive of solar that is co-located with other functions (for example, agriculture, onshore wind generation, or storage) to maximise the efficiency of land use.

Paragraph 2.10.11

The Powering Up Britain: Energy Security Plan states that government seeks large scale ground-mount solar deployment across the UK, looking for development mainly on brownfield, industrial and low and medium grade agricultural land. It sets out that solar and farming can be complementary, supporting each other financially, environmentally and through shared use of land and encourages deployment of solar technology that delivers environmental benefits, with consideration for ongoing food production or environmental improvement.

NPS EN-3 Relevant Paragraph	NPS EN-3 Detail	NPS EN-3 Proposed Development compliance
Paragraph 2.10.13	Solar farms are one of the most established renewable electricity technologies in the UK and the cheapest form of electricity generation.	NPS EN-3 explicitly recognises that solar projects can be deployed quickly so can meet the urgent need for renewable energy projects identified in NPS EN-1 and other national policies and strategies. It also recognises that solar projects generate affordable electricity.
Paragraph 2.10.14	Solar farms can be built quickly and, coupled with consistent reductions in the cost of materials and improvements in the efficiency of panels, large-scale solar is now viable in some cases to deploy subsidy-free.	
Paragraph 2.10.15	Solar farm proposals are currently likely to consist of solar panel arrays, mounting structures, piles, inverters, transformers and cables	As set out in the Statement of Need [EN010142/APP/7.1] the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of secure, affordable low carbon-electricity both during and beyond the critical 2020's timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme, represents a significant and rational step forwards in the fight against the global climate emergency.
Paragraph 2.10.16	Associated infrastructure may also be proposed and may be treated, on a case by case basis as associated development, such as energy storage, electrolyzers associated with the production of low carbon hydrogen, or security arrangements (which may encompass flood defences, fencing, lighting and surveillance).	
		Schedule 1 of the draft DCO [EN010142/APP/3.1] sets out the description of the works for which consent is sought. Work No.1 includes the ground mounted solar photovoltaic (PV) electricity generating station, with a total capacity exceeding 50 megawatts (MW) and export connection to National Grid Cottam Substation, and associated infrastructure.

NPS EN-3 Relevant Paragraph	NPS EN-3 Detail	NPS EN-3 Proposed Development compliance
Paragraph 2.10.17	Along with associated infrastructure, a solar farm requires between 2 to 4 acres for each MW of output. A typical 50MW solar farm will consist of around 100,000 to 150,000 panels and cover between 125 to 200 acres. However, this will vary significantly depending on the site, with some being larger and some being smaller. This is also expected to change over time as the technology continues to evolve to become more efficient. Nevertheless, this scale of development will inevitably have impacts, particularly if sited in rural areas.	As set out in the Statement of need [EN010142/APP/7.1] , the site selection process included an assumption in favour of a contiguous site to allow the development of a cohesive design, and to derive a site that was sufficient to reflect the power output reflective of the Bilateral Connection Agreement with National Grid. This meant that the site selection process resulted in the Scheme being firmly within the range of expected site size for each MW output
Paragraph 2.10.18	The key considerations involved in the siting of a solar farm are likely to be influenced by factors set out in the following paragraphs, in addition to considerations specific to individual projects.	Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] and the Design and Access Statement [EN010142/APP/7.4] set out the key considerations involved in the siting of the Scheme.
Irradiance and site Topography		
Paragraph 2.10.19	Irradiance will be a key consideration for the applicant in identifying a potential site as the amount of electricity generated on site is directly affected by irradiance levels. Irradiance of a site will in turn be affected by surrounding topography, with an uncovered or exposed site of good elevation and favourable south-facing aspect more likely to increase year-round irradiance levels. This in turn affects the carbon emission savings and the commercial viability of the site.	The location of the Scheme was chosen partly because the characteristics of the land in this part of Lincolnshire are optimal for the generation of renewable energy by solar PV. The land at this location has good levels of irradiation and large areas of flat land. The Order limits have been located within an area of relatively low lying and flat landscape to maximise generation of energy and irradiance.
Paragraph 2.10.20	In order to maximise irradiance, applicants may choose a site and design its layout with variable and diverse panel types and aspects, and panel arrays may also follow the	

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movement of the sun in order to further maximise the solar resource.

Tracking Panels that tilt have been adopted by the Scheme to best optimise irradiation and maximise energy generation.

Due to the fast evolving pace of solar PV technology, the Scheme allowed flexibility to be able to choose specific technology closer to the construction within the parameters defined in the **draft DCO [EN010142/APP/3.1]** and the **Outline Design Principles Statement [EN010142/APP/7.4]**. They will enable the optimum production of renewable energy within the Scheme.

Network Connection

Paragraph 2.10.21

Applicants should consider important issues relating to network connection at Section 4.11 of EN-1 and in EN-5. In particular, and where appropriate, applicants should proceed in a manner consistent with the regulatory regime for offshore transmission networks established by Ofgem, details of which are set out in EN-5.

Proximity to an available grid connection with capacity is fundamental to the delivery of a solar farm. The Applicant undertook a search for an available Point of Connection within the east of England region in addition to consideration of the maximum distance in which a site could be located from the Point of Connection. Following discussions with National Grid, the Applicant secured a Point of Connection at the National Grid Cottam Substation.

Paragraph 2.10.22

Many solar farms are connected into the local distribution network. The capacity of the local grid network to accept the likely output from a proposed solar farm is critical to the technical and commercial feasibility of a development proposal.

Paragraph 2.10.25

To maximise existing grid infrastructure, minimise disruption to existing local community infrastructure or biodiversity and reduce overall costs applicants may

The National Grid Cottam Substation has sufficient capacity to accommodate the required connection and with space available within the

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Paragraph 2.10.26

choose a site based on nearby available grid export capacity.

Where this is the case, applicants should consider the cumulative impacts of situating a solar farm in proximity to other energy generating stations and infrastructure.

existing substation that can be accommodated alongside existing public assets. The availability of the POC means that the Scheme can be deployed relatively quickly.

Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] and the **Grid Connection Statement [EN010142/APP/7.5]** provides further discussion on the process of securing the agreed network connection.

The cumulative impact of the Scheme and developments within the surrounding area is included in **Chapter 18: Cumulative Effects and Interactions** of the ES [EN010142/APP/6.1].

Proximity to Dwellings

Paragraph 2.10.27

Utility-scale solar farms are large sites that may have a significant zone of visual influence. The two main impact issues that determine distances to sensitive receptors are therefore likely to be visual amenity and glint and glare. These are considered in Landscape, Visual and Residential Amenity (paragraphs 2.10.84- 2.10.92) and Glint and Glare (paragraphs 2.10.93 – 2.10.97) impact sections below

Chapter 12 Landscape and Visual Amenity of the ES [EN010142/APP/6.1] assesses the visual impact of the Scheme. Through consultation with the relevant stakeholders, 29 viewpoints were selected to demonstrate different receptors, distances from the Principal Site, the influence of existing vegetation, potential mitigation planting and likely effects. These representative viewpoints are illustrated in **Figure 12-13** and **Figure 12-14** of the ES [EN010142/APP/6.3].

The design mitigation which is outlined in section 12.7 of **Chapter 12: Landscape and Visual**

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Amenity of the ES [EN010142/APP/6.1]; the Framework LEMP [EN010142/APP/7.17] and the Design and Access Statement [EN010142/APP/7.3] includes, but is not limited to, offsets from settlements and PRowS, buffers between residential properties and other solar schemes in the locality and creation of new green infrastructure elements and corridors throughout the Scheme, which has aimed to reduce visual impacts.

During construction and decommissioning, significant adverse effects are expected for receptors within proximity to areas of the Principal Site with solar PV infrastructure. At Year 1 of Operation, 10 of the viewpoints (1, 2a, 2b, 4, 7, 9, 13, 19, 20, 28 and 29) are anticipated to experience significant adverse effects. By Year 15, as a result of the establishment of proposed mitigation, enhancement and planting, significant effects are only expected at viewpoints 7, 9 and 13. While these effects are recorded as significant at Year 15, these will not reach a threshold where residential amenity is a consideration.

It is considered that the limited and localised residual landscape and visual effects of the Scheme are clearly outweighed by these benefits, particularly the national benefit of

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delivering large scale renewable energy infrastructure which is identified as a CNP in NPS EN-1 and strongly supported by the Government as urgently needed in order to create a secure and affordable energy system and to help combat climate change. Therefore, in accordance with this policy the level and nature of the visual impacts are not considered to outweigh the benefits of the Scheme.

Agriculture and Land Classification

Paragraph 2.10.28

Solar is a highly flexible technology and as such can be deployed on a wide variety of land types.

Paragraph 2.10.29

While land type should not be a predominating factor in determining the suitability of the site location applicants should, where possible, utilise suitable previously developed land, brownfield land, contaminated land and industrial land. Where the proposed use of any agricultural land has been shown to be necessary, poorer quality land should be preferred to higher quality land (avoiding the use of “Best and Most Versatile” agricultural land where possible). ‘Best and Most Versatile’ agricultural land is defined as land in grades 1, 2 and 3a of the Agricultural Land Classification.

Paragraph 2.10.30

Whilst the development of ground mounted solar arrays is not prohibited on Best and Most Versatile agricultural land classified 1, 2 and 3a, or sites designated for their natural beauty, or recognised for ecological or archaeological importance, the impacts of such are

Agricultural land quality was a key consideration in the Applicant’s site selection process. As set out in **Chapter 4: Alternatives and Design Evolution** of the ES [EN010142/APP/6.1] and the **Design and Access Statement [EN010142/APP/7.3]**. Grades 1 and 2 BMV agricultural land were excluded from further consideration within the initial 15km search area for the Scheme. This was based on provisional ALC mapping from Natural England. This resulted in the identification of an area of land for the Scheme shown as Grade 3, with only the completion of ALC surveys being able to confirm whether any of the Principal Site contained BMV land. Previously developed land was also considered. These land types were identified by checking the local authority brownfield register. No suitable or available areas of brownfield or

NPS EN-3 Relevant Paragraph	NPS EN-3 Detail	NPS EN-3 Proposed Development compliance
	expected to be considered and are discussed under 2.10.66 – 2.10.83 and 2.10.98 – 2.10.110.	non-agricultural land which could form a contiguous Principal Site were identified.
Paragraph 2.10.31	It is recognised that at this scale, it is likely that applicants' developments will use some agricultural land. Applicants should explain their choice of site, noting the preference for development to be on suitable brownfield, industrial and low and medium grade agricultural land.	Following this, as part of the iterative design evolution of the Scheme and using the results of the ALC survey completed in relation to the Principal Site, the Order limits have been iterated to minimise impacts on BMV land. In addition, the Applicant removed an area of Grade 3a land which was located on the western extent of the Principal Site from the Scheme as part of the design evolution of the Scheme, reducing the amount of affected BMV land by 11ha. This is set out in more detail in the Design and Access Statement [EN010142/APP/7.3] .
Paragraph 2.10.32	Where sited on agricultural land, consideration may be given as to whether the proposal allows for continued agricultural use and/or can be co-located with other functions (for example, onshore wind generation, storage, hydrogen electrolyzers) to maximise the efficiency of land use.	The remaining BMV land comprises mostly small, isolated areas, which due to their small size are likely to only be farmable alongside the lower grade surrounding land and not in isolation thereby rendering these areas unviable to remain in agricultural use. Although the Scheme is to be operational for a long term, it will be temporary with requirement 20 in the draft DCO [EN010142/APP/3.1] securing a time limited consent for 60 years. On this basis, and in accordance with Chapter 15: Soils and Agriculture of the ES [EN010142/APP/6.1] , there will be no significant adverse effects with respect to the loss of BMV land. This is because

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areas of solar PV, Solar Stations, BESS, access tracks, biodiversity zones and sensitive archaeological sites, can be restored to agricultural use by the landowner at decommissioning, with all structures removed and stored topsoil returned. The Scheme will result in the potential change of use of 0.08% of the Principal Site currently in arable use to woodland. It is likely that at decommissioning the woodland proposed as part of the **Indicative Principal Site Layout Plan (Figure 3-1** of the ES **[EN010142/APP/6.3]**) will be of good quality through being managed ecologically in accordance with the LEMP, to be approved by requirement 7 of the **draft DCO [EN010142/APP/3.1]**. Whilst this is a potential permanent loss of 0.08% of BMV land, it is not significant and will be replaced by woodland, which will have beneficial ecological and landscape impacts.

The construction and decommissioning of the Scheme will be managed through the implementation of a CEMP, DEMP and SMP secured by requirements 12, 18 and 20 of the **draft DCO [EN010142/APP/3.1]**. These will need to be substantially in accordance with the **Framework CEMP [EN010142/APP/7.8]**, **Framework DEMP [EN010142/APP/7.10]** and **Framework SMP [EN010142/APP/7.13]** and

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implemented in accordance with the approved details. These management measures will ensure that the soil resource is managed and protected to ensure that arable farming can resume post operation of the Scheme.

The removal of the Principal Site from arable production and the planting of semi-improved grassland (as set out in the **Framework LEMP [EN010142/APP/7.17]**) will provide benefits to the quality of the soil, resulting in a significant beneficial effect. There will also be additional benefits from the recovery of soil organic matter including carbon sequestration and hydrological function.

The ALC grade for the Cable Route Corridor is not currently known. **Chapter 15: Soils and Agriculture** of the ES **[EN010142/APP/6.1]** concludes that there will be no change in ALC grade, resulting in a negligible effect, irrespective of existing ALC Grade, as the high voltage cable will be buried safely below maximum cultivation depth and trenching work will not downgrade the ALC grade of this land. These measures will be secured in the SMP which will be substantially in accordance with the **Framework SMP [EN010142/APP/7.12]**.

In summary the Scheme maximises the use of poorer quality agricultural land, minimises

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		impacts on best and most versatile agricultural land and includes mitigation measures to reduce impacts on the soil resource.
		The impacts of the Scheme on sites designated for their natural beauty, or recognised for ecological or archaeological importance are set out in the relevant chapters of the ES [EN010142/APP/6.1] .
Paragraph 2.10.33	The Agricultural Land Classification (ALC) is the only approved system for grading agricultural quality in England and Wales and, if necessary, field surveys should be used to establish the ALC grades in accordance with the current, or any successor to it, grading criteria and identify the soil types to inform soil management at the construction, operation, and decommissioning phases in line with the Defra Construction Code.	Table 15-10 of Chapter 15: Soils and Agriculture of the ES [EN010142/APP/6.1] shows the distribution of Agricultural Land Classification (ALC) Grades within the Principal Site, determined by the detailed soil survey presented in Appendix 15-2: Agricultural Land Classification Baseline Report of the ES [EN010142/APP/6.2] .
Paragraph 2.10.34	Applicants are encouraged to develop and implement a Soil Resources and Management Plan which could help to use and manage soils sustainably and minimise adverse impacts on soil health and potential land contamination. This should be in line with the ambition set out in the Environmental Improvement Plan to bring at least 40% of England's agricultural soils into sustainable management by 2028 and increase this up to 60% by 2030.	The Framework Soil Management Plan (FSMP) [EN010142/APP/7.12] has been prepared which includes measures to ensure that soil quality is not degraded during operation. A requirement in the draft DCO [EN010142/APP/3.1] will secure the approval of a Soil Management Plan (SMP) that must be substantially in accordance with the FSMP and the SMP implemented as approved. These measures will ensure that the soil resource is protected.

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Similarly, the SMP, to be substantially in accordance with the **FSMP [EN010142/APP/7.12]** will ensure soil quality is protected during both construction and decom. The removal of the Principal Site from arable production and the planting of semi-improved grassland (as set out in the **Framework LEMP [EN010142/APP/7.17]**) will provide benefits to the quality of the soil, resulting in a significant beneficial effect. There will also be additional benefits from the recovery of soil organic matter including carbon sequestration and hydrological function.

Paragraph 2.10.145

[Factors influencing site selection and design]

The Secretary of State should take into account the economic and other benefits of the best and most versatile agricultural land. The Secretary of State should ensure that the applicant has put forward appropriate mitigation measures to minimise impacts on soils or soil resources.

Chapter 15: Soils and Agricultural Land of the ES **[EN010142/APP/6.1]** and the **Framework Soils Management Plan [EN010142/APP/7.12]** set out how agricultural land was considered in the design of Scheme, the Scheme's embedded mitigation measures, and principles on how the soils will be managed and protected during the construction, operation and decommissioning of the Scheme.

Accessibility

Paragraph 2.10.35

Applicants will need to consider the suitability of the access routes to the proposed site for both the construction and operation of the solar farm with the former likely to raise more issues.

The vehicular access arrangements for the Scheme to be used during both construction and once operational are presented in Section 5.4 of the **TA (Appendix 16-2)** of the ES

NPS EN-3 Relevant Paragraph	NPS EN-3 Detail	NPS EN-3 Proposed Development compliance
Paragraph 2.10.36	Given that potential solar farm sites are largely in rural areas, access for the delivery of solar arrays and associated infrastructure during construction can be a significant consideration for solar farm siting	[EN010142/APP/6.2]). This confirms the use of three access points serving the Principal Site from the A631 and one access from the B1398 Middle Street. For the Cable Route Corridor, 24 site accesses are proposed, including the shared use of three of the accesses proposed for the Principal Site.
Paragraph 2.10.37	Developers will usually need to construct on-site access routes for operation and maintenance activities, such as footpaths, earthworks, or landscaping.	The Scheme includes internal accesses associated with the Principal Ste at School Lane and Common Lane. Marshals will be used to manage the crossing of vehicles over these local highways. The Principal Site will be accessed via the four main accesses off the A631 and the B1398 to ensure that vehicles do not use local rural roads.
Paragraph 2.10.38	In addition, sometimes access routes will need to be constructed to connect solar farms to the public road network.	The Scheme design incorporates mitigation to reduce adverse effects and minimise impacts. These are set out in section 16.7 of the Chapter 16: Transport and Access of the ES [EN010142/APP/6.1] and Section 8 of the associated TA (Appendix 16-2) of the ES [EN010142/APP/6.2] .
Paragraph 2.10.39	Applications should include the full extent of the access routes necessary for operation and maintenance and an assessment of their effects.	The DCO application is also supported by an Abnormal Indivisible Loads Management Plan, appended to the Framework CTMP [EN010142/APP/7.11] . This provides a desk-based study of the preferred transport route for the delivery of transformers from the port of entry

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to the two on-site substations. It also considers public road improvements or temporary works that may be required to facilitate access. The Plan also includes a Cable Drum Delivery Route Assessment setting out the preferred route for the delivery of cable drums from the port of entry to eight proposed temporary contractors compounds located along the Cable Route Corridor. The Abnormal Indivisible Loads Management Plan appended to the **Framework CTMP [EN010142/APP/7.11]** includes vehicle tracking plans to demonstrate how deliveries can be made safely to the Site and to inform the need for public road improvement and street works such as road widening, passing places, street furniture and curb adjustments, to be secured by the **Streets, Rights of Way and Access Plans [EN010142/APP/2.4]** and **Traffic Regulation Measure Plans [EN010142/APP/2.5]** that will be certified plans for the purposes of the Order.

The **TA (Appendix 16-2** of the ES **[EN010142/APP/6.2])** sets out the anticipated distribution of traffic associated with the Scheme upon the local highway network based upon the proposed access points described above and during construction. This demonstrates that the Scheme is within the overall capacity of the highway network with no need to undertake junction modelling to inform the TA. Preliminary

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access designs are included within the **Framework CTMP [EN010142/APP/7.11]** demonstrating the ability of the Scheme to create a safe and well-designed access with suitable geometry to allow safe manoeuvring in and out of the Site and with appropriate visibility splays informed by speed survey data for construction.

PRoW

Paragraph 2.10.40

Proposed developments may affect the provision of public rights of way networks.

Chapter 14: Socio-economic and Land Use of the ES **[EN010142/APP/6.1]** states that no permanent closures of PRoW are expected during the construction, operation or decommissioning phases of the Scheme.

Paragraph 2.10.41

Public rights of way may need to be temporarily closed or diverted to enable construction, however, applicants should keep, as far as is practicable and safe, all public rights of way that cross the proposed development site open during construction and protect users where a public right of way borders or crosses the site.

During construction and decommissioning, all PRoW within the Principal Site will either be diverted locally or managed with a banksman (or similar). Measures to divert and manage PRoW are set out within the **Framework PRoW Management Plan [EN010142/APP/7.16]** submitted alongside the DCO Application. Within the Cable Route Corridor, all but one PRoW (BOAT 13) will be diverted locally or managed with a banksman. PRoW BOAT 13 along Torksey Ferry Road will be temporarily closed with no diversion for up to four weeks to facilitate pavement upgrading works, with no feasible alternative routes. **Chapter 14: Socio-economic and Land Use** of the ES **[EN010142/APP/6.1]**

Paragraph 2.10.42

Applicants are encouraged to design the layout and appearance of the site to ensure continued recreational use of public rights of way, where possible during construction, and in particular during operation of the site.

Paragraph 2.10.43

Applicants are encouraged where possible to minimise the visual impacts of the development for those using existing public rights of way, considering the impacts this may have on any other visual amenities in the surrounding landscape.

Paragraph 2.10.44

Applicants should consider and maximise opportunities to facilitate enhancements to the public rights of way and

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the inclusion, through site layout and design of access, of new opportunities for the public to access and cross proposed solar development sites (whether via the adoption of new public rights of way or the creation of permissive paths), taking into account where appropriate the views of landowners.

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concludes that the effect of BOAT 13 being temporarily closed with no diversion for up to four weeks may lead to a disruption to the users of Rampton fishing club, its, however as Rampton fishing club have exclusive rights to a 1.5 mile stretch of the River Trent in this location, access on foot will still be possible for the entire fishing area. This results in a minor adverse effect that is not significant.

The site selection process carried out to identify the Principal Site as described in **Chapter 4: Alternatives and Design Evolution** of the ES [EN010142/APP/6.1] considered the presence of PRow as part of this process to ensure that impacts were minimised. In addition, there will be two new permissive paths connecting Common Lane with Kexby Road and Northlands Road. This route will provide a safe and direct pathway within the Principal Site, which connects with the existing PRow network in the area providing an increase in public access to open space and thereby positively supporting health and wellbeing. The new paths give rise to new travel routes for recreational users, and given this, the addition of the new permissive pathways results in a beneficial effect, that is not significant, according to **Chapter 14: Socio-economic and Land Use** of the ES [EN010142/APP/6.1].

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Paragraph 2.10.45	Applicants should set out detail on how public rights of way would be managed to ensure they are safe to use is set out in an outline Public Rights of Way Management Plan	A Framework Public Rights of Way Management Plan [EN010142/APP/7.16] has been submitted alongside the application which sets out detail on how PRow will be managed to ensure they are safe to use.
Security and Lighting		
Paragraph 2.10.46	Security of the site is a key consideration for developers. Applicants may wish to consider not only the availability of natural defences such as steep gradients, hedging and rivers but also perimeter security measures such as fencing, electronic security, CCTV and lighting, with the measures proposed on a site-specific basis.	Chapter 3: Scheme Description of the [EN010142/APP/6.1] outlines the security measures incorporated in the design of the Scheme design. Efforts have been made to reduce the impact of security fencing and lighting, as set out in detail in the Framework LEMP [EN010142/APP/7.17] , Framework CEMP [EN010142/APP/7.8] , Framework OEMP [EN010142/APP/7.9] and Framework DEMP [EN010142/APP/7.10] . Final versions of these documents will be produced and secured as part of the DCO.
Paragraph 2.10.47	Applicants should assess the visual impact of these security measures, as well as the impacts on local residents, including for example issues relating to intrusion from CCTV and light pollution in the vicinity of the site.	
Paragraph 2.10.48	Applicants should consider the need to minimise the impact on the landscape and the visual impact of security measures	
Technical considerations		
Paragraph 2.10.49	Applications for solar farms are likely to comprise a number of elements including solar panel arrays, piling, inverters, mounting structures, cabling, earthworks, and measures associated with site security, and may also include associated infrastructure such as energy storage	The Outline Design Principles Statement [EN010142/APP/7.4] provides the guiding principles for the detailed design of the Scheme and will be secured by a requirement in the DCO. This will form the parameters of the detailed

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	and electrolyzers associated with the production of low carbon hydrogen.	design and has fed into Schedule 1 of the draft DCO [EN010142/APP/3.1] where the different components of the Scheme are divided into works which correspond with the work number areas shown on the Works Plans [EN010142/APP/2.3] .
Paragraph 2.10.50	Solar panels generate electricity in direct current (DC) form. A number of panels feed an external inverter, which is used to convert the electricity to alternating current (AC). After inversion a transformer will step-up the voltage for export to the grid. Because the inverter is separate from the panels, the total capacity of a solar farm can be measured either in terms of the combined capacity of installed solar panels (measured in DC) or in terms of combined capacity of installed inverters (measured in AC).	The Scheme is DC-coupled. This technology is described in Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] . DC-coupled schemes result in BESS being dispersed across the Scheme sitting alongside the Solar Stations rather than being in a centralised location like the AC-coupled system. This will result in a more efficient scheme.
Paragraph 2.10.51	For the purposes of determining the capacity thresholds in Section 15 of the 2008 Act, all forms of generation other than solar are currently assessed on an AC basis, while a practice has developed where solar farms are assessed on their DC capacity	
Paragraph 2.10.52	Having reviewed this matter, the Secretary of State is now content that this disparity should end, particularly as electricity from some other forms of generation is switched between DC and AC within a generator before it is measured.	
Paragraph 2.10.53	From the date of designation of this NPS, for the purposes of Section 15 of the Planning Act 2008, the maximum combined capacity of the installed inverters	

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	(measured in alternating current (AC)) should be used for the purposes of determining solar site capacity.	
Paragraph 2.10.55	The installed generating capacity of a solar farm will decline over time in correlation with the reduction in panel array efficiency. There is a range of sources of degradation that developers need to consider when deciding on a solar panel technology to be used. Applicants may account for this by overplanting solar panel arrays.	The indicative design for the Scheme includes an element of overplanting to have regard to the degradation of panels.
Paragraph 2.10.56	AC installed export capacity should not be seen as an appropriate tool to constrain the impacts of a solar farm. Applicants should use other measurements, such as panel size, total area and percentage of ground cover to set the maximum extent of development when determining the planning impacts of an application.	Chapter 4: Design Evolution and Alternatives of the ES [EN010142/APP/6.1] sets out the evolution of design, and the technology proposed by the Scheme.
Site layout design and appearance		
Paragraph 2.10.60	As set out above applicants will consider several factors when considering the design and layout of sites, including, proximity to available grid capacity to accommodate the scale of generation, orientation, topography, previous land – use and ability to mitigate environmental impacts and flood risk.	As detailed in the Design and Access Statement [EN010142/APP/7.3] and Section 6.3 of the Planning Statement, the location and design of the Scheme is the result of a comprehensive site selection process that was environmental, and planning led to avoid and minimise impacts as early as possible. Following this, the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity using solar PV arrays, whilst also being sensitive to the local context and
Paragraph 2.10.61	For a solar farm to generate electricity efficiently the panel array spacing should seek to maximise the potential power output of the site. The type, spacing and aspect of panel arrays will depend on the physical characteristics of the site such as site elevation.	

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surrounding area within which it is located, avoiding and minimising impacts on the environment as far as practicable.

The Applicant's site selection process (set out in **Chapter 4: Alternatives and Design Evolution** of the ES [EN010142/APP/6.1]) demonstrates that land was identified for the Principal Site within an area of good solar irradiance and relatively low lying and flat topography landscape to maximise energy generation.

The Applicant undertook a search of available capacity within Lincolnshire County Council and Nottinghamshire County Council and following discussions with National Grid secured a Point of Connection (POC) at National Grid Cottam Substation. The location of the Order limits was therefore informed by the selection of a site within a feasible distance for connection to the available POC at Cottam and with suitable capacity for export of renewable energy generated in alignment with the capacity of that POC.

The contiguous site, and the layout and appearance of the proposed east-west single axis tracker technology, and associated DC coupled BESS, described in **Chapter 3: Scheme Description** of the ES [EN010142/APP/6.1] and illustrated on **Figure 3-1** of the ES

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		<p>[EN010142/APP/6.3] provides an efficient arrangement that maximises electricity generation whilst avoiding and minimising environmental effects. Underground cabling is proposed to reduce visual impacts.</p> <p>The design process and basis of design are set out in Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] and the Design and Access Statement [EN010142/APP/7.3]</p>
Paragraph 2.10.62	In terms of design and layout, applicants may favour a south-facing arrangement of panels to maximise output although other orientations may be chosen. For example, an east-west layout, whilst likely to result in reduced output compared to south-facing panels on a panel-by-panel basis, may allow for a greater density of panels to compensate and therefore for generation to be spread more evenly throughout the day.	The contiguous site, and the layout and appearance of the proposed east-west single axis tracker technology, and associated DC coupled BESS, described in Chapter 3: Scheme Description of the ES [EN010142/APP/6.1] and illustrated on Figure 3-1 of the ES [EN010142/APP/6.3] provides an efficient arrangement that maximises electricity generation whilst avoiding and minimising environmental effects.
Paragraph 2.10.63	It is likely that underground and overhead cabling will be required to connect the electrical assets of the site, such as from the substation to the panel arrays or storage facilities.	The Applicant has secured a connection to the National Grid via a new below ground grid connection cable, located within the Cable Route Corridor. This will connect the two on-site substations to the National Grid Cottam Substation. Further details are included in the Grid Connection Statement
Paragraph 2.10.64	In the case of underground cabling, applicants are expected to provide a method statement describing cable trench design, installation methodology, as well as details of the operation and maintenance regime.	

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[EN010142/APP/7.5] and Chapter 3: Scheme Design of the ES [EN010142/APP/6.1].

Project Lifetime and decommissioning

Paragraph 2.10.66	Time limited consent, where granted, is described as temporary because there is a finite period for which it exists, after which the project would cease to have consent and therefore must seek to extend the period of consent or be decommissioned and removed.	The operational life of the Scheme is 60 years from the date of final commissioning. This will allow the land (that has previously been intensively farmed) to recover ultimately safeguarding the agricultural usage of this land for future generations.
Paragraph 2.10.69	Applicants should set out what would be decommissioned and removed from the site at the end of the operational life of the generating station, considering instances where it may be less harmful for the ecology of the site to keep or retain certain types of infrastructure, for example underground cabling, and where there may be socio-economic benefits in retaining site infrastructure after the operational life, such as retaining pathways through the site or a site substation	When the operational phase ends, the Scheme will require decommissioning. All PV panels, mounting poles, on-site cabling, inverters, transformers and concrete foundations to those elements not remaining would be removed from the Principal Site and recycled or disposed of in accordance with good practice and market conditions at that time.
Paragraph 2.10.147	Where the consent for a solar farm is to be time-limited, the DCO should impose a requirement setting that time-limit from the date the solar farm starts to generate electricity.	During decommissioning, all infrastructure associated with the Scheme will be removed and recycled or disposed of in accordance with good practice and market conditions at that time.
Paragraph 2.10.148	Such a requirement should also secure the decommissioning of the generating station after the expiration of its permitted operation to ensure that inoperative plant is removed after its operational life	This is with the exception of the cabling in the Cable Route Corridor, which may remain in-situ. The mode of cable decommissioning for the Cable Route Corridor and interconnecting cables will be dependent upon government policy and best practice at that time. Currently, the most
Paragraph 2.10.149	An upper limit of 40 years is typical, although applicants may seek consent without a time period or for differing time-periods for operation	

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Paragraph 2.10.150	The time limited nature of the solar farm, where a time limit is sought as a condition of consent, is likely to be an important consideration for the Secretary of State.	environmentally acceptable option is leaving the cables in situ, as this avoids disturbance to overlying land and habitats and to neighbouring communities. Alternatively, the cables can be removed by opening the ground at regular intervals and pulling the cable through to the extraction point, avoiding the need to open up the entire length of the cable route.
Paragraph 2.10.151	The Secretary of State should consider the period of time the applicant is seeking to operate the generating station as well as the extent to which the site will return to its original state when assessing impacts such as landscape and visual effects and potential effects on the settings of heritage assets and nationally designated landscapes	In addition, the future of the substations and the Solar Farm Control Centre building would be agreed with the relevant Local Planning Authority prior to commencement of decommissioning. The impact assessment within Chapters 6 to 18 of this ES [EN010142/APP/6.1] has been based on the worst-case parameters for each technical topic and justification is presented within the relevant technical chapter.
		Decommissioning will take between 12 and 24 months in phases. There would be two main phases associated with this; the first phase would remove the above ground structures followed by the second phase for the removal of below ground elements of the Scheme.
		The effects of decommissioning are often similar to, or of a lesser magnitude than, construction effects are considered in the Chapters 6 to 18 of the ES [EN010142/APP/6.1]. A Framework Decommissioning Environmental

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Management Plan (DEMP)

[EN010142/APP/7.10] has been produced as part of the ES to demonstrate how the mitigation measures will be implemented. It will also set out the monitoring and auditing activities designed to ensure that such mitigation measures are carried out, and that they are effective. This will be secured by a Requirement within the DCO.

Flexibility

Paragraph 2.10.70

In many cases, not all aspects of the proposal may have been settled in precise detail at the point of application. Such aspects may include:

- the type, number and dimensions of the panels;
- layout and spacing;
- the type of inverter or transformer; and
- whether storage will be installed (with the option to install further panels as a substitute).

The Applicant wishes to retain flexibility regarding the design detail of certain components of the Scheme. The extent of the flexibility required is described in **Chapter 3: Scheme Description** of the ES **[EN010142/APP/6.1]** and set out in the **Outline Design Principles Statement [EN010142/APP/7.4]** and the **Design and Access Statement [EN010142/APP/7.3]**.

Paragraph 2.10.71

Applicants should set out a range of options based on different panel numbers, types and layout, with and without storage.

Chapter 5: Environmental Impact Assessment Methodology and **Chapter 3: Scheme Description** of the ES **[EN010142/APP/6.1]**

explain that the parameters for the Scheme are defined by the **Outline Design Principles Statement [EN010142/APP/7.4]** which have been informed by the assessments in the **ES [EN010142/APP/6.1/6.2/6.3]** and reciprocally used for assessment purposes. Where there is uncertainty, the Applicant has assessed the worst case scenario for the purposes of the ES.

Paragraph 2.10.74

Guidance on how applicants should manage flexibility is set out at Section 2.6 of this NPS.

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Biodiversity and Ecological Conservation		
Paragraph 2.10.76	The applicant's ecological assessments should identify any ecological risk from developing on the proposed site.	<p>Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] provides an assessment of the Scheme's impact on important ecological features and is supported by extensive survey work (see Appendices 9-2 to 9-11 of the ES [EN010142/APP/6.2]) to confirm the ecological habitats and species likely to be affected by the Scheme.</p>
Paragraph 2.10.77	Issues that need assessment may include habitats, ground nesting birds, wintering and migratory birds, bats, dormice, reptiles, great crested newts, water voles and badgers	
Paragraph 2.10.78	The applicant should use an advising ecologist during the design process to ensure that adverse impacts are avoided, minimised or mitigated in line with the mitigation hierarchy, and biodiversity enhancements are maximised	
Paragraph 2.10.79	The assessment may be informed by a 'desk study' of existing ecological records, an evaluation of the likely impacts of the solar farm upon ecological features and should specify mitigation to avoid or minimise these impacts, and any further surveys required	<p>Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] identifies ecological risks from developing the Scheme. It has assessed impacts on protected species, habitats, and other species identified as being of principal importance for the conservation of biodiversity. The assessment has been carried out by competent ecologists, who have advised during the design process to ensure that impacts are avoided, minimised and mitigated in line with the mitigation hierarchy, and biodiversity enhancements are maximised.</p>
		<p>Section 9.9 of Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] sets out the expected effects on the above receptors during construction, operation and decommissioning of the Scheme. It concludes that there are no potential significant adverse</p>

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		<p>effects identified as on any internationally, nationally, or locally designated sites during construction, operation or decommissioning of the Scheme.</p> <p>The Scheme will meet a minimum 10% BNG, consistent with the terms of the Biodiversity Net Gain (BNG) Report [EN010142/APP/7.14] and aligned with the proposals in the Framework LEMP [EN010142/APP/7.17]. The BNG report [EN010142/APP/7.14] demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.</p>
Paragraph 2.10.80	Applicants should consider earthworks associated with construction compounds, access roads and cable trenching.	Section 3.5 of Chapter 3: Scheme Description of the ES [EN010142/APP/6.1] describes the works required for construction, including
Paragraph 2.10.81	Where soil stripping occurs topsoil and subsoil should be stripped, stored, and replaced separately to minimise soil damage and to provide optimal conditions for site restoration. Further details on minimising impacts on soil and soil handling are above at 2.10.18 and 2.10.19.	<p>installation of cables which will include earthworks.</p> <p>A Framework Soils Management Plan [EN010142/APP/7.12] sets out the principles on how the soils will be managed and protected during the construction, operation and decommissioning of the Scheme. A detailed soil resource management plan will be prepared prior to construction as secured by DCO Requirement.</p>
Paragraph 2.10.82	Applicants should consider how security and lighting installations may impact on the local ecology. Where pole	Security, lighting and CCTV required for the Scheme are described in detail in Chapter 3:

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	<p>mounted CCTV facilities are proposed the location of these facilities should be carefully considered to minimise impact. If lighting is necessary, it should be minimised and directed away from areas of likely habitat</p>	<p>Scheme Description of the ES [EN010142/APP/6.1], Framework CEMP [EN010142/APP/7.8], Framework OEMP [EN010142/APP/7.9] and Framework DEMP [EN010142/APP/7.10].</p> <p>The Schemes security and lighting have been designed to respond sensitively to ecology and the landscape features.</p>
Paragraph 2.10.83	<p>Applicants should consider how site boundaries are managed. If any hedges/scrub are to be removed, further surveys may be necessary to account for impacts. Buffer strips between perimeter fencing and hedges may be proposed, and the construction and design of any fencing should account for enabling mammal, reptile and other fauna access into the site if required to do so in the ecological report</p>	<p>The ES [EN010142/APP/6.1/6.2/6.3] takes account of all works boundaries and hedgerows. Buffers to woodland and hedgerow are included, and proposals for fencing incorporate features to enable the movement of mammals, reptiles and other fauna. These are set out in Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1]</p>
Paragraph 2.10.89	<p>Solar farms have the potential to increase the biodiversity value of a site, especially if the land was previously intensively managed. In some instances, this can result in significant benefits and enhancements beyond Biodiversity Net Gain, which result in wider environmental gains which is encouraged.</p>	<p>The Scheme will meet a minimum 10% BNG, consistent with the terms of the Biodiversity Net Gain (BNG) Report [EN010142/APP/7.14] and aligned with the proposals in the Framework LEMP [EN010142/APP/7.17]. The BNG report [EN010142/APP/7.14] demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.</p>
Paragraph 2.10.90	<p>For projects in England, applicants should consider enhancement, management, and monitoring of biodiversity in line with the ambition set out in the Environmental Improvement Plan and any relevant</p>	

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Paragraph 2.10.128	measures and targets, including statutory targets set under the Environment Act or elsewhere.	The Scheme will meet a minimum 10% BNG, consistent with the terms of the Biodiversity Net Gain (BNG) Report [EN010142/APP/7.14] and aligned with the proposals in the Framework LEMP [EN010142/APP/7.17] . The BNG report [EN010142/APP/7.14] demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.
Paragraph 2.10.129	This might include maintaining or extending existing habitats and potentially creating new important habitats, for example by installing cultivated strips/plots for rare arable plants, rough grassland margins, bumble bee plant mixes, and wild bird seed mixes.	The Scheme includes measures to extend existing habitats and create new important habitats. These are set out in the Framework LEMP [EN010142/APP/7.17] .
Paragraph 2.10.130	Applicants are advised to develop an ecological monitoring programme to monitor impacts upon the flora of the site and upon any particular ecological receptors (such as bats and wintering birds). Results of the monitoring will then inform any changes needed to the land management of the site, including, if appropriate, any livestock grazing regime.	Appropriate monitoring will be undertaken during construction and operation as set out in the Framework LEMP [EN010142/APP/7.17] , Framework CEMP [EN010142/APP/7.8] , Framework OEMP [EN010142/APP/7.9] and Framework DEMP [EN010142/APP/7.10] .
Drainage		
Paragraph 2.10.84	Where a Flood Risk Assessment has been carried out this must be submitted alongside the applicant's ES. This will need to consider the impact of drainage. As solar PV panels will drain to the existing ground, the impact will not, in general, be significant.	A FRA is provided at Appendix 10-3 of the ES [EN010142/APP/6.2] that considers the impacts of drainage. The preparation of the FRA and the ES has taken account of advice and consultation with key bodies. Chapter 10: Water

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Paragraph 2.10.85	Where access tracks need to be provided, permeable tracks should be used, and localised Sustainable Drainage Systems (SuDS), such as swales and infiltration trenches, should be used to control any runoff where recommended.	<p>Environment of the ES [EN010142/APP/6.1] assesses flood risk and drainage in the context of EIA. This concludes that with the proposed mitigation measures to be implemented as part of the CEMP and DEMP that there will be no change to the risk of flooding from all sources with no significant effects arising. Given the design mitigation secured through the OEMP, there will be no significant adverse effects predicted upon receptors with regard to flood risk during the operation of the Scheme.</p> <p>An Outline Drainage Strategy within Appendix 10-4 of the ES [EN010142/APP/6.2] has been prepared setting out how surface water will be managed across the Scheme to avoid an increase in flood risk elsewhere. The Outline Drainage Strategy concludes that runoff will be attenuated via sustainable drainage techniques (excluding infiltration to ground due to assumed geological conditions) and restricted at greenfield rates to watercourses within the Order limits as per the existing conditions. A detailed Surface Water Drainage Strategy will be secured by a requirement of the draft DCO [EN010142/APP/3.1].</p> <p>Chapter 10: Water Environment of the ES [EN010142/APP/6.1] concludes, with the implementation of embedded mitigation</p>
Paragraph 2.10.86	Given the temporary nature of solar PV farms, sites should be configured or selected to avoid the need to impact on existing drainage systems and watercourses.	
Paragraph 2.10.87	Culverting existing watercourses/drainage ditches should be avoided.	
Paragraph 2.10.88	Where culverting for access is unavoidable, applicants should demonstrate that no reasonable alternatives exist and where necessary it will only be in place temporarily for the construction period.	

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measures and best practice control measures secured via detailed plans which are to be substantially in accordance with the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]**, that no significant adverse effects are anticipated to any of the identified surface water bodies or groundwater bodies during the construction, operation or decommissioning phases of the Scheme.

Permanent access across watercourses will be required within the Principal Site for the lifetime of the Scheme. **Chapter 10: Water Environment** of the ES **[EN010142/APP/6.1]** assumes that this will be via culverted crossings. The creation of such crossings will result in a direct, localised and a permanent impact. However, there will not be an interruption of flow and the new crossings relate to small ephemeral unnamed ditches. Due to the low importance of these receptors **Chapter 10: Water Environment** of the ES **[EN010142/APP/6.1]** concludes potential impacts will be negligible and therefore not significant. The assessment also concludes that there would be no permanent impacts on the water environment as a result of the Cable Route Corridor as it will be located underground.

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Paragraph 2.10.92	Applicants should consider whether they need to provide geotechnical and hydrological information (such as identifying the presence of peat at each site) including the risk of landslide connected to any development work	Due to the nature of the Scheme, the Applicant does not consider that this information is required.
Paragraph 2.10.154	Water management is a critical component of site design for ground mount solar plants. Where previous management of the site has involved intensive agricultural practice, solar sites can deliver significant ecosystem services value in the form of drainage, flood attenuation, natural wetland habitat, and water quality management.	<p>The Outline Drainage Strategy at Appendix 10-4 of the ES [EN010142/APP/6.2] sets out how water and drainage will be managed as part of the Scheme.</p> <p>The removal of the Principal Site from arable production and the planting of semi-improved grassland (as set out in the Framework LEMP [EN010142/APP/7.17]) will provide benefits to the quality of the soil, resulting in a significant beneficial effect. There will also be additional benefits from the recovery of soil organic matter including carbon sequestration and hydrological function.</p>
Landscape, Visual and Residential Amenity		
Paragraph 2.10.94	The approach to assessing cumulative landscape and visual impact of large-scale solar farms is likely to be the same as assessing other onshore energy infrastructure. Solar farms are likely to be in low lying areas of good exposure and as such may have a wider zone of visual influence than other types of onshore energy infrastructure.	Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] includes an assessment of the potential landscape and visual impacts associated with the construction, operation and decommissioning of the Scheme on local amenity.

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Paragraph 2.10.95	However, whilst it may be the case that the development covers a significant surface area, in the case of ground-mounted solar panels it should be noted that with effective screening and appropriate land topography, the area of a zone of visual influence could be appropriately minimised	Photographs and visualisation have been included to support the descriptions of baseline views and visual effects in reference to the viewpoints, which have been agreed through consultation with the relevant local planning authority. This viewpoint photography accords with the Landscape Institute Technical Guidance Note 06/19 and is found within Figures 12-13 and 12-14 of the ES [EN010142/APP/6.3] .
Paragraph 2.10.96	Landscape and visual impacts should be considered carefully preapplication. Potential impacts on the statutory purposes of nationally designated landscapes should form a part of the pre application process.	
Paragraph 2.10.97	Applicants should carry out a landscape and visual assessment and report it in the ES. Visualisations may be required to demonstrate the effects of a proposed solar farm on the setting of heritage assets and any nearby residential areas or viewpoints.	
Paragraph 2.10.98	Applicants should follow the criteria for good design set out in Section 4.7 of EN-1 when developing projects and will be expected to direct considerable effort towards minimising the landscape and visual impact of solar PV arrays especially within nationally designated landscapes.	While the appearance of solar panels is largely determined by their function, the site layout, landscaping and access have all been design to reflect principles of good design. Good design has been a key consideration from the outset. The Scheme has undergone an iterative design process, informed by the LVIA, set out in the Design and Access Statement [EN010142/APP/7.3] . The Scheme layout has been developed in response to policy requirements, published landscape character assessment and fieldwork analysis. The design mitigation has been embedded into the Scheme
Paragraph 2.10.99	Whilst there is an acknowledged need to ensure solar PV installations are adequately secured, required security measures such as fencing should consider the need to minimise the impact on the landscape and visual impact (see s 2.10.31 – 2.10.33 above)	

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to minimise effects on landscape character and visual amenity as outlined in the **Framework LEMP [EN010142/APP/7.17]**. The landscape design principles incorporate the following:

- a. Careful siting in the landscape responding sensitively to its proximity to dwellings, settlements and PRow
- b. Conserving the existing vegetation patterns including reinstatement and/or improvement of field boundaries
- c. Creating new green infrastructure including areas for woodland belts and screening
- d. Sensitive design in relation to form and materials

Paragraph 2.10.100

The applicant should consider as part of the design, layout, construction, and future maintenance plans how to protect and retain, wherever possible, the growth of vegetation on site boundaries, as well as the growth of existing hedges, established vegetation, including mature trees within boundaries. Applicants should also consider opportunities for individual trees within the boundaries to grow on to maturity.

An **Arboricultural Impact Assessment (AIA)** (**Appendix 12-7** of the ES [EN010142/APP/6.2]) has been produced setting out the likely direct and indirect impacts of the Scheme on trees. This concludes that tree loss to facilitate the Scheme represents only 1.24% (11,450m²) of the total tree canopy cover within or adjacent to the Order limits. No veteran or ancient trees are to be removed.

Paragraph 2.10.101

The impact of the proposed development on established trees and hedges should be informed by a tree survey and arboricultural/hedge assessment as appropriate

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Paragraph 2.10.131	Applicants should consider the potential to mitigate landscape and visual impacts through, for example, screening with native hedges, trees and woodlands.	Where practicable, the Indicative Principal Site Layout (Figure 3-1 of the ES [EN010142/APP/6.3]) uses existing farm tracks as internal haul roads and existing field openings as the preferred routes for construction access, minimising loss of hedgerow sections. Therefore, the majority of hedgerows across the Order limits have been avoided and will be retained, including, where practicable, those which are considered as important hedgerows under the wildlife and landscape criteria of the Hedgerow Regulations 1997. Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] concludes that construction activities will result in the loss of sections of hedgerow due to security fencing and access routes across the Principal Site and to facilitate works within the Cable Route Corridor. The Hedgerow Removal Plan [EN010142/APP/2.9] shows the locations of where there is predicted to be the requirement for removal of sections of hedgerows. This amounts to approximately 6.91km of hedgerow, including 0.83km from six which are considered to be ‘important’ hedgerows. The Biodiversity Net Gain Report [EN010142/APP/7.14] confirms that a total of 5.52 km of hedgerow habitats will be lost to facilitate the Scheme, while 52.10 km will be retained in current condition.
Paragraph 2.10.132	Applicants should aim to minimise the use and height of security fencing. Where possible applicants should utilise existing features, such as hedges or landscaping, to assist in site security or screen security fencing.	
Paragraph 2.10.133	Applicants should minimise the use of security lighting. Any lighting should utilise a passive infra-red (PIR) technology and should be designed and installed in a manner which minimises impact.	

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Measures to protect retained trees and hedgerows will be put in place and secured through a detailed CEMP, DEMP and LEMP as requirements of the DCO. These measures will need to be substantially in accordance with the measures set out in the **Framework CEMP [EN010142/APP/7.8]**, **DEMP [EN010142/APP/7.10]** and **Framework LEMP [EN010142/APP/7.17]** to ensure that impacts are minimised and that the Scheme is implemented in accordance with the detailed management plans.

The above demonstrates that the Scheme design parameters will minimise the loss and impacts on trees and hedgerows that are of greatest quality and value and which are afforded greater protection in policy terms. The tree loss scenario presented within the **AIA (Appendix 12-7 of the ES [EN010142/APP/6.2])** represents a worst-case scenario whereby at the detailed design stage, the Scheme will be further developed to avoid and minimise impacts on trees through micro-siting within the Cable Route Corridor in particular.

The impacts of necessary tree and hedgerow removal to facilitate the Scheme will be mitigated by the implementation of a high-quality scheme of new tree planting and associated landscaping

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works to enhance the existing biodiversity and arboricultural value of the Order limits as detailed and to be secured by the **Framework LEMP [EN010142/APP/7.17]** forming part of the DCO submission. A requirement forms part of the **draft DCO [EN010142/APP/3.1]** which will prevent the Scheme commencing until a written landscape and ecological management plan has been submitted to and approved by the relevant planning authority. The LEMP will need to be substantially in accordance with the **Framework LEMP [EN010142/APP/7.17]** and to be implemented as approved. The embedded and additional mitigation proposed in the **Framework LEMP [EN010142/APP/7.17]**, including infilling existing hedgerow, and the planting of new hedgerow consisting of native species will deliver a net gain in this habitat and the overall impact will be beneficial. The majority of removals relates to hedgerows with respect to temporary construction works associated with the Cable Route Corridor. Hedgerows will be replanted and reinstated following the completion of works thereby resulting in a temporary minor adverse effect that is not significant, with no residual impacts remaining.

As set out in **Chapter 12: Landscape and Visual Amenity** of the ES **[EN010142/APP/6.1]** preferred locations for infrastructure were

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identified including substations, storage compounds and access routes, and sited to take advantage of existing screening by vegetation and limit the impact on sensitive receptors. Initial areas of high-level mitigation were then identified. These included buffers and woodland screening around residential properties; the setting-back of infrastructure from sensitive landscapes such as Lincoln Cliff; and areas of ecological mitigation to provide a gap between the Scheme and the proposed Cottam Solar Project to the south.

Areas of solar PV panels will not require artificial lighting other than during temporary periods of maintenance/repair. Pole mounted internal facing closed circuit television (CCTV) systems are proposed around the perimeter of the operational areas of the Solar PV Site. These will not require lighting and will use infrared technology at night.

Paragraph 2.10.157

The Secretary of State will consider the landscape and visual impact of any proposed solar PV farm, taking account of any sensitive visual receptors, and the effect of the development on landscape character, together with the possible cumulative effect with any existing or proposed development. Nationally designated landscapes (National Parks, The Broads and Areas of Outstanding Beauty) are afforded extra protection due their statutory purpose. Development in these areas needs to satisfy policy as set out in EN-1 Section 5.10.

Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] concludes that the Scheme is not located within any national or regionally designated landscapes, however a small section of the eastern part of the Principal Site is located within the locally designated AGLV Lincoln Cliff.

Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] concludes that

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during construction and decommissioning of the Principal Site, no significant effects are anticipated on any of the identified LLCA's, other than LLCA 3A Till Vale, LLCA 2C Lincoln Cliff (which is also designated as an AGLV), and LLCA 2B Lincoln Cliff – Harpswell. No solar infrastructure will be located near the Lincoln Cliff AGLV, with only ecological or landscape mitigation located near the boundary, therefore significant effects are only anticipated at LLCA 2C Lincoln Cliff, during construction and decommissioning.

The assessment of likely impacts and effects (with embedded mitigation in place) has determined that the Scheme is likely to result in a significant adverse effect on LLCA 3A Till Vale during Operation Year 1, with adverse effects anticipated at Operation Year 15. The Scheme is likely to result in a significant adverse effect on LLCA 2B Lincoln Cliff during Operation Year 1, with effects reducing to not significant at Operation Year 15.

It is considered that the limited and localised residual landscape and visual effects of the Scheme are clearly outweighed by these benefits, particularly the national benefit of delivering large scale renewable energy infrastructure which is identified as a CNP in NPS

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EN-1 and strongly supported by the Government as urgently needed in order to create a secure and affordable energy system and to help combat climate change.

Glint and Glare

Paragraph 2.10.158

Solar PV panels are designed to absorb, not reflect, irradiation. However, solar panels may reflect the sun's rays at certain angles, causing glint and glare. Glint is defined as a momentary flash of light that may be produced as a direct reflection of the sun in the solar panel. Glare is a continuous source of excessive brightness experienced by a stationary observer located in the path of reflected sunlight from the face of the panel. The effect occurs when the solar panel is stationed between or at an angle of the sun and the receptor.

Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] has undertaken an assessment of potential impacts of glint and glare on surrounding road users, railway operations, dwellings, PRoW, bridleways and aviation activity.

It concludes that there would be no impacts on residential receptors or road receptors, and low (not significant) impacts on aviation receptors on Runway 27 at Sturgate Airfield, which is acceptable.

Paragraph 2.10.103

Applicants should map receptors to qualitatively identify potential glint and glare issues and determine if a glint and glare assessment is necessary as part of the application.

Paragraph 2.10.104

When a quantitative glint and glare assessment is necessary, applicants are expected to consider the geometric possibility of glint and glare affecting nearby receptors and provide an assessment of potential impact and impairment based on the angle and duration of incidence and the intensity of the reflection.

Paragraph 2.10.105

The extent of reflectivity analysis required to assess potential impacts will depend on the specific project site

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	and design. This may need to account for 'tracking' panels if they are proposed as these may cause differential diurnal and/or seasonal impacts.	
Paragraph 2.10.106	When a glint and glare assessment is undertaken, the potential for solar PV panels, frames and supports to have a combined reflective quality may need to be assessed, although the glint and glare of the frames and supports is likely to be significantly less than the panels	
Paragraph 2.10.133	Applicants should minimise the use of security lighting. Any lighting should utilise a passive infra-red (PIR) technology and should be designed and installed in a manner which minimises impact.	As described in Chapter 3: Scheme Description of the ES [EN010142/APP/6.1], pole mounted CCTV systems will be deployed around the perimeter of the operational areas of the Scheme. These would be a maximum of 3m in height. CCTV cameras would have fixed views and will be aligned to face along the fence.
Paragraph 2.10.135	Applicants may consider using screening between potentially affected receptors and the reflecting panels to mitigate the effects.	<p>Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] has undertaken an assessment of potential impacts of glint and glare on surrounding road users, railway operations, dwellings, PRoW, bridleways and aviation activity.</p> <p>It concludes that there would be no impacts on residential receptors or road receptors, and low (not significant) impacts on aviation receptors on Runway 27 at Sturgate Airfield, which is acceptable.</p>
Paragraph 2.10.136	Applicants may consider adjusting the azimuth alignment of or changing the elevation tilt angle of a solar panel,	Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] has undertaken an

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	within the economically viable range, to alter the angle of incidence. In practice this is unlikely to remove the potential impact altogether but in marginal cases may contribute to a mitigation strategy	assessment of potential impacts of glint and glare on surrounding road users, railway operations, dwellings, PRoW, bridleways and aviation activity. The chapter concludes that there would be no impacts on residential receptors or road receptors, and low (not significant) impacts on aviation receptors on Runway 27 at Sturgate Airfield, which is acceptable.
Paragraph 2.10.158	Solar PV panels are designed to absorb, not reflect, irradiation. However, the Secretary of State should assess the potential impact of glint and glare on nearby homes, motorists, public rights of way, and aviation infrastructure (including aircraft departure and arrival flight paths).	Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] has undertaken an assessment of potential impacts of glint and glare on surrounding road users, railway operations, dwellings, PRoW, bridleways and aviation activity.
Paragraph 2.10.159	Whilst there is some evidence that glint and glare from solar farms can be experienced by pilots and air traffic controllers in certain conditions, there is no evidence that glint and glare from solar farms results in significant impairment on aircraft safety. Therefore, unless a significant impairment can be demonstrated, the Secretary of State is unlikely to give any more than limited weight to claims of aviation interference because of glint and glare from solar farms	The chapter concludes that there would be no impacts on residential receptors or road receptors, and low (not significant) impacts on aviation receptors on Runway 27 at Sturgate Airfield, which is acceptable.
Cultural Heritage		
Paragraph 2.10.107	The impacts of solar PV developments on the historic environment will require expert assessment in most	Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] provides an assessment on

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	cases and may have effect both above and below ground.	the historic environment, including above and below ground assets.
Paragraph 2.10.108	Above ground impacts may include the effects on the setting of Listed Buildings and other designated heritage assets as well as on Historic Landscape Character.	It concludes that there will be no significant impacts to any designated heritage assets, including Listed Buildings or Historic Landscape Character as a result of the Scheme.
Paragraph 2.10.109	Below ground impacts, although generally limited, may include direct impacts on archaeological deposits through ground disturbance associated with trenching, cabling, foundations, fencing, temporary haul routes etc.	<p>Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] concludes that the Scheme would result in significant effects to six non-designated heritage assets. These comprise the Winter Camp of the Viking Great Army, which is a non-designated asset considered to be of schedulable quality, and five archaeological assets. Additional mitigation in the form of a programme of archaeological excavation and recording is proposed, and will be set out in an Written Scheme of Investigation (WSI).</p>
Paragraph 2.10.110	Equally solar PV developments may have a positive effect, for example archaeological assets may be protected by a solar PV farm as the site is removed from regular ploughing and shoes or low-level piling is stipulated.	<p>It is acknowledged that while archaeological excavation and recording would not minimise the physical harm to these assets, as it would still involve removal, however it would compensate for the loss of these heritage assets by preserving them by record, thereby allowing their continued study and greater understanding and appreciation of their heritage value. This would reduce the magnitude of impact on individual</p>

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		assets, resulting in a minor adverse effect, which is not significant.
Paragraph 2.10.112	Applicant assessments should be informed by information from Historic Environment Records (HERs) or the local authority.	The assessment in Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] has been informed by the HER.
Paragraph 2.10.113	Where a site on which development is proposed includes, or has the potential to, include heritage assets with archaeological interest, the applicant should submit an appropriate desk-based assessment and, where necessary, a field evaluation. These should be carried out, using expertise where necessary and in consultation with the local planning authority, and should identify archaeological study areas and propose appropriate schemes of investigation, and design measures, to ensure the protection of relevant heritage assets	<p>A detailed baseline is set out in the DBA in Appendix 8-2 Cultural Heritage Desk Based Assessment of the ES [EN010142/APP/6.2], which is support by gazetteers of heritage assets in Appendix 8-3 of the ES [EN010142/APP/6.2]. The location of heritage assets, previous archaeological events and indicative illustrations of historic landscape character are provided in Figure 8-1 to 8-5 of the ES [EN010142/APP/6.3].</p> <p>An archaeological evaluation overarching executive report is provided as Appendix 8-6 of the ES [EN010142/APP/6.2]</p>
Paragraph 2.10.114	In some instances, field studies may include investigative work (and may include trial trenching beyond the boundary of the proposed site) to assess the impacts of any ground disturbance, such as proposed cabling, substation foundations or mounting supports for solar panels on archaeological assets.	Archaeological trial trench evaluation has been undertaken for the Scheme and potential impacts to buried archaeological features confirmed as being present within the Order limits is included within Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1]. The trial trench report is

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Paragraph 2.10.115	The extent of investigative work should be proportionate to the sensitivity of, and extent of proposed ground disturbance in, the associated study area	submitted alongside the application as Appendix 8-6 Archaeological Evaluation Overarching Executive Report of the ES [EN010142/APP/6.2]
Paragraph 2.10.116	Applicants should take account of the results of historic environment assessments in their design proposal	The Design and Access Statement [EN010142/APP/7.3] sets out how the Scheme has considered the results of historic assessment in its design.
Paragraph 2.10.117	Applicants should consider what steps can be taken to ensure heritage assets are conserved in a manner appropriate to their significance, including the impact of proposals on views important to their setting.	Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] describes the heritage assets within the Study Area for the Scheme and their significance, and the contribution of their significance to the setting.
Paragraph 2.10.118	As the significance of a heritage asset derives not only from its physical presence but also from its setting, careful consideration should be given to the impact of large-scale solar farms which depending on their scale, design and prominence, may cause substantial harm to the significance of the asset.	Section 8.8 of Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] sets out steps taken to ensure heritage assets are conserved in a manner appropriate to their significance, including embedded mitigation such as buffers to protect the impact of the Scheme on views important to their setting.
Paragraph 2.10.119	Applicants may need to include visualisations to demonstrate the effects of a proposed solar farm on the setting of heritage assets.	Section 8.9 and 8.10 of Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] provides an assessment of the likely impacts and effects of the Scheme on cultural heritage. All effects, including light, noise, vibration and indirect impacts are considered. Due to the limited effects from noise, vibration and light, the

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Paragraph 2.10.137	The ability of the applicants to microsite specific elements of the proposed development during the construction phase should be an important consideration by the Secretary of State when assessing the risk of damage to archaeology.	majority of impacts are as a result of direct impacts on non-designated heritage assets and impacts to the setting of designated heritage assets. The Scheme will be constructed in accordance with the parameters set out in the Design Principles Statement [EN010142/APP/7.4] , providing flexibility to amend the design should significant archaeological finds be discovered.
Paragraph 2.10.138	Where requested by the applicant, the Secretary of State should consider granting consents which allow for the micrositeing within a specified tolerance of elements of the permitted infrastructure so that precise locations can be amended during the construction phase if unforeseen circumstances, such as the discovery of previously unknown archaeology, arise.	
Paragraph 2.10.160	Solar farms are generally consented on the basis that they will be time-limited in operation. The Secretary of State should therefore consider the length of time for which consent is sought when considering the impacts of any indirect effect on the historic environment, such as effects on the setting of designated heritage assets	The design life of the Scheme is expected to be 60 years. Chapter 6: Historic Environment of the ES [EN010142/APP/6.1] concludes there would be no significant impacts to any designated or non-designated heritage assets as a result of the Scheme once embedded and additional mitigation measures are implemented.
Paragraph 2.10.162	The Secretary of State is unlikely to give any more than limited weight to traffic and transport noise and vibration impacts from the operational phase of a project.	Chapter 16: Transport and Access of the ES [EN010142/APP/6.1] concludes there is expected to be very limited traffic to and from the site during operation of the Scheme and therefore there will be no significant impacts.

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Construction including traffic and transport noise and vibration		
Paragraph 2.10.120	Modern solar farms are large sites that are mainly comprised of small structures that can be transported separately and constructed on-site, with developers designating a compound on-site for the delivery and assemblage of the necessary components.	The Scheme design incorporates mitigation to reduce adverse effects and minimise impacts. These are set out in section 16.7 of the Chapter 16: Transport and Access of the ES [EN010142/APP/6.1] and Section 8 of the associated TA (Appendix 16-2 of the ES [EN010142/APP/6.2]) . These measures will be secured by the Framework CTMP [EN010142/APP/7.11] , the Framework CEMP [EN010142/APP/7.8] and Framework DEMP [EN010142/APP/7.10] . These are submitted alongside the DCO with requirements securing the submission and approval of a CTMP, CEMP and DEMP at the relevant phase of the Scheme to be substantially in accordance with the Framework Plans and for the Scheme to then be implemented in accordance with the approved plans. The DCO application is also supported by an Abnormal Indivisible Loads Management Plan, appended to the Framework CTMP [EN010142/APP/7.11] . This provides a desk-based study of the preferred transport route for the delivery of transformers from the port of entry to the two on-site substations. It also considers public road improvements or temporary works that may be required to facilitate access. The Plan also includes a Cable Drum Delivery Route
Paragraph 2.10.121	Many solar farms will be sited in areas served by a minor road network. Public perception of the construction phase of solar farm will derive mainly from the effects of traffic movements, which is likely to involve smaller vehicles than typical onshore energy infrastructure but may be more voluminous.	
Paragraph 2.10.123	Applicants should assess the various potential routes to the site for delivery of materials and components where the source of the materials is known at the time of the application and select the route that is the most appropriate.	
Paragraph 2.10.124	Where the exact location of the source of construction materials, such as crushed stone or concrete is not be known at the time of the application applicants should assess the worst-case impact of additional vehicles on the likely potential routes.	
Paragraph 2.10.125	Applicants should ensure all sections of roads and bridges on the proposed delivery route can accommodate the weight and volume of the loads and width of vehicles. Although unlikely, where modifications to roads and/or bridges are required, these should be identified, and potential effects addressed in the ES	

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Assessment setting out the preferred route for the delivery of cable drums from the port of entry to eight proposed temporary contractors compounds located along the Cable Route Corridor. The Abnormal Indivisible Loads Management Plan appended to the **Framework CTMP [EN010142/APP/7.11]** includes vehicle tracking plans to demonstrate how deliveries can be made safely to the Site and to inform the need for public road improvement and street works such as road widening, passing places, street furniture and curb adjustments, to be secured by the **Streets, Rights of Way and Access Plans [EN010142/APP/2.4]** and **Traffic Regulation Measure Plans [EN010142/APP/2.5]** that will be certified plans for the purposes of the Order.

Chapter 16: Transport and Access of the ES **[EN010142/APP/6.1]** provides a description of the baseline traffic conditions and states that there are no nearby road features that suggests the transfer of materials poses a risk beyond that which would be expected on the general highway network.

Therefore no new transport infrastructure is proposed as part of the Scheme. During construction and decommissioning periods, traffic impacts will be managed in accordance with measures set out in the **Framework CTMP**

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Paragraph 2.10.126	Where a cumulative impact is likely because multiple energy infrastructure developments are proposing to use a common port and/or access route and pass through the same towns and villages, applicants should include a cumulative transport assessment as part of the ES. This should consider the impacts of abnormal traffic movements relating to the project in question in combination with those from any other relevant development. Consultation with the relevant local highways authorities is likely to be necessary	[EN010142/APP/7.11] and the Framework DEMP [EN010142/APP/7.10] . Chapter 18: Cumulative Effects and Interactions of the ES [EN010142/APP/6.1] includes a cumulative Transport Assessment of cumulative traffic impacts alongside other identified developments. No significant effects arise with respect to the impacts of abnormal traffic movements and with movements to be managed by a CTMP.
Paragraph 3.10.118	The Defra Construction code of practice for the sustainable use of soils on construction sites provides guidance on ensuring that damage to soil during construction is mitigated and minimised. Mitigation measures focus on minimising damage to soil that remains in place, and minimising damage to soil being excavated and stockpiled. The measures aim to preserve soil health and soil structure to minimise soil carbon loss and maintain water infiltration and soil biodiversity. Mitigation measures for agricultural soils include use of green cover, multispecies cover crops - especially during the winter- minimising compaction and adding soil organic matter.	Industry standard good practice measures for the handling and management of soils resources based upon guidance such as Defra's Code of Practice for the Sustainable Use of Soil on Development Sites and are summarised in Section 15.9 Additional Mitigation and Enhancements of Chapter 15: Soils and Agriculture of the ES [EN010142/APP/6.1], and further explained in the Framework CEMP [EN010142/APP/7.8] and the Framework Soil Management Plan [EN010142/APP/7.12] .
Paragraph 2.10.127	In some cases, the local highway authority may request that the Secretary of State impose controls on the number of vehicle movements to and from the solar farm site in a specified period during its construction and,	The Scheme design incorporates mitigation to reduce adverse effects and minimise impacts. These are set out in section 16.7 of the Chapter 16: Transport and Access of the ES

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	possibly, on the routing of such movements particularly by heavy vehicles	
Paragraph 2.10.140	Where the Secretary of State agrees that this is necessary, requirements could be imposed on development consent.	<p>[EN010142/APP/6.1] and Section 8 of the associated TA (Appendix 16-2 of the ES [EN010142/APP/6.2]). These measures will be secured by the Framework CTMP [EN010142/APP/7.11], the Framework CEMP [EN010142/APP/7.8] and Framework DEMP [EN010142/APP/7.10]. These are submitted alongside the DCO with requirements securing the submission and approval of a CTMP, CEMP and DEMP at the relevant phase of the Scheme to be substantially in accordance with the Framework Plans and for the Scheme to then be implemented in accordance with the approved plans.</p> <p>The DCO application is also supported by an Abnormal Indivisible Loads Management Plan, appended to the Framework CTMP [EN010142/APP/7.11]. This provides a desk-based study of the preferred transport route for the delivery of transformers from the port of entry to the two on-site substations. It also considers public road improvements or temporary works that may be required to facilitate access. The Plan also includes a Cable Drum Delivery Route Assessment setting out the preferred route for the delivery of cable drums from the port of entry to eight proposed temporary contractors compounds located along the Cable Route Corridor. The Abnormal Indivisible Loads</p>

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		<p>Management Plan appended to the Framework CTMP [EN010142/APP/7.11] includes vehicle tracking plans to demonstrate how deliveries can be made safely to the Site and to inform the need for public road improvement and street works such as road widening, passing places, street furniture and curb adjustments, to be secured by the Streets, Rights of Way and Access Plans [EN010142/APP/2.4] and Traffic Regulation Measure Plans [EN010142/APP/2.5] that will be certified plans for the purposes of the Order.</p>
Paragraph 2.10.141	Where cumulative effects on the local road network or residential amenity are predicted from multiple solar farm developments, it may be appropriate for applicants for various projects to work together to ensure that the number of abnormal loads and deliveries are minimised, and the timings of deliveries are managed and coordinated to ensure that disruption to residents and other highway users is reasonably minimised.	<p>Chapter 18: Cumulative Effects and Interactions [EN010142/APP/6.1] concludes that in terms of transport and access cumulative impacts, the cumulative impacts of the Scheme will be temporary in nature and will occur on receptors with a low or very low sensitivity, as well as being managed by measures in the CTMP and PROW Management Plan to be secured by the DCO, therefore there will be no significant cumulative effects on transport and access.</p>
Paragraph 2.10.142	It may also be appropriate for the highway authority to set limits for and coordinate these deliveries through active management of the delivery schedules through the abnormal load approval process.	<p>The Joint Report on Interrelationships between Nationally Significant Infrastructure Projects [EN010142/APP/7.6] submitted in support of the Application, illustrates the collaboration between the Scheme and the other solar DCOs. The Applicant will continue to work</p>

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Paragraph 2.10.143	Once consent for a scheme has been granted, applicants should liaise with the relevant local highway authority (or other coordinating body) regarding the start of construction and the broad timing of deliveries. Applicants may need to agree a planning obligation to secure appropriate measures, including restoration of roads and verges.	together with the other solar projects to ensure that disruption to residents and other highway users is reasonably minimised.
Paragraph 2.10.144	Further it may be appropriate for any non-permanent highway improvements carried out for the development (such as temporary road widening) to be made available for use by other subsequent solar farm developments	The Applicant will continue to liaise with local highway authorities following submission of the Application and consent. Discussions have started on how to best manage the abnormal load deliveries and potential impacts on the local highway network. Areas where remedial work may be required following deliveries or where street furniture has been removed have been included in the Order limits. It is not currently considered necessary to agree planning obligations to secure highway works.
Paragraph 2.10.161	Once solar farms are in operation, traffic movements to and from the site are generally very light, in some instances as little as a few visits each month by a light commercial vehicle or car. Should there be a need to replace machine components, this may generate heavier commercial vehicle movements, but these are likely to be infrequent.	Chapter 16: Transport and Access of the ES [EN010142/APP/6.1] states that during the operational phase, there is not expected to be more than ten to twelve visitors daily. Activity within the Scheme will be minimal and will be restricted principally to vegetation management, equipment maintenance and servicing, replacement of any components that fail, solar PV panel cleaning and monitoring. It is anticipated that maintenance and servicing will include the inspection, and if required, renewal and removal, reconstruction, refurbishment or replacement of faulty or broken equipment. A

**NPS EN-3
Relevant Paragraph**

**NPS EN-3
Detail**

**NPS EN-3
Proposed Development compliance**

Framework Operational Environmental Management Plan (OEMP) EN010142/APP/7.9] sets out the principals to be followed during the operation of the Scheme.

Paragraph 2.10.162

The Secretary of State is unlikely to give any more than limited weight to traffic and transport noise and vibration impacts from the operational phase of a project.

A preliminary assessment of the Scheme impact on noise and vibration is presented in **Chapter 13: Noise and Vibration** of the ES **[EN010142/APP/6.1]**. The effects of traffic and transport on the Scheme is not expected to result in any significant residual impact on noise and vibration with the proposed mitigation measures to be secured in the CEMP in place.

1.1 Table 3: National Policy Statement EN-5

NPS EN-5 Relevant Paragraph	NPS EN-5 Detail	NPS EN-5 Proposed Development compliance
Background		
Paragraph 1.1.5	As identified in EN-1, government has concluded that there is a critical national priority (CNP) for the provision of nationally significant low carbon infrastructure. This includes: for electricity grid infrastructure, all power lines in scope of EN-5 including network reinforcement and upgrade works, and associated infrastructure such as substations. This is not limited to those associated specifically with a particular generation technology, as all new grid projects will contribute towards greater efficiency in constructing, operating and connecting low carbon infrastructure to the National Electricity Transmission System. These are viewed by the government as being CNP infrastructure and should be progressed as quickly as possible.	The Statement of Need [EN010142/APP/7.1] and Section 5 of the Planning Statement explain that the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme, represents a significant and economically rational step forwards in the fight against the global climate emergency.
Site selection and design		
Paragraph 2.2.8	There will usually be a degree of flexibility in the location of the development's associated substations, and applicants should consider carefully their location, as well as their design	The applicant wishes to retain flexibility regarding the design detail of certain components of the Scheme. The extent of flexibility required is described in Chapter 3: Scheme Description of the ES [EN010142/APP/6.1] and set out in the Design Principles Statement [EN010142/APP/7.4] and Design and Access Statement [EN010142/APP/7.3] .
Paragraph 2.2.9	In particular, the applicant should consider such characteristics as the local topography, the possibilities for screening of the infrastructure and/or other options to mitigate any impacts. (See Section 2.10 below and Section 5.10 in EN-1.)	

As detailed in the **Design and Access Statement [EN010142/APP/7.3]** and Section 6.3 of the **Planning Statement**, the Scheme has been informed by a detailed and sensitive iterative design process. This has included taking account of the context and features of the land within the Order Limits, sensitive receptors, information from environmental surveys and feedback from stakeholders. The design also takes into account constraints and opportunities to enable the development of a good design that balances the need to maximise renewable energy generation along with the minimisation of potential impacts or provision of mitigation and environmental enhancements where practicable. The design process and basis of design are set out in **Chapter 4: Alternatives and Design Evolution** of the ES **[EN010142/APP/6.1]** and the **Design and Access Statement [EN010142/APP/7.3]**.

The key focus of Design Objective 2 outlined in the **Design and Access Statement [EN010142/APP/7.3]** is to ensure the Scheme integrates sensitively to the landscape in which it is located. Landscape was a key consideration in the layout and design of the Scheme, with the design evolving throughout the pre-application process to reduce impacts on landscape features. This includes the incorporation of buffers from woodland/hedgerows, watercourses and PRow.

Climate Change adaption and resilience

Paragraph 2.3.1

Section 4.10 of EN-1 sets out the generic considerations that applicants and the Secretary of State should take into account in order to ensure that electricity networks infrastructure is resilient to the effects of climate change.

Paragraph 2.3.2

As climate change is likely to increase risks to the resilience of some of this infrastructure, from flooding for example, or in situations where it is located near the coast or an estuary or is underground, applicants should in particular set out to what extent the proposed development is expected to be vulnerable, and, as appropriate, how it has been designed to be resilient to:

- flooding, particularly for substations that are vital to the network; and especially in light of changes to groundwater levels resulting from climate change;
- the effects of wind and storms on overhead lines;
- higher average temperatures leading to increased transmission losses;
- earth movement or subsidence caused by flooding or drought (for underground cables); and
- coastal erosion – for the landfall of offshore transmission cables and their associated substations in the inshore and coastal locations respectively

As outlined in **Chapter 7: Climate Change** of the ES [EN010142/APP/6.1], the effects of climate change have been taken into account in the design of the Scheme, and when considering how it will be constructed, operated and decommissioned. Measures embedded into the design of the Scheme are set out in section 7.7 and include (but are not limited to):

- a. Increasing recyclability by segregating construction/decommissioning waste to be re-used and recycled where reasonably practicable;
- b. Designing, constructing and implementing the Scheme in such a way as to minimise the creation of waste and maximise the use of alternative materials with lower embodied carbon, such as locally sourced products and materials with a higher recycled content where feasible;
- c. Reusing suitable infrastructure and resources where possible to minimise the use of natural resources and unnecessary materials (e.g. reusing excavated soil for fill requirements);
- d. Liaising with construction/decommissioning personnel for the potential to implement staff minibuses and car sharing options
- e. Implementing a Travel Plan in the **Framework Construction Traffic**

Management Plan (CTMP)

[EN010142/APP/7.11] to reduce the volume of construction staff and employee trips to the Scheme;

- f. Switching vehicles and plant off when not in use and ensuring construction vehicles conform to current emissions standards; and
- g. Conducting regular planning maintenance of the construction/decommissioning plant and machinery to optimise efficiency.

A Framework CEMP [EN010142/APP/7.8], Framework OEMP [EN010142/APP/7.9] and Framework DEMP [EN010142/APP/7.10] will be developed into a detailed CEMP, OEMP and DEMP prior to the commencement of the construction phase as a means to secure the embedded mitigation measures.

Further climate change resilience measures embedded into the Scheme, including measures associated with flood risk are included in the **Framework CEMP [EN010142/APP/6.1]**. Further detail on the specific flood impacts and mitigation measures are discussed in **Chapter 10: Water Environment** of the ES **[EN010142/APP/6.1]**.

Paragraph 2.3.3

Section 4.10 of EN-1 advises that the resilience of the project to the effects of climate change must be assessed in the Environmental Statement (ES) accompanying an application. For example, future

Chapter 7: Climate Change of the ES **[EN010142/APP/6.1]** assess the climate change impacts of the Scheme and includes a Climate

increased risk of flooding would be covered in any flood risk assessment (see Sections 5.8 in EN-1). Consideration should also be given to coastal change (see section 5.6 in EN-1).

Change Resilience Review and an In-Combination Climate Change Impact Assessment.

The specific flood risk impacts and associated mitigation measures are discussed in further detail in **Chapter 10: Water Environment** of the ES [EN010142/APP/6.1] and **Appendix 10-3: FRA** of the ES [EN010142/APP/6.2].

Paragraph 2.8.4

The Secretary of State should also take into account that Transmission Owners (TOs) and Distribution Network Operators (DNOs) are required under Section 9 of the Electricity Act 1989 to bring forward efficient and economical proposals in terms of network design.

The Applicant has secured a connection to the National Grid via a new below ground grid connection cable, located within the Cable Route Corridor. This will connect the two on-site substations to the National Grid Cottam Substation. Further details are included in the **Grid Connection Statement** [EN010142/APP/7.5].

Paragraph 2.8.5

TOs and DNOs are also required to facilitate competition in the generation and supply of electricity, and electricity distributors have a statutory duty to provide a connection where requested.

Paragraph 2.9.38

Audible noise effects can also arise from substation equipment such as transformers, quadrature boosters and mechanically switched capacitors.

Chapter 13: Noise and Vibration of the ES [EN010142/APP/6.1] has assessed the impacts of all components of the Scheme including substations.

Paragraph 2.9.38

Transformers are installed at many substations, and generate low frequency hum. Whether the noise can be heard outside a substation depends on a number of factors, including transformer type and the level of noise attenuation present (either engineered intentionally or provided by other structures).

It is concluded that there will not be any significant impact on noise from substation as a result of the Scheme. As set out in the **Outline Design Principles Statement** [EN010142/APP/7.4] Solar Stations and BESS will not be located within 250m of a residential property to avoid adverse noise effects on residential properties in close proximity to the Scheme.

Paragraph 2.10.8

Furthermore, since long-term management of the selected mitigation schemes is essential to their mitigating function, a management plan, developed at least in outline at the conclusion of the examination, and which sets out proposals within a realistic timescale, should secure the integrity and benefit of these schemes. This should also uphold the landscape commitments made to achieve consent, alongside any pertinent commitments to environmental and biodiversity net gain.

The **Biodiversity Net Gain (BNG) Report [EN010142/APP/7.14]** confirms that the Scheme will meet a minimum 10% BNG, consistent with the terms of the **BNG Report [EN010142/APP/7.14]** and aligned with the proposals in the Framework LEMP **Framework LEMP [EN010142/APP/7.17]**.

Long-term management of the Schemes landscape mitigation and screening is detailed within the **Framework LEMP [EN010142/APP/7.17]**.

Electric and Magnetic Fields

Paragraph 2.10.11

The applicant should consider the following factors:

- height, position, insulation and protection (electrical or mechanical as appropriate) measures subject to ensuring compliance with the Electricity Safety, Quality and Continuity Regulations 2002;
- that optimal phasing of high voltage overhead power lines is introduced wherever possible and practicable in accordance with the Code of Practice to minimise EMFs; and
- any new advice emerging from the Department of Health and Social Care relating to government policy for EMF exposure guidelines

The design of the Scheme will ensure compliance with Electricity Safety, Quality and Continuity Regulations 2002, however this is not specifically addressed within the ES.

The Scheme has considered relevant up to date legislation, policy and guidance as set out in Section 17.9 of **Chapter 17: Other Environmental Topics** of the ES **[EN010142/APP/6.1]** and **Appendix 17-1: OET Legislation, Policy and Guidance** of the ES **[EN010142/APP/6.2]**.

Chapter 3: Scheme Description of the ES **[EN010142/APP/6.1]** confirms there are no overhead electricity cables used or constructed as part of the Scheme.

Paragraph 2.11.13	Undergrounding of a line would reduce the level of EMFs experienced, but high magnetic field levels may still occur immediately above the cable. It is the government's policy that power lines should not be undergrounded solely for the purpose of reducing exposure to EMFs	The need to minimise the landscape and visual, and noise effects of the Scheme on the surrounding area, informed the provision of underground cables.
Paragraph 2.11.14	In order to avoid unacceptable adverse impacts of EMFs from electricity network infrastructure on aviation, the Secretary of State will take account of statutory technical safeguarding zones defined in accordance with Planning Circular 01/03, or any successor, when considering recommendations for DCO applications. More detail on this issue can be found in Section 5.5 of EN-1.	An assessment of Electric and Electro-Magnetic Fields is included in Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] . It concludes no significant effects are anticipated on residential receptors or users of PRow in relation to EMF.
Paragraph 2.11.15	Where a statutory consultee on the safeguarding of technical facilities identifies a risk that the EMF effect of electricity network infrastructure would compromise the effective and safe operation of such facilities, the potential impact and siting and design alternatives will need to have been fully considered as part of the application	
Paragraph 2.14.2	<p>In the assessments of their designs, applicants should demonstrate:</p> <ul style="list-style-type: none"> • how environmental, community and other impacts have been considered and how adverse impacts have followed the mitigation hierarchy i.e. avoidance, reduction and mitigation of adverse impacts through good design; • how enhancements to the environment post construction will be achieved including demonstrating consideration of how proposals can contribute towards biodiversity net gain (as set out in Section 4.5 of EN-1 	As detailed in the Design and Access Statement [EN010142/APP/7.3] and Section 6.3 of the Planning Statement , the Scheme has been informed by a detailed and sensitive iterative design process. This has included taking account of the context and features of the land within the Order Limits, sensitive receptors, information from environmental surveys and feedback from stakeholders. The design also takes into account constraints and opportunities to enable the development of a good design that balances the

and the Environment Act 2021), as well as wider environmental improvements in line with the Environmental Improvement Plan and environmental targets (paragraph 4.2.29 of EN-1);

- how the construction planning for the proposals has been co-ordinated with that for other similar projects in the area on a similar timeline;
- how enhancements to the landscape and environmental assets may contribute to overall landscape and townscape quality as set out in EN 14.6.13 and 5.10.23;
- how the mitigation hierarchy has been followed, in particular to avoid the need for compensatory measures for coastal, inshore and offshore developments affecting SACs SPAs, and Ramsar sites and MCZs as set out in EN-3 2.8;
- For designated landscapes the principal mitigation measure, as established by the Holford Rules, should be to seek to avoid landfall in these areas.

need to maximise renewable energy generation along with the minimisation of potential impacts or provision of mitigation and environmental enhancements where practicable.

The design process and basis of design are set out in **Chapter 4: Alternatives and Design Evolution** of the ES [EN010142/APP/6.1] and the **Design and Access Statement** [EN010142/APP/7.3].

Design development has sought to first avoid, and then mitigate potential effects in line with the mitigation hierarchy. Embedded mitigation measures are set out in Section 9.8 of **Chapter 9: Ecology and Nature Conservation** of the ES [EN010142/APP/6.1] with additional mitigation requirements included in Section 9.10. The **Framework CEMP** [EN010142/APP/7.8] also details mitigation measures which aim to avoid significant harm to important ecological features.

Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] and **Framework LEMP** [EN010142/APP/7.17] provide information on how the Scheme has taken advantage of opportunities to conserve and enhance biodiversity.

The Scheme will meet a minimum 10% BNG, consistent with the terms of the **Biodiversity Net Gain (BNG) Report** [EN010142/APP/7.14] and aligned with the proposals in the **Framework**

LEMP [EN010142/APP/7.17]. The BNG report [EN010142/APP/7.14] demonstrates that the Scheme has the potential to achieve significant biodiversity net gain on site.

Appendix B Local Policy Accordance Tables

1.1 Table 1: Lincolnshire Minerals and Waste Local Plan, Core Strategy and Development Management Policies (adopted June 2016)

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
Paragraph 5.67	<p>The regulatory process of obtaining consent to drill a well is the same whether the well is targeting conventional or unconventional hydrocarbons. The Department of Energy and Climate Change (DECC) issue Petroleum Exploration and Development Licence's (PEDL) in competitive offerings (licence rounds) which grant exclusivity to operators who receive a licence in the area. PEDL licences do not give consent for drilling or any other operations. An operator must seek Planning Permission from the Minerals Planning Authority. An operator can only seek planning permission in areas covered by a licence. The operator must also negotiate access with affected landowners.</p>	<p>The whole of the Principal Site and Cable Route Corridor up to the boundary between Lincolnshire and Nottinghamshire is located within a PEDL block. The PEDL block designations do not safeguard land from development, with any subsequent exploration or extraction of oil requiring planning permission. This therefore has little weight.</p>

Policy M11: Safeguarding of Mineral Resources

Sand and gravel, blown sand and limestone resources that are considered to be of current or future economic importance within the Minerals Safeguarding Areas shown on Figure 1, together with potential sources of dimension stone for use in building and restoration projects connected to Lincoln Cathedral/Lincoln Castle within the areas shown on Figure 2, and chalk resources included on Figure 3, will be protected from permanent sterilisation by other development.

Applications for non-minerals development in a minerals safeguarding area must be accompanied by a Minerals Assessment. Planning permission will be granted for development within a Minerals Safeguarding Area provided that it would not sterilise mineral resources within the Mineral Safeguarding Areas or prevent future minerals extraction on neighbouring land. Where this is not the case, planning permission will be granted when:

- a. the applicant can demonstrate to the Mineral Planning Authority that prior extraction of the mineral would be impracticable, and that the development could not reasonably be sited elsewhere; or
- b. the incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed; or
- c. there is an overriding need for the development to meet local economic needs, and the development could not reasonably be sited elsewhere; or

The vast majority of the land within the Scheme is not located within any minerals safeguarding areas (MSA).

A small area of the eastern extent of the Principal Site, as the Scheme adjoins Middle Street, falls within part of a Limestone MSA. There is also one Site Specific MSA located within the south-east of the Principal Site, named Glentworth K. This is an operational oil extraction site afforded protection by Policy M12 below. In addition, located to the west of the existing oil extraction site is a proposed site for a new oil extraction facility. The details of this proposed development are set out in section 3.6 of the Planning Statement. This scheme does not yet have planning permission, whereby it has been resolved to grant subject to the completion of a Section 106 agreement. Therefore, the proposed site does not yet have the protection of Policy M12. However, the design of the Principal Site has had regard to both the existing and proposed Glentworth oil sites excluding these sites from the Order limits, protecting existing and proposed access points to these sites and ensuring that existing and proposed operations will not be prejudiced.

A small area of the Cable Route Corridor, to the east of Willingham by Stow, is located within a Sand and Gravel Minerals Safeguarding Area.

- d. the development is of a minor nature which would have a negligible impact with respect to sterilising the mineral resource; or
- e. the development is, or forms part of, an allocation in the Development Plan.

Exemptions

This policy does not apply to the following:

- ~~f.a.~~ Applications for householder development
- ~~g.b.~~ Applications for alterations to existing buildings and for change of use of existing development, unless intensifying activity on site
- ~~h.c.~~ Applications for Advertisement Consent
- ~~i.d.~~ Applications for Listed Building Consent
- ~~j.e.~~ Applications for reserved matters including subsequent applications after outline consent has been granted
- ~~k.f.~~ Prior Notifications (telecommunications; forestry; agriculture; demolition)
- ~~l.g.~~ Certificates of Lawfulness of Existing or Proposed Use or Development (CLEUDS and CLOPUDs)
- ~~m.h.~~ Applications for Tree Works

It was agreed in a meeting on 13 June 2023, between the Applicant, Lincolnshire County Council and Nottinghamshire County Council that a full minerals assessment was not required with respect to MSAs falling within the Order limits and that a proportionate consideration of how the Scheme will impact on areas safeguarded for mineral extraction within the Planning Statement would suffice.

The Scheme can be constructed, operated and decommissioned without preventing the mineral resources from being extracted in the future. The construction of the Scheme is also minimally invasive and would not therefore impact the underlying geology. In addition, due to the flat topography of the proposed site no significant earthworks are proposed.

The mineral deposits affected by the Scheme will not be permanently sterilised by the Scheme and can be extracted, if required, after its decommissioning. During decommissioning, all infrastructure associated with the Scheme will be removed and recycled or disposed of in accordance with good practice.

Therefore, the Scheme would not sterilise mineral resources within the Mineral Safeguarding Areas or prevent future minerals

extraction on neighbouring land, in accordance with this policy.

Policy M12: Safeguarding of Existing Mineral Sites and Associated Minerals Infrastructure

Mineral sites (excluding dormant sites) and associated infrastructure that supports the supply of minerals in the County will be safeguarded against development that would unnecessarily sterilise the sites and infrastructure or prejudice or jeopardise their use by creating incompatible land uses nearby. Exemptions This policy does not apply to the following:

- ~~r.i.~~ Applications for householder development
- ~~e.j.~~ Applications for alterations to existing buildings and for change of use of existing development, unless Intensifying activity on site
- ~~p.k.~~ Applications for Advertisement Consent
- ~~q.l.~~ Applications for Listed Building Consent
- ~~r.m.~~ Applications for reserved matters including subsequent applications after outline consent has been granted
- ~~s.n.~~ Prior Notifications (telecommunications; forestry; agriculture; demolition)
- ~~t.o.~~ Certificates of Lawfulness of Existing or Proposed Use or Development (CLEUDs and CLOPUDs)
- ~~u.p.~~ Applications for Tree Works

As detailed above, a small area of the eastern extent of the Principal Site, as the Scheme adjoins Middle Street, falls within part of a Limestone MSA. There is also one Site Specific MSA located within the south-east of the Principal Site, named Glentworth K. This is an operational oil extraction site. In addition, located to the west of the existing oil extraction site is a proposed site for a new oil extraction facility. The details of this proposed development are set out in section 3.6 of the Planning Statement. This scheme does not yet have planning permission, whereby it has been resolved to grant subject to the completion of a Section 106 agreement. Therefore, the proposed site does not yet have the protection of this policy. However, the design of the Principal Site has had regard to both the existing and proposed Glentworth oil sites excluding these sites from the Order limits, protecting existing and proposed access points to these sites and ensuring that existing and proposed operations will not be prejudiced.

The Scheme would not sterilise mineral resources or sites and infrastructure, or prejudice or jeopardise their use, and it would not create incompatible land uses nearby.

1.2 Table 2: Central Lincolnshire Local Plan (Adopted April 2023)

1.2.1 Only the relevant parts of policies are included in this table. All policy text that is not relevant to the Scheme has been removed.

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
Policy S1: The Spatial Strategy and Settlement Hierarchy	<p>The spatial strategy will focus on delivering sustainable growth for Central Lincolnshire that meets the needs for homes and jobs, regenerates places and communities, and supports necessary improvements to facilities, services and infrastructure.</p> <p>Development should create strong, sustainable, cohesive and inclusive communities, making the most effective use of previously developed land and enabling a larger number of people to access jobs, services and facilities locally.</p> <p>Development should provide the scale and mix of housing types and a range of new job opportunities that will meet the identified needs of Central Lincolnshire in order to secure balanced communities.</p> <p>Decisions on investment in services and facilities, and on the location and scale of development, will be assisted by the Central Lincolnshire Settlement Hierarchy.</p>	<p>As set out in the Planning Statement, and Statement of Need [EN010142/APP/7.1] the Scheme is a substantial infrastructure asset, capable of delivering large amounts of secure, affordable low carbon electricity to local and national networks.</p> <p>The Applicant has considered many factors in determining the site selection for the Scheme including environmental and planning considerations and designations. The site selection was initially driven from an established point of connection and consideration, and agricultural land quality was a key consideration in the Applicants site selection process. As set out in Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] and the Design and Access Statement [EN010142/APP/7.3]. Grades 1 and 2 BMV agricultural land was excluded from further consideration within the initial 15km search area for the Scheme. This was based on provisional Agricultural Land Classification (ALC) mapping from Natural England. This resulted in the identification of an area of land for the Scheme shown as Grade 3, with only the completion of an ALC surveys being able to confirm whether any of the Principal Site contained BMV land. Previously developed land was also considered. These land types were identified by checking the local authority brownfield register. No suitable or available areas</p>

The hierarchy is as follows:

1. Lincoln Urban Area
2. Main Towns
3. Market Towns
4. Large Villages
5. Medium Villages
6. Small Villages
7. Hamlets
8. Countryside

Unless allowed by:

- a) policy in any of the levels 1-7 above; or
- b) any other policy in the Local Plan (such as Policies S4, S5, S34, or S43) or a relevant policy in a neighbourhood plan, development will be regarded as being in the countryside and as such restricted to:
 - a. that which is demonstrably essential to the effective operation of agriculture, horticulture, forestry, outdoor recreation, transport or utility services;

of brownfield or non-agricultural land which could form a contiguous Principal Site was identified.

Following this, as part of the iterative design evolution of the Scheme and using the results of the ALC survey completed in relation to the Principal Site, the Order limits have been iterated to minimise impacts on BMV land. This has involved not locating substations, which will comprise hardstanding, which could remain following decommissioning. In addition, the Applicant removed an area of Grade 3a land which was located on the western extent of the Principal Site from the Scheme as part of the design evolution of the Scheme, reducing the amount of affected BMV land by 11ha.

The construction of the Scheme will support local employment, enabling a large number of people to access jobs. On average the construction of the Scheme would provide 914 net additional jobs per annum. Of these, 138 jobs per annum are expected to be taken up by residents within a 60 minute drive time area, and 776 by people outside this area. It is estimated that approximately £52.3 million will be generated from the Scheme per year, of which approximately £7.9 million will be within West Lindsey and Bassetlaw districts, and £44.4 million within the East Midlands as a whole.

Due to the scale of the land required to deliver the substantial renewable energy generation capacity that the Scheme will provide, and the need to be in sufficient proximity of the connection point to the National Electricity Transmission System (NETS), the Scheme could not be located within a settlement.

- b. delivery of infrastructure;
- c. renewable energy generation; and
- d. minerals or waste development in accordance with separate Minerals and Waste Local Development Documents.

Provision 8 of this policy confirms that renewable energy generation is allowed within the countryside. The contribution the Scheme would make to meeting the established urgent need for renewable energy generation infrastructure warrants its location in the countryside.

* The definition of “developed footprint” as used throughout this policy is provided in the Glossary.

Policy S5:
Development in the
Countryside

Part E: Non-residential development in the countryside

Proposals for non-residential development will be supported provided that:

- a. The rural location of the enterprise is justifiable to maintain or enhance the rural economy or the location is justified by means of proximity to existing established businesses or natural features;
- b. The location of the enterprise is suitable in terms of accessibility;
- c. The location of the enterprise is would not result in conflict with neighbouring uses; and
- d. The development is of a size and scale to commensurate with the proposed use and with the rural character of the location

Part E: The Scheme comprises non residential development that is located in the countryside.

a. The location of the Scheme in the countryside is justified due to the scale of the land required to deliver the substantial renewable energy generation capacity that the Scheme will provide, and the need to be in sufficient proximity of the connection point to the National Electricity Transmission System (NETS), and the contribution the Scheme would make to meeting the established urgent need for renewable energy generation infrastructure.

b. The location of the Scheme and site selection process considered a range of factors including accessibility, and public rights of way. The site was chosen in part due to its good access to the local highway. The **Transport Assessment (Appendix 16-2 of the ES [EN010142/APP/6.2])** sets out the access strategy for the construction and operation of the Scheme with the aim to focus access off the A631. The access strategy does not seek to use the smaller and minor roads within proximity to

Part F: Agricultural diversification

Proposals involving farm based diversification to non-agricultural activities or operations will be permitted, provided that the proposal will support farm enterprises and providing that the development is:

- a. In an appropriate location for the proposed use;
- b. Of a scale appropriate to its location; and
- c. Of a scale appropriate to the business need.

the Scheme as main access points in the interests of highway safety and capacity. **Chapter 16: Transport and Access of the ES [EN010142/AP/6.1]** confirms that due to measures proposed for construction, including the implementation of a CTMP, the Scheme will not result in residual adverse effects upon highway safety or generate any highway capacity issues. During construction, two significant residual adverse effects are anticipated severance, pedestrian delay and non motorised users amenity. One will be in relation to severance, pedestrian delay (incorporating delay to all non-motorised users) on the B1241 (ATC 23) and the other significant residual adverse effect will be on the PRow BOAT 13 along Torksey Ferry Road. The significant adverse effect on the B12brown41 will only occur in the worst-case scenario for a short period of time if activity on the construction of the Cable Route Corridor is concentrated on the B1241 north of Fleets Road. In respect of PRow BOAT13, this will be closed without diversion only be for up to four weeks because there are no feasible alternative routes to support a diversion due to the constrained nature of this part of the Order limits. All other PRows will remain open with access managed or will be subject to temporary diversions. The **Framework PRow Management Plan [EN010142/APP.7.16]** explains the details of the temporary short-term diversions and appropriate measures for the management of PRow during the various stages of the Scheme.

c. As set out in the **Design and Access Statement [EN010142/APP/7.3]** the site selection process considered the location of the Scheme in relation to dwellings, sensitive receptors and existing neighbouring land uses and has been designed to avoid impacts on these. A key consideration has been the siting of infrastructure to avoid permanent losses of

BMV land. The Scheme has also included the integration of the design with existing utility assets and layout considerations to minimise the effects upon consented and emerging schemes either through the Town and Country Planning Act (1990) or the Planning Act 2008. It has also worked collaboratively with other NSIP solar projects in the surrounding area to create a shared Cable Route Corridor to minimise potential environmental effects. The location of the Scheme would therefore not result in conflict with existing non-agricultural neighbouring use.

d. As set out in section 6.3 of the Planning Statement, the location and design of the Scheme is the result of a comprehensive site selection process that was environmental, and planning led to avoid and minimise impacts as early as possible. Following this, the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity using solar PV arrays, whilst also being sensitive to the local context and surrounding area within which it is located, avoiding and minimising impacts on the environment as far as practicable. The Scheme delivers good design, as it will efficiently deliver large scale renewable energy infrastructure and includes embedded and additional measures that will deliver biodiversity enhancements; improved connectivity and enhancement of PRow through the provision of two new permissive paths and proposes a landscape strategy which is sensitive to its surroundings, by reducing the Scheme's impact on the landscape and providing opportunities for screening to protect residential amenity. The Scheme will deliver a high quality solar development design that has responded to the local and surrounding context in accordance with relevant local planning policies. The development is therefore of a size

and scale to commensurate with the proposed use and seeks to minimise its effect on the rural character of the location as far as practicable.

Part F: The Scheme complies with the provisions of Part F and is of an appropriate location for the proposed use, is of a scale appropriate to its location and is of a scale appropriate to the business need, as set out in the paragraphs above.

Policy S10:
Supporting the
Circular Economy

The Joint Committee is aware of the high energy and material use consumed on a daily basis, and, consequently, is fully supportive of the principles of a circular economy.

Accordingly, and to complement any policies set out in the Minerals and Waste Development Plan, proposals will be supported, in principle, which demonstrate their compatibility with, or the furthering of, a strong circular economy in the local area (which could include cross-border activity elsewhere in Lincolnshire).

The Scheme includes embedded design measures to reduce its impact on waste and materials.

The Scheme will aim to prioritise waste prevention, followed by preparing for reuse, recycling and recovery and lastly disposal to landfill as per the waste hierarchy, during construction, operation and decommissioning.

During construction, good and best practice waste recovery (landfill diversion) for the Scheme is likely to be above 90% for the majority of construction wastes.

During decommissioning, the overall recovery rate is expected to be greater than 60% (and potentially greater than 90%). The company "Recycle Solar", based nearby in North Lincolnshire, reports that 90% of the glass and 95% of the semiconductor materials in end-of-life solar panels can be extracted for use in new PV panels.

The decommissioning of the Scheme will be subject to measures and procedures defined within a DEMP as secured

Policy S11: Embodied Carbon

All development should, where practical and viable, take opportunities to reduce the development's embodied carbon content, through the careful choice, use and sourcing of materials.

Presumption against demolition:

To avoid the wastage of embodied carbon in existing buildings and avoid the creation of new embodied carbon in replacement buildings, there is a presumption in favour of repairing, refurbishing, re-using and re-purposing existing buildings over their demolition. Proposals that result in the demolition of a building (in whole or a significant part) should be accompanied by a full justification for the demolition. For non-listed buildings demolition will only be acceptable where it is demonstrated to the satisfaction of the local planning authority that:

1. the building proposed for demolition is in a state of such disrepair that it is not practical or viable to be repaired, refurbished, re-used, or re-purposed; or
2. repairing, refurbishing, re-using, or re-purposing the building would likely result in similar or higher newly generated embodied carbon than if the building is demolished and a new building is constructed; or

through the DCO. A **Framework DEMP [EN010142/APP/7.10]** is submitted with the DCO application.

Chapter 7: Climate Change of the ES [EN010142/APP/6.1] sets out the measures the Scheme will take to reduce embodied carbon through the choice, use and sourcing of materials, and construction and decommissioning methods.

No buildings will be demolished or replaced as part of the Scheme.

Section 6.7 of Chapter 7: Climate Change of the ES [EN010142/APP/6.1] explains that the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]** which accompany the application, and will inform detailed management plans to be secured by the DCO, will ensure that the following measures will be implemented to reduce the Scheme's embodied carbon:

- a. Increasing recyclability by segregating construction/decommissioning waste to be re-used and recycled where reasonably practicable;
- b. Designing, constructing and implementing the Scheme in such a way as to minimise the creation of waste and maximise the use of alternative materials with lower embodied carbon, such as locally sourced products and materials with a higher recycled content where feasible;

3. repairing, refurbishing, re-using, or re-purposing the building would create a building with such poor thermal efficiency that on a whole life cycle basis (i.e. embodied carbon and in-use carbon emissions) would mean a lower net carbon solution would arise from demolition and re-build; or
4. demolition of the building and construction of a new building would, on an exceptional basis, deliver other significant public benefits that outweigh the carbon savings which would arise from the building being repaired, refurbished, re-used, or re-purposed.

Applications within the countryside relating to the re-use or conversion of existing buildings will only be acceptable where they also meet the requirements of Policy S5, S34, or S43 as applicable.

- c. Reusing suitable infrastructure and resources where possible to minimise the use of natural resources and unnecessary materials (e.g. reusing excavated soil for fill requirements);
- d. Liaising with construction/decommissioning personnel for the potential to implement staff minibuses and car sharing options;
- e. Implementing a Travel Plan in the Construction Traffic Management Plan (CTMP) to reduce the volume of construction staff and employee trips to the Scheme, while encouraging the use of lower carbon modes of transport by identifying and communicating local bus connection and pedestrian/cycle access routes to/from the Scheme to all construction staff, and providing appropriate facilities for the safe storage of cycles;
- f. Switching vehicles and plant off when not in use and ensuring construction vehicles conform to current emissions standards; and
- g. Conducting regular planning maintenance of the construction/decommissioning plant and machinery to optimise efficiency.

Policy S14:
Renewable Energy

The Central Lincolnshire Joint Strategic Planning Committee is committed to supporting the transition to a net zero carbon future and will seek to maximise appropriately located renewable energy generated in Central

The Scheme will comprise the construction, operation and decommissioning of an onshore solar PV generating station in England exceeding 50 megawatts (MW) and export to the national grid at National Grid's Cottam Substation.

Lincolnshire (such energy likely being wind and solar based).

Proposals for renewable energy schemes, including ancillary development, will be supported where the direct, indirect, individual and cumulative impacts on the following considerations are, or will be made, acceptable. To determine whether it is acceptable, the following tests will have to be met:

- a. The impacts are acceptable having considered the scale, siting and design, and the consequent impacts on landscape character; visual amenity; biodiversity; geodiversity; flood risk; townscape; heritage assets, their settings and the historic landscape; and highway safety and rail safety; and
- b. The impacts are acceptable on aviation and defence navigation system/communications; and
- c. The impacts are acceptable on the amenity of sensitive neighbouring uses (including local residents) by virtue of matters such as noise, dust, odour, shadow flicker, air quality and traffic;

Testing compliance with part (i) above will be via applicable policies elsewhere in a development plan document for the area (i.e. this Local Plan; a Neighbourhood Plan, if one exists; any

As set out in the **Statement of Need [EN010142/APP/7.1]** the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme, represents a significant and economically rational step forwards in the fight against the global climate emergency.

An **Environmental Statement (ES) [EN010142/APP/6.1]** and accompanying **Appendices [EN010142/APP/6.1]** and **Figures [EN010142/APP/6.3]**, have been included with the DCO application, which assess any direct, indirect, individual and cumulative impacts the Scheme may have as a result of its scale, siting and design.

The **ES [EN010142/APP/6.1]** and Section 6 of the Planning Statement concludes that impacts on landscape character; visual amenity; biodiversity; geodiversity; flood risk; townscape; heritage assets, their settings and the historic landscape; and highway safety and rail safety, are acceptable, when taking into account the scale and nature of the Scheme and the benefits it provides. Reference should be made to the following policies for further detail, as per this policy:

Landscape and Visual Amenity

Policy S53: Design and Amenity

Policy S58: Protecting Lincoln, Gainsborough and Sleaford's Setting and Character

applicable policies in a Minerals or Waste Local Plan); and any further guidance set out in a Supplementary Planning Document.

In order to test compliance with part (ii) above will require, for relevant proposals, the submission by the applicant of robust evidence of the potential impact on any aviation and defence navigation system/communication, and within such evidence must be documented areas of agreement or disagreement reached with appropriate bodies and organisations responsible for such infrastructure.

In order to test compliance with part (iii) above will require, for relevant proposals, the submission by the applicant of a robust assessment of the potential impact on such users, and the mitigation measures proposed to minimise any identified harm.

For all matters in (i)-(iii), the applicable local planning authority may commission its own independent assessment of the proposals, to ensure it is satisfied what the degree of harm may be and whether reasonable mitigation opportunities are being taken.

Where significant adverse effects are concluded by the local planning authority following consideration of the above assessment(s), such

Policy 62: Area of Outstanding Natural Beauty and Areas of Great Landscape Value

Biodiversity and Geodiversity

Policy S53: Design and Amenity

Policy S59: Green and Blue Infrastructure Network

Policy S60: Protecting Biodiversity and Geodiversity

Policy S61: Biodiversity Opportunity and Delivering Measurable Net Gains

Policy S66: Trees, Woodland and Hedgerows

Flood Risk

Policy S20: Resilient Adaptable Design

Policy S21: Flood Risk and Water Resources

Townscape

The Scheme is not located within proximity to any of the surrounding Towns, and no impacts are anticipated.

Heritage assets, their settings and the historic landscape

Policy S53: Design and Amenity

Policy S57: The Historic Environment

Highway Safety and Rail Safety

Policy S45: Strategic Infrastructure Requirements

Policy S47: Accessibility and Transport

effects will be weighed against the wider environmental, economic, social and community benefits provided by the proposal. In this regard, and as part of the planning balance, significant additional weight in favour of the proposal will arise for any proposal which is community-led for the benefit of that community.

In areas that have been designated for their national importance, as identified in the National Planning Policy Framework, renewable energy infrastructure will only be permitted where it can be demonstrated that it would be appropriate in scale, located in areas that do not contribute positively to the objectives of the designation, is sympathetically designed and includes any necessary mitigation measures.

Additional matters for solar based energy proposals

Proposals for solar thermal or photovoltaics panels and associated infrastructure to be installed on existing property will be under a presumption in favour of permission unless there is clear and demonstrable significant harm arising.

Proposals for ground based photovoltaics and associated infrastructure, including commercial large scale proposals, will be under a presumption in favour unless:

Policy S48: Walking and Cycling Infrastructure

Policy S53: Design and Amenity

Policy S54: Health and Wellbeing

Aviation and defence navigation system/communications

Chapter 17: Other Environmental Topics of the ES

[EN010142/APP/6.1] and supporting **Appendix 17-2: Glint and Glare Assessment [EN010142/APP/6.2]** provides an

assessment of glint and glare effects of the Scheme to surrounding aviation activity, based on the visibility of PV panels from receptors, their angles using geometric calculations, and amount of sunlight. The assessment states that embedded mitigation including careful siting in the landscape, conserving existing vegetation patterns and creating new green infrastructure through planting will mean that it is unlikely that adverse effects will be experienced from glint and glare.

The glint and glare assessment concludes that there would be low (not significant) impacts on aviation receptors on Runway 27 at Sturgate Airfield, which is acceptable. No other impacts are expected on any aviation and defence navigation system/communications.

Amenity of sensitive neighbouring uses (including local residents) by virtue of matters such as noise, dust, odour, shadow flicker, air quality and traffic

As mentioned, an **ES [EN010142/APP/6.1]** and accompanying **Figures [EN010142/APP/6.3]** and **Appendices [EN010142/AQPP/6.2]** have been submitted with the application, which provides a robust assessment of the potential impact of noise, dust, air quality and traffic on such users, and the mitigation measures proposed to minimise any identified

- d. there is clear and demonstrable significant harm arising; or
- e. the proposal is (following a site specific soil assessment) to take place on Best and Most Versatile (BMV) agricultural land and does not meet the requirements of Policy S67; or
- f. the land is allocated for another purpose in this Local Plan or other statutory based document (such as a nature recovery strategy or a Local Transport Plan), and the proposal is not compatible with such other allocation.

Proposals for ground based photovoltaics should be accompanied by evidence demonstrating how opportunities for delivering biodiversity net gain will be maximised in the scheme taking account of soil, natural features, existing habitats, and planting proposals accompanying the scheme to create new habitats linking into the nature recovery strategy.

Decommissioning renewable energy infrastructure

Permitted proposals will be subject to a condition that will require the submission of an End of Life Removal Scheme within one year of the facility becoming non-operational, and the implementation of such a scheme within one

harm. There would be no impacts from odour and shadow flicker and as such they have been scoped out of any assessment.

With the implementation of mitigation measures significant adverse noise and vibration effects during the construction, operation and decommissioning of the Scheme will be avoided at sensitive receptors. Mitigation measures have been embedded into the Scheme design and construction methodology to minimise adverse effects where practicable, as set out in Section 13.7 of **Chapter 13: Noise and Vibration of the ES [EN010142/APP/6.1]**. These include embedded design measures representing Best Practicable Means (BPM) during construction and decommissioning, and the consideration of plant selection, layout of the Order limits, including locating and orienting noise generating infrastructure such as the transformers forming part of substations, Solar Stations and BESS in a sensitive manner to minimise operational noise at sensitive receptors. The Applicant is specifically committing to noise related design principles including no noise generating equipment within 250 m from residential receptors as set out in the **Outline Design Principles Statement [EN010142/APP/7.4]** which will inform the detailed design, to be secured by the DCO. The duration of any construction noise and vibration effects and construction traffic noise effects are considered to be temporary, short term and leaving no permanent residual effect once the works are complete.

Chapter 6: Air Quality of the **ES [EN010142/APP/6.1]** explains that a **Dust Risk Assessment (Appendix 6-2 of the ES [EN010142/APP/6.2])** and **Air Quality Monitoring (Appendix 6-3 of the ES [EN010142/APP/6.2])** has been undertaken to

year of the scheme being approved. Such a scheme should demonstrate how any biodiversity net gain that has arisen on the site will be protected or enhanced further, and how the materials to be removed would, to a practical degree, be re-used or recycled.

consider the potential effects of the Scheme on air quality during construction and decommissioning with the results of these assessments being incorporated into the ES chapter to determine environmental effects. The assessment confirms that the Scheme will not have an adverse effect on air quality with respect to dust emissions or impacts upon air quality through construction and decommissioning traffic. The implementation of good practice during construction and decommissioning to be secured via the **Framework CEMP [EN010142/APP/7.8]** and **Framework DEMP [EN010142/APP/7.10]** will ensure that the environmental risk of the Scheme on air quality remains low with no significant adverse effect on residential amenity or low air quality.

Traffic impacts are considered to be acceptable. More detail is set out in policies S45, S47, S48, S53, and S54 of this accordence table.

Overall, with appropriate mitigation implemented, and relative to the large scale nature of the Scheme the Scheme is expected to have limited and localised residual significant adverse effects during its 60 year operation. These effects are outweighed by the wider environmental, economic, social and community benefits that the Scheme will provide, which include:

- a. The delivery of a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme, represents a significant and economically

rational step forwards in the fight against the global climate emergency.

- b. A suite of ecological enhancements including new diverse habitats and planting, helping to provide maximum benefits to biodiversity and improved connectivity, providing a minimum of 10% BNG.
- c. The provision of two new permissive paths connecting Common Lane to Northlands Road and Common Lane to Kexby Road, offering recreational access in an area where PRow are limited and also improving north-south off-road links.
- d. The provision of 914 net additional jobs per annum, with 138 jobs per annum are expected to be taken up by residents in the local area. The jobs created will be in the renewable energy sector and will contribute to the development of skills needed for the UK's transition to Net Zero by 2050.
- e. The generation of approximately £52.3 million from the Scheme per year, of which approximately £7.9 million will be within West Lindsey and Bassetlaw districts, and £44.4 million within the East Midlands as a whole.

The Scheme would not result in any impacts on areas identified in the National Planning Policy Framework as being of national importance.

Additional matters for solar based energy proposals

It is acknowledged by this policy that proposals for solar photovoltaics panels and associated infrastructure to be

installed on existing property will be under a presumption in favour of permission, subject to there being significant harm arising, it taking place on BMV agricultural land (considering policy S67) or if the land is allocated for another purpose in the Local Plan.

The Scheme avoids significant impacts on the majority of receptors that have been assessed in the **ES [EN010142/APP/6.1]** except for temporary, localised and worst case impacts on landscape and visual and traffic. These effects are considered to be outweighed by the significant local and national benefits that the Scheme will provide, as outlined above.

In terms of BMV, the Scheme maximises the use of poorer quality agricultural land, minimises impacts on best and most versatile agriculture land and includes mitigation measures to reduce impacts on soils and soil resource. Agricultural land quality was a key consideration in the Applicants site selection process, and the design of the Principal Site layout has minimised the use of BMV land and reduced impacts where practicable through the reduction in BMV land forming part of the Scheme and through siting elements of the Scheme that could be permanent largely outside of BMV land. The remaining BMV land within the Order limits comprises mostly small, isolated areas, which due to their small size are likely to only be farmable alongside the lower grade surrounding land and not in isolation thereby rendering these areas unviable to remain in agricultural use.

The majority of the temporary suspension of BMV land in agricultural use is reversible and will be able to be returned back to agriculture use at the end of the lifetime of the Scheme, as secured by requirement 20 of the **draft DCO [EN010142/APP/3.1]**. The majority of the agricultural resource within the Scheme will not be lost with only a negligible amount changing to woodland (0.92 ha) within the Principal Site which can provide permanent ecological enhancement and landscape visual screening benefits. The Scheme would also provide improvements to soil quality due to the land being taken out of arable agricultural use, relating to improvements to soil structure, increased carbon sequestration and hydrological function.

None of the land being used by the Scheme is allocated in the Local Plan for any other purpose.

Evidence is provided in the **ES [EN010142/APP/6.1/6.2/6.3]**, **Framework LEMP [EN010142/APP/7.17]** and **BNG Assessment Report [EN010142/APP/7.14]** demonstrating how opportunities for BNG will be maximised in the Scheme, taking into account soil, natural features, existing habitats and planting proposals accompanying the Scheme to create new habitats linking into the nature recovery strategy. The Scheme will achieve a minimum of 10% BNG.

The Scheme includes provision for decommissioning at the end of its operational life. The **Framework DEMP [EN010142/APP/7.10]** sets out measures the Scheme would incorporate during decommissioning to ensure that the site is restored, with minimal adverse impact on amenity landscape

and biodiversity and what opportunities may be taken to enhance these features. **Chapter 17: Other Environmental Impacts of the ES [EN010142/APP/6.1]** sets out how the materials to be removed would, to a practical degree, be re-used or recycled.

Policy S15: Protecting Development should not significantly harm:
Renewable Energy
Infrastructure

- a. the technical performance of any existing or approved renewable energy generation facility;
- b. the potential for optimisation of strategic renewable energy installations;
- c. the availability of the resource, where the operation is dependent on uninterrupted flow of energy to the installation.

The Scheme will comprise the construction, operation and decommissioning of an onshore solar PV generating station in England exceeding 50 megawatts (MW) and export to the national grid at National Grid's Cottam Substation.

There are currently no approved renewable energy generation facilities within Lincolnshire. There are three applications currently under consideration by the Secretary of State, including West Burton solar DCO, Gate Burton solar DCO and Cottam solar DCO, that are within Lincolnshire and adjacent to or within the Order limits for the Scheme.

The Scheme has worked collaboratively with the developers of these three solar DCO's in the design, siting and layout of the Scheme. The Cable Route Corridor was designed in collaboration with the developers of these project to derive a shared cable corridor in order to minimise impacts through design. The Scheme would not have any adverse impacts on the abilities of these solar DCO's to provide the optimisation of renewable energy installations, and it would not cause harm to the availability of solar energy, as a result of its collaboration with West Burton, Gate Burton and Cottam solar DCOs.

The Scheme contributes to the optimisation of strategic renewable energy installations within Lincolnshire and enhances

the availability of low carbon energy to the National Grid. It is therefore in accordance with this policy.

Policy S16: Wider Energy Infrastructure

The Joint Committee is committed to supporting the transition to net zero carbon future and, in doing so, recognises and supports, in principle, the need for significant investment in new and upgraded energy infrastructure.

Where planning permission is needed from a Central Lincolnshire authority, support will be given to proposals which are necessary for, or form part of, the transition to a net zero carbon sub-region, which could include: energy storage facilities (such as battery storage or thermal storage); and upgraded or new electricity facilities (such as transmission facilities, sub-stations or other electricity infrastructure).

However, any such proposals should take all reasonable opportunities to mitigate any harm arising from such proposals, and take care to select not only appropriate locations for such facilities, but also design solutions (see Policy S53) which minimises harm arising.

The Scheme will comprise the construction, operation (including maintenance) and decommissioning of ground-mounted solar photovoltaic (PV) arrays and associated development to generate electricity from the Principal Site and transmit it to the national electricity transmission system (NETS) via a new bay at the existing National Grid Cottam Substation. The associated development includes but is not limited to access provision; a Battery Energy Storage System (BESS), to support the operation of the ground mounted solar PV array, the development of on-site substations, underground cabling between the different areas of solar PV arrays, and areas of landscaping and biodiversity enhancement.

The Scheme is classed as a 'Nationally Significant Infrastructure Project' (NSIP) and it therefore requires a DCO. All of the development outlined above will form part of the DCO application, which is submitted to the Secretary of State for Energy Security and Net Zero. As such, there will be no applications submitted to the Central Lincolnshire authority as part of this Scheme.

Policy S20: Resilient and Adaptable Design

Heat Resilience

In order to prevent and minimise the impacts of overheating in the built environment, applicants must demonstrate, commensurate with the scale and location of the proposal, consideration of:

Heat resilience

The Scheme does not comprise any residential buildings as part of its design, the only building proposed as part of the Scheme is the Solar Farm Control Centre which will be appropriately designed in accordance with the relevant standards and regulations.

1. How the design of the development minimises overheating and reduces demand on air conditioning systems, including considering:

- a. orienting buildings to maximise the opportunities for both natural heating and ventilation and to reduce wind exposure; and
- b. measures such as solar shading, thermal mass and appropriately coloured materials in areas exposed to direct and excessive sunlight

In considering the above, the balance between solar gain versus solar shading will need to be carefully managed

2. The potential to incorporate a green roof and/or walls to aid cooling, add insulation, assist water management and enhance biodiversity, wherever possible linking into a wider network of green infrastructure; unless such roof space is being utilised for photovoltaic or thermal solar panels; or on a whole life cycle basis, it is demonstrated that a lower specification roof has a significantly lower carbon impact than a green roof; or the nature of the development makes it impracticable to incorporate a green roof.

Adaptable design

The Solar Farm Control Centre is anticipated to comprise painted block construction, however proposed materials will need to be approved prior to construction by the Local Authority in accordance with requirement 5 of the DCO. The Scheme is not proposing any green roofs on the Solar Farm Control Centre, as it has focused investment in climate impacts and biodiversity in the predominant activity on site (being large scale ground mounted solar PV) as well as the range of biodiversity net gain improvements proposed as part of the **Framework LEMP [EN010142/APP/7.17(Rev03)]**.

The Scheme's proposed BESS and on-site substations will be appropriately designed to ensure they are sufficiently resilient to heat risk, whilst meeting the specific technical and safety requirements for their operation. These measures are set out in the **Framework Battery Safety Management Plan (BFSMP) [APP-225]** which has been informed by consultation with Lincolnshire Fire Service and includes measures to minimise fire risk during all stages of the Scheme.

Adaptable design

The design of the Scheme has been prepared in line with consideration for future social, economic, technological and environmental requirements anticipated for its operational life; with the Environmental Statement having assessed the worst case parameters which takes into account any changes to requirements as set out in paragraph 5.2.2 of **Chapter 5: EIA Methodology of the ES [APP-036]**. **Chapter 7: Climate Change** of the ES **[EN010142/APP/6.1]** sets out mitigation

Applicants should design proposals to be adaptable to future social, economic, technological and environmental requirements in order to make buildings both fit for purpose in the long term and to minimise future resource consumption in the adaptation and redevelopment of buildings in response to future needs. To meet this requirement, applicants should undertake the following, where applicable:

3. Allow for future adaptation or extension by means of the building's internal stud walls rather than solid walls to allow easier reconfiguration of internal layout. Residential proposals which meet, as a minimum, Building Regulations M4(2) (accessible and adaptable dwellings) standard would be deemed to have complied with this criterion;
4. Identification on floor plans of internal space with potential to accommodate 'home working': this may include bedrooms where there is more than 1 bedroom proposed';
5. Provision of electric car charging infrastructure
6. Infrastructure that supports car free development and lifestyles;

measures that will ensure that the Scheme is sustainable and adaptable including taking account of natural hazards such as flooding.

Chapter 10: Water Environment of the ES [EN010142/APP/6.1] and Appendix 10-3: Flood Risk Assessment (FRA) of the ES [EN010142/APP/6.2(Rev01)] provides an assessment of flood risk to and from the Scheme from all sources of flooding. The FRA (**Appendix 10-3 of the ES [EN010142/APP/6.2(Rev01)]**) demonstrates how residual flood risk will be managed during construction, operation and decommissioning of the Scheme and how the requirements of the Sequential Test and Exceptions Test are satisfied.

Chapter 10: Water Environment of the ES [EN010142/APP/6.1(Rev01)] and Appendix 10-3: Flood Risk Assessment (FRA) of the ES [EN010142/APP/6.2(Rev01)] have been informed by consultation with Lead Local Flood Authority (LLFA) for Lincolnshire County Council, the Environment Agency, Scunthorpe & Gainsborough Water Management Board, Upper Witham Internal Drainage Board, and Trent Valley Internal Drainage Board, and take account of the best available information from all sources of flood risk.

The FRA (Appendix 10-3 of the ES [EN010142/APP/6.2(Rev01)]) and Chapter 10: Water Environment of the ES [EN010142/APP/6.1Rev01] confirm that the construction, operation and decommissioning of the Scheme, with mitigation and control measures, will remain safe for its lifetime and will not increase flood risk elsewhere, taking into account climate change.

- 7. Having multiple well-places entrances on larger non-residential buildings to allow for easier subdivision; and
- 8. Is resilient to flood risk, from all forms of flooding (see Policy S21).

Policy S21: Flood Risk and Water Resources

Flood Risk

All development proposals will be considered against the NPPF, including application of the sequential and, if necessary, the exception test. Through appropriate consultation and option appraisal, development proposals should demonstrate:

- a. that they are informed by and take account of the best available information from all sources of flood risk and by site specific flood risk assessments where appropriate;
- b. that the development does not place itself or existing land or buildings at increased risk of flooding;
- c. that the development will be safe during its lifetime taking into account the impacts of climate change and will be resilient to flood risk from all forms of flooding such that in the event of a flood the development could be quickly brought back into use without significant refurbishment;
- d. that the development does not affect the integrity of existing flood defences and

Chapter 10: Water Environment of the ES [EN010142/APP/6.1] and Appendix 10-3: Flood Risk Assessment (FRA) of the ES [EN010142/APP/6.2] provides an assessment of flood risk to and from the Scheme from all sources of flooding. The FRA (**Appendix 10-3 of the ES [EN010142/APP/6.2]**) demonstrates how residual flood risk will be managed during construction, operation and decommissioning of the Scheme and how the requirements of the Sequential Test and Exceptions Test are satisfied.

Chapter 10: Water Environment of the ES [EN010142/APP/6.1] and Appendix 10-3: Flood Risk Assessment (FRA) of the ES [EN010142/APP/6.2] have been informed by consultation with Lead Local Flood Authority (LLFA) for Lincolnshire County Council, the Environment Agency, Scunthorpe & Gainsborough Water Management Board, Upper Witham Internal Drainage Board, and Trent Valley Internal Drainage Board, and take account of the best available information from all sources of flood risk.

A sequential approach has been applied in selecting the land for the Scheme and to the layout and design of the Principal Site. This approach has resulted in the majority of the Order limits being within an area at a low risk of flooding from all sources. The site selection process to identify a contiguous site did result in small areas of Flood Zone 2 and 3 remaining within the Principal Site. However, the design evolution of the Scheme

- any necessary flood mitigation measures have been agreed with the relevant bodies, where adoption, ongoing maintenance and management have been considered and any necessary agreements are in place;
- e. how proposals have taken a positive approach to reducing overall flood risk and have considered the potential to contribute towards solutions for the wider area; and
 - f. that they have incorporated Sustainable Drainage Systems (SuDS)/ Integrated Water Management into the proposals unless they can be shown to be inappropriate.

Protecting the Water Environment

Development proposals that are likely to impact on surface or ground water should consider the requirements of the Water Framework Directive.

Development proposals should demonstrate:

- d. that water is available to support the development proposed;
- e. that adequate mains foul water treatment and disposal already exists or can be provided in time to serve the development. Non mains foul sewage disposal solutions should only be considered where it can be shown to the satisfaction of the local planning

applied a sequential approach to the layout and design of infrastructure within the Principal Site, which involved locating vulnerable infrastructure that is critical to maintaining the supply of electricity (two substations, Solar Stations and BESS) in areas with the lowest risk of flooding from any source. Although one small area of solar PV panels remains in Flood Zone 2 and 3, mitigation forms part of the Scheme to ensure that the solar PV infrastructure in this area is resilient and can remain operational in times of flood. Given the above, the Sequential Test, has, where relevant, been met for site selection and design with the Scheme being in accordance with NPS EN-1, the NPPF and associated PPG with respect to flood risk.

Part of the Cable Route Corridor is located in Flood Zone 3a. As discussed in section 3.5 of the Planning Statement in relation to site selection, a key consideration with respect to the siting requirements of solar schemes is their proximity to a grid connection point with sufficient capacity for the electricity generated. In terms of the Scheme, this grid connection is available at the National Grid Cottam Substation. This is located in Flood Zone 2 and is surrounded by areas of Flood Zone 3 (see fluvial flood risk map alongside the Order limits in **Figure 10-5 of the ES [EN010142/APP/6.3]**). As set out in **Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1]**, whilst alternative cable route corridors were considered, these alternatives also included areas of the corridor located in Flood Zone 3. Therefore, there are no available alternative routes that avoid Flood Zones 2 and 3. In addition, from the early inception of the Scheme, a shared Cable Route Corridor with the other NSIP projects located within this area was sought to minimise environmental effects. This demonstrates that there were no alternative routes at a lower

- authority that connection to a public sewer is not feasible;
- f. that they meet the Building Regulation water efficiency standard of 110 litres per occupier per day or the highest water efficiency standard that applies at the time of the planning application (see also Policy S12);
 - g. that water reuse and recycling and rainwater harvesting measures have been incorporated wherever possible in order to reduce demand on mains water supply as part of an integrated approach to water management (see also Policy S11);
 - h. that they have followed the surface water hierarchy for all proposals:
 - i. surface water runoff is collected for use;
 - ii. discharge into the ground via infiltration;
 - iii. discharge to a watercourse or other surface water body;
 - iv. discharge to a surface water sewer, highway drain or other drainage system, discharging to a watercourse or other surface water body;
 - v. discharge to a combined sewer;

risk of flooding other than the Cable Route Corridor. In policy terms, the Sequential Test has been applied, but it is not possible for the Cable Route Corridor to be located within an area of lower flood risk and therefore it is necessary to apply the Exception Test.

The Exception Test has been passed in relation to the Cable Route Corridor owing to the wider sustainability benefits that the Scheme will deliver and that it will remain safe throughout its lifetime without increasing flood risk elsewhere.

A requirement of the DCO will ensure that the detailed design is substantially in accordance with the **Outline Design Principles Statement [EN010142/APP/7.4]**. The Solar PV Panel mounting structure legs do not materially remove floodplain volume, with the relatively few panels that will be located in Flood Zone 3. Therefore, floodplain compensation is not considered to be required.

The **FRA (Appendix 10-3 of the ES [EN010142/APP/6.2])** and **Chapter 10: Water Environment of the ES [EN010142/APP/6.1]** confirm that the construction, operation and decommissioning of the Scheme, with mitigation and control measures, will remain safe for its lifetime and will not increase flood risk elsewhere, taking into account climate change. The proposed surface water drainage design set out in the **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])** demonstrates that sustainable drainage techniques have been designed into the Scheme and will be maintained by the Applicant, or another private operator to be confirmed and secured through the DCO.

- g. that no surface water connections are made to the ~~combined~~ foul system;
- h. that surface water connections to the combined or surface water system are only made in exceptional circumstances where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments) and where there is no detriment to existing users;
- i. that no combined sewer overflows are created in areas served by combined sewers, and that foul and surface water flows are separated;
- j. that development contributes positively to the water environment and its ecology where possible and does not adversely affect surface and ground water quality in line with the requirements of the Water Framework Directive;
- k. that development with the potential to pose a risk to groundwater resources is not located in sensitive locations to meet the requirements of the Water Framework Directive;
- l. how Sustainable Drainage Systems (SuDS)/ Integrated Water Management to deliver improvements to water quality, the water environment and to improve amenity and biodiversity net gain wherever possible have been

Flood mitigation measures have been agreed with the relevant bodies outlined above, and adoption, ongoing maintenance and management have been considered and are set out in the **Framework CEMP [EN010142/APP/7.8], Framework OEMP [EN010142/APP/7.9], Framework DEMP [EN010142/APP/7.10]** and **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])**.

Chapter 10: Water Environment of the ES [EN010142/APP/6.1] concludes, with the implementation of embedded mitigation measures and best practice control measures secured via detailed plans which are to be substantially in accordance with the **Framework CEMP [EN010142/APP/7.8], Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]**, that no adverse significant effects are anticipated to any of the identified surface water bodies or groundwater bodies during the construction, operation or decommissioning phases of the Scheme.

A Water Framework Directive (WFD) Assessment has also been prepared and is presented in **Appendix 10-2** of this **ES [EN010142/APP/6.2]**. The Scheme interacts with several WFD water bodies within the WFD catchments of Lower Trent and Erewash within the Humber RBMP, and Witham within the Anglian RBMP. The WFD surface water bodies include the River Eau from Source to Northorpe Beck, Fillingham Beck, the River Till, as well as tributaries of the River Trent and River Till, and Skellingthorpe Main Drain. The WFD groundwater bodies screened into the assessment include the Lower Trent Erewash-Secondary Combined Water Body and the Witham Lias Water Body. The WFD Assessment considers each activity associated with the Scheme, such as the solar PV panels, infrastructure and cable crossings of water bodies, and assesses them against

- incorporated into the proposal unless they can be shown to be impractical;
- m. that relevant site investigations, risk assessments and necessary mitigation measures for source protection zones around boreholes, wells, springs and water courses have been agreed with the relevant bodies (e.g. the Environment Agency and relevant water companies);
- n. that suitable access is safeguarded for the maintenance of watercourses, water resources, flood defences and drainage infrastructure; and
- o. that adequate provision is made to safeguard the future maintenance of water bodies to which surface water and foul water treated on the site of the development is discharged, preferably by an appropriate authority (e.g. Environment Agency, Internal Drainage Board, Water Company, the Canal and River Trust or local Council).

In order to allow access for the maintenance of watercourses, development proposals that include or abut a watercourse should ensure no building, structure or immovable landscaping feature is included that will impede access within 8m of a watercourse, or within 16m of a tidal watercourse. Conditions may be included where relevant to ensure this access is maintained in perpetuity and may seek to

the biological, physico-chemical and hydromorphological, and groundwater quality elements that comprise the WFD water bodies. The WFD concludes that the Scheme is compliant with the objectives of the WFD. The Scheme will not cause deterioration in the status of the WFD water bodies and will not prevent the water bodies achieving Good Ecological Status and Good Ecological Potential.

Permanent access across watercourses will be required within the Principal Site for the lifetime of the Scheme. **Chapter 10: Water Environment** of the **ES [EN010142/APP/6.1]** assumes that this will be via a culvert. The creation of new crossings will result in a direct, localised and a permanent impact. However, there will not be an interruption of flow and the new crossings relate to small ephemeral unnamed ditches. Due to the low importance of these receptors **Chapter 10: Water Environment** of the **ES [EN010142/APP/6.1]** concludes potential impacts will be negligible and therefore not significant. The assessment also concludes that there would be no permanent impacts on the water environment as a result of the Cable Route Corridor as it will be located underground.

Impacts on surface or groundwater quality from site run-off and the potential for accidental spillages during maintenance activities will be controlled through the implementation of detailed CEMP and OEMP plans. These will be substantially in accordance with the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** submitted as part of this DCO application. The chemical pollutant risk from surface water runoff will be low as it will largely comprise of runoff from roofs and panels thereby consisting mainly of rainfall. Other control measures to protect water quality will be the form of a detailed fire safety management plan and drainage strategy to

ensure responsibility for maintenance of the watercourse including land ownership details up to and of the watercourse is clear and included in maintenance arrangements for future occupants.

be substantially in accordance with the **Outline Battery Safety Management Plan [EN010142/APP/7.14]** and **Outline Drainage Strategy (refer to Appendix 10-4 of the ES [EN010142/APP/6.2])** submitted as part of the DCO application. These measures will ensure that there will be no significant effects arising from the potential contamination of surface water and therefore water quality in the event of a fire associated with BESS.

During operation, within the area of solar PV panels, the impermeable area will remain largely consistent with its pre-development state as solar PV panels are elevated above ground and incident rainfall will run off them to the ground as it does now. Channelisation from rainfall dripping off the end of solar panels will be mitigated for through the planting of native grassland under and surrounding the panels. This planting will absorb the rainfall running off the panels. The inclusion of swales as part of the overall SuDs, will control the rate of flow from new impermeable areas towards the receiving watercourses as well as providing a mechanism to treat any contaminants should this be necessary. The potential pollution of watercourses from the BESS/substations and access roads is low. The inclusion of swales as part of the SuDs solution is considered to be sufficient mitigation against potential pollutants.

The implementation of a detailed Drainage Strategy, which will need to be in accordance with the **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])** which will be secured as a requirement in the DCO, will ensure that there will be negligible impact to any receiving water feature from surface water runoff or the risk of chemical spillages during routine operation and maintenance.

The **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])** replicates natural drainage conditions within the Principal Site ensuring no impact on the hydrology of watercourses.

A Water Management Plan (WMP) (which will be produced post consent) will include details for water quality monitoring and pollution prevention and control. The WMP will be a management plan that is brought forward as part of the detailed CEMP to be secured by a requirement of the DCO and to be substantially in accordance with the **Framework CEMP [EN010142/APP/7.8]**.

The Scheme will also provide WFD enhancement measures associated with open cut crossings of minor water channels to the Principal Site and Cable Route Corridor. Baseline surveys will be undertaken prior to the commencement of works to provide a baseline for reinstatement. Reinstatement will seek to provide an improved and enhanced channel which will aim to improve the riparian corridor and biodiversity. These measures will be set out in the WFD Mitigation and Enhancement Strategy identified in the **Framework CEMP [EN010142/APP/7.8]** and brought forward as part of the detailed CEMP to be secured by a requirement as part of the DCO.

As land is being taken out of arable agricultural use, the assessment concludes that there would be indirect beneficial impacts through a possible reduction of agricultural chemical inputs to watercourses, and a reduction in pesticide use on crops within the local area, resulting in a beneficial effect on the water environment, as set out in **Chapter 9: Ecology and Nature Conservation** of the **ES [EN010142/APP/6.1]**. Taking land out of arable production may also have other benefits by

reducing the risk of soil erosion and the need for local water abstraction for crop irrigation.

Policy S45: Strategic Infrastructure Requirements

New Development should be supported by, and have good access to infrastructure.

Infrastructure

Planning permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the necessary requirements arising from the proposed development. Development proposals must consider all of the infrastructure implications of a scheme; not just those on the site or its immediate vicinity. Conditions or planning obligations, as part of a package or combination of infrastructure delivery measures, are likely to be required for many proposals to ensure that new development meets this principle.

Consideration must be given to the likely timing of infrastructure provision. As such, development may need to be phased. Conditions or a planning obligation may be used to secure this phasing arrangement.

Development Contributions

Developers will be expected to contribute towards the delivery of relevant infrastructure, either through direct provision or contribution towards the provision of local and strategic

The Applicant has secured a connection to the National Grid via a new below ground grid connection cable, located within the Cable Route Corridor. This will connect the two on-site substations to the National Grid Cottam Substation. Further details are included in the **Grid Connection Statement [EN010142/APP/7.5]**.

infrastructure to meet the needs arising from the development either alone or cumulatively with other developments.

Policy S47:
Accessibility and
Transport

Development proposals which contribute towards an efficient and safe transport network that offers a range of transport choices for the movement of people and goods will be supported.

All developments should demonstrate, where appropriate, that they have had regard to the following criteria:

- a. Located where travel can be minimised and the use of sustainable transport modes maximised;
- b. Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, car clubs, walking and cycling links and integration with existing infrastructure;
- c. Making allowance for low and ultra-low emission vehicle refuelling infrastructure.

To demonstrate that developers have considered and taken into account the requirements of this policy, an appropriate Transport Statement/ Assessment and/ or Travel Plan should be submitted with proposals, with

The construction and decommissioning of the Scheme will require up to 1,225 construction staff, 120 HGVs and 60 LGVs travelling to and from the Principal Site daily and up to 170 construction staff and 272 HGVs travelling to and from the Cable Route Corridor daily.

The location of the Scheme and site selection process considered a range of factors including accessibility, and public rights of way. The site was chosen due to its good access to the local highway. The **Transport Assessment (Appendix 16-2 of the ES [EN010142/APP/6.2])** sets out the access strategy for the construction and operation of the Scheme with the aim to focus access off the A631. The access strategy does not seek to use the smaller and minor roads within proximity to the Scheme as main access points in the interests of highway safety and capacity.

Chapter 16: Transport and Access of the **ES [EN010142/APP/6.1]** and section 8 of the associated **TA (Appendix 16-2 of the ES [EN010142/APP/6.2])** sets out the mitigation measures that the Scheme will implement to encourage the use of sustainable transport modes and minimise additional travel demand. These measures include (but are not limited to):

- a. The implementation of a CTMP.
- b. Delivering a shuttle service to reduce construction vehicles. During the construction peak, it is anticipated

the precise form dependent on the scale and nature of development and agreed through early discussion with the local planning or highway authority and external bodies where relevant.

Any development that has severe transport implications will not be granted planning permission unless deliverable mitigation measures have been identified, and arrangements secured for their implementation, which will make the development acceptable in transport terms.

that 575 construction staff (47%) would be transferred to/from the Principal Site by shuttle service.

- c. Encouraging car sharing.
- d. Providing approximately 12 cycle parking spaces to encourage construction staff to use active travel.

The Scheme will implement a Travel Plan in the CTMP to reduce the volume of construction staff and employee trips to the Scheme, while encouraging the use of lower carbon modes of transport by identifying and communicating local bus connection and pedestrian/cycle access routes to/from the Scheme to all construction staff, and providing appropriate facilities for the safe storage of cycles. This will be agreed with the local planning or highway authority and be secured by the DCO.

Chapter 16: Transport and Access of the ES

[EN010142/APP/6.1] confirms that due to measures proposed for construction, the Scheme will not result in residual adverse effects upon highway safety or generate any highway capacity issues. During construction, two significant residual adverse effects are anticipated on severance, pedestrian delay and non motorised users amenity. One will be in relation to severance, pedestrian delay (incorporating delay to all non-motorised users) on the B1241 (ATC 23) and the other significant residual adverse effect will be on the PRoW BOAT 13 along Torksey Ferry Road. The significant adverse effect on the B1241 will only occur in the worst-case scenario for a short period of time if activity on the construction of the Cable Route Corridor is concentrated on the B1241 north of Fleets Road. In respect of PRoW BOAT13, the un-diverted closure would only be for up to

four weeks and is because there are no feasible alternative routes to support a diversion due to the constrained nature of this part of the Order limits. All other PRoWs will remain open with access managed or will be subject to temporary diversions. The **Framework PRoW Management Plan [EN010142/APP.7.16]** explains the details of the temporary short-term diversions and appropriate measures for the management of PRoW during the various stages of the Scheme.

In addition, the Scheme is proposing to enhance access through the Principal Site, with the provision of two new permissive paths connecting Common Lane with Kexby Road and Northlands Road. This route will provide a safe and direct pathway within the Principal Site, which connects with the existing PRoW network in the area resulting in some reduction to local journey times. These routes are described in section 5.6 of this Planning Statement.

Policy S48: Walking and Cycling Infrastructure

Development proposals should facilitate active travel by incorporating measures suitable for the scheme from the design stage. Plans and evidence accompanying applications will demonstrate how the ability to travel by foot or cycle will be actively encouraged by the delivery of well designed, safe and convenient access for all both into and through the site. Priority should be given to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of high quality pedestrian and cycle routes and green corridors, linking to existing routes and public rights of way where opportunities exist,

The location of the Scheme and site selection process considered a range of factors including accessibility, and public rights of way. The site was chosen due to its good access to the local highway. The **Transport Assessment (Appendix 16-2 of the ES [EN010142/APP/6.2])** sets out the access strategy for the construction and operation of the Scheme with the aim to focus access off the A631. The access strategy does not seek to use the smaller and minor roads within proximity to the Scheme as main access points in the interests of highway safety and capacity.

As mentioned above, the Scheme will implement a Travel Plan in the CTMP to reduce the volume of construction staff and

that give easy access and permeability to adjacent areas.

Proposals will:

- a. protect, maintain and improve existing infrastructure, including closing gaps or deficiencies in the network and connecting communities and facilities;
- b. provide high quality attractive routes that are safe, direct, legible and pleasant and are integrated into the wider network;
- c. ensure the provision of appropriate information, including signposting and way-finding to encourage the safe use of the network;
- d. encourage the use of supporting facilities, especially along principle cycle routes;
- e. make provision for secure cycle parking facilities in new developments and in areas with high visitor numbers across Central Lincolnshire; and
- f. consider the needs of all users through inclusive design

employee trips to the Scheme, while encouraging the use of lower carbon modes of transport by identifying and communicating local bus connection and pedestrian/cycle access routes to/from the Scheme to all construction staff, and providing approximately 12 cycle spaces for the safe storage of bicycles on site. This will be agreed with the local planning or highway authority and be secured by the DCO.

The Scheme includes the provision of two new permissive paths connecting Common Lane to Northlands Road and Common Lane to Kexby Road, offering recreational access in an area where PRoW are limited and also improving north-south off-road links. The paths will be located within 25 m wide corridors that will allow sufficient space for planting such as hedgerows to screen solar infrastructure and offer and visual interest to users.

The new routes have had regard to existing networks and has the potential to connect in with the claimed Glentworth and Harpswell Definitive Map Modification Order (DMMO 371) PRoW (bridleway) that runs north-south between Harpswell and Glentworth, should this be confirmed.

The new routes will connect with and link to the existing PRoW network and other informal recreational routes within the area, providing increased access for local residents to open space. The proposed width of the permissive paths mean they are suitable for pedestrians and horse riders thereby also increasing access to the countryside by multiple users given that the majority of the Principal Site is not currently accessible to the public.

The design of the Scheme has been guided by design objectives in response to the local context to develop a good design that balances the need to maximise renewable energy generation from the Scheme, whilst minimising potential adverse impacts and providing mitigation and enhancement measures where practicable, as set out in the **Design and Access Statement [EN010142/APP/7.3]**. The design has considered the needs of all users and delivers an inclusive design in terms of providing access to an area where PRoW are limited.

Policy S53: Design and Amenity

All development, including extensions and alterations to existing buildings, must achieve high quality sustainable design that contributes positively to local character, landscape and townscape, and supports diversity, equality and access for all.

Good design will be at the centre of every development proposal and this will be required to be demonstrated through evidence supporting planning applications to a degree proportionate to the proposal. Design Codes may be produced for parts of Central Lincolnshire or in support of specific developments. The approach taken in these Design Codes should be informed by the National Model Design Code and where these codes have been adopted, developments will be expected to adhere to the Code.

As set out in the Planning Statement, and **Statement of Need [EN010142/APP/7.1]** the Scheme will comprise the construction, operation and decommissioning of an onshore solar PV generating station in England exceeding 50 megawatts (MW) and export to the national grid at National Grid's Cottam Substation. The Scheme is a substantial infrastructure asset, capable of delivering large amounts of secure, affordable low carbon electricity to local and national networks.

The location and design of the Scheme is the result of a comprehensive site selection process that was environmental, and planning led to avoid and minimise impacts as early as possible. Following this, the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity using solar PV arrays, whilst also being sensitive to the local context and surrounding area within which it is located, avoiding and minimising impacts on the environment as far as practicable.

Design objectives were developed at an early stage and have guided the Scheme's design response to the local context to

Proposals for new buildings should incorporate the Design Principles for Efficient Buildings in Policy S6 at the centre of design.

All development proposals will be assessed against, and will be expected to meet the following relevant design and amenity criteria. All development proposals will:

1. Context

- a. Be based on a sound understanding of the context, integrating into the surroundings and responding to local history, culture and heritage;
- b. Relate well to the site, its local and wider context and existing characteristics including the retention of existing natural and historic features wherever possible and including appropriate landscape and boundary treatments to ensure that the development can be satisfactorily assimilated into the surrounding area;
- c. Protect any important local views into, out of or through the site;

2. Identity

- a. Contribute positively to the sense of place, reflecting and enhancing existing character and distinctiveness;
- b. Reflect or improve on the original architectural style of the local surroundings, or embrace opportunities for innovative design and new

develop a good design that balances the need to maximise renewable energy generation from the Scheme, whilst minimising potential adverse impacts and providing mitigation and enhancement measures where practicable, as set out in the **Design and Access Statement [EN010142/APP/7.3]**. This has included:

- a. delivering a design which carefully integrates the Scheme into the local and surrounding landscape, taking consideration of Lincoln Cliff AGLV early on, to reduce the Scheme's visibility and its landscape and visual impacts as far as practicable;
- b. avoiding and retaining existing ecological features and habitats, and increasing the biodiversity value of the Order limits through embedded and additional mitigation and enhancement measures to provide a minimum of 10% BNG.
- c. Improvements to the connectivity of PRow through the provision of two permissive paths within the Order limits; and
- d. Reducing impacts as far as practicable on the setting of designated heritage assets and excluding infrastructure on sensitive archaeological sites.

The Scheme shows good design in relation to noise and vibration in accordance with paragraph 4.7.3 of NPS EN-1. With embedded mitigation measures and good design, the Scheme meets the three aims of paragraphs 5.12.17 of NPS EN-1, the NPSE, NPPF and PPG on noise as relevant and important

technologies which sympathetically complement or contrast with the local architectural style;

- c. Use appropriate, high quality materials which reinforce or enhance local distinctiveness;
- d. Not result in the visual or physical coalescence with any neighbouring settlement nor ribbon development;

3. Built Form

- a. Make effective and efficient use of land that contribute to the achievement of compact, walkable neighbourhoods;
- b. Be appropriate for its context and its future use in terms of its building types, street layout, development block type and size, siting, height, scale, massing, form, rhythm, plot widths, gaps between buildings, and the ratio of developed to undeveloped space both within a plot and within a scheme;
- c. Achieve a density not only appropriate for its context but also taking into account its accessibility;
- d. Have a layout and form that delivers efficient and adaptable homes in accordance with Policy S6 and Policy S20.

4. Movement

- a. Form part of a well-designed and connected travel network with

matters. The Scheme will avoid significant adverse effects during construction, operation and decommissioning.

The Scheme will not result in any conflict with any existing or neighbouring land uses, as set out in **Chapter 14: Socio-economic and Land Use of the ES [EN010142/APP/6.1]**.

The Scheme delivers good design, being in accordance with the design policies set out in the NPSs in the context of efficiently delivering large scale renewable energy infrastructure where it is recognised in national policy that the extent to which a scheme can contribute to the enhancement of the quality of the area is limited. The Scheme design does however include embedded and additional measures that will deliver biodiversity enhancements; improved connectivity and enhancement of PRoW through the provision of two new permissive paths and proposes a landscape strategy which is sensitive to its surroundings, by reducing the Scheme's impact on the landscape and providing opportunities for screening to protect residential amenity. The location and design of the Scheme accords with the site selection and technical considerations set out in NPS EN-3 for large scale solar development. The Scheme will also deliver a high quality solar development design that has responded to the local and surrounding context in accordance with relevant local planning policies.

consideration for all modes of transport offering genuine choices for non-car travel and prioritising active travel and where relevant demonstrate this through evidence clearly showing connectivity for all modes and a hierarchy of routes (also see Policy S47 and Policy S48);

- b. Maximise pedestrian and cycle permeability and avoid barriers to movement through careful consideration of street layouts and access routes both within the site and in the wider context contributing to the delivery of walkable and cyclable neighbourhoods in accordance with Policy S48;
- c. Ensure areas are accessible, safe and legible for all including people with physical accessibility difficulties;
- d. Deliver well-considered parking, including suitable electric vehicle charging points, with appropriate landscaping provided in accordance with the parking standards set out in Policy NS18 and Policy S49;
- e. Deliver suitable access solutions for servicing and utilities;

5. Nature

- a. Incorporate and retain as far as possible existing natural features including hedgerows, trees, and waterbodies particularly where these features offer a valuable habitat to support biodiversity,

- aligned with policies in the Natural Environment chapter of the Local Plan;
- b. Incorporate appropriate landscape and boundary treatments to ensure that the development can be satisfactorily assimilated into the surrounding area, maximising opportunities to deliver diverse ecosystems and biodiverse habitats, strengthening wildlife corridors and green infrastructure networks, and helping to achieve wider goals for biodiversity net gain, climate change mitigation and adaptation and water management;

6. Public Spaces

- a. Ensure public spaces are accessible to all, are safe and secure and will be easy to maintain with clear definition of public and private spaces;
- b. Form part of a hierarchy of spaces where relevant to offer a range of spaces available for the community and to support a variety of activities and encourage social interaction;
- c. Be carefully planned and integrated into the wider community to ensure spaces feel safe and are safe through natural surveillance, being flanked by active uses and by promoting activity within the space;

- d. Maximise opportunities for delivering additional trees and biodiversity gains through the creation of new habitats and the strengthening or extending wildlife corridors and the green infrastructure network in accordance with policies in the Natural Environment chapter;

7. Uses

- a. Create or contribute to a variety of complementary uses that meet the needs of the community;
- b. Be compatible with neighbouring land uses and not result in likely conflict with existing uses unless it can be satisfactorily demonstrated that both the ongoing use of the neighbouring site will not be compromised, and that the amenity of occupiers of the new development will be satisfactory with the ongoing normal use of the neighbouring site;
- c. Not result in adverse noise and vibration taking into account surrounding uses nor result in adverse impacts upon air quality from odour, fumes, smoke, dust and other sources;

8. Homes and Buildings

- a. Provide homes with good quality internal environments with adequate space for users and good access to private, shared or public spaces;

- b. Be adaptable and resilient to climate change and be compatible with achieving a net zero carbon Central Lincolnshire as required by Policies S6, S7 and S8;
- c. Be capable of adapting to changing needs of future occupants and be cost effective to run by achieving the standards set out in Policy S20;
- d. Not result in harm to people's amenity either within the proposed development or neighbouring it through overlooking, overshadowing, loss of light or increase in artificial light or glare;
- e. Provide adequate storage, waste, servicing and utilities for the use proposed.

9. Resources

- a. Minimise the need for resources both in construction and operation of buildings and be easily adaptable to avoid unnecessary waste in accordance with Policies S10 and S11;
- b. Use high quality materials which are not only suitable for the context but that are durable and resilient to impacts of climate change in accordance with the requirements of Policy S20;

9. Lifespan

- a. Use high quality materials which are durable and ensure buildings and spaces are adaptive; and

- b. Encourage the creation of a sense of ownership for users and the wider community with a clear strategy for ongoing management and stewardship

Development proposals will be expected to satisfy requirements of any adopted local design guide or design code where relevant to the proposal.

Policy S54: Health and Wellbeing

The potential for achieving positive mental and physical health outcomes will be taken into account when considering all development proposals. Where any potential adverse health impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated.

The Central Lincolnshire authorities will expect development proposals to promote, support and enhance physical and mental health and wellbeing, and thus contribute to reducing health inequalities. This will be achieved by:

- a. Seeking, in line with the Central Lincolnshire Developer Contributions SPD, developer contributions towards new or enhanced health facilities from developers where development results in a shortfall or worsening of provision, as informed by the outcome of consultation with health care commissioners;

Chapter 11: Human Health of the ES [EN010142/APP/6.1]

concludes that there would be no adverse impacts on accessibility to healthcare services, road and route safety, and air quality as a result of the Scheme.

Minor adverse impacts are anticipated on community connectivity, PRoW, noise and vibration, GHG emissions and landscape and visual effects, in relation to human health, as a result of the Scheme. Effects are mitigated through the Framework CEMP, Framework OEMP, Framework DEMP and Framework LEMP, and include:

- e. The implementation of a PRoW Management Plan to ensure no permanent closures to PRoW, and temporary diversions or closures are managed accordingly. A **Outline PRoW Management Plan [EN010142/APP/7.16]** accompanies this application.
- f. Implementation of a CTMP to reduce impacts of the Scheme on the local highway and accessibility. A **Framework CTMP [EN010142/APP/7.11]** accompanies this application.

- b. In the case of development of 150 dwellings or more, or 5ha or more for other development, developers submitting a fit for purpose Health Impact Assessment (HIA) as part of the application or master planning stage where applicable, and demonstrating how the conclusions of the HIA have been taken into account in the design of the scheme. The HIA should be commensurate with the size of the development;
- c. Development schemes safeguarding and, where appropriate, creating or enhancing the role of allotments, orchards, gardens and food markets in providing access to healthy, fresh and locally produced food; and
- d. Ensuring quality green infrastructure provides adequate access to nature for its benefits to mental and physical health and wellbeing and potential to overcome health inequalities.
- e. Implementation of measures to reduce the impacts of noise and vibration as far as practicable, including only working during daytime hours.
- f. Implementation of measures to reduce the impacts of dust and air quality as far as practicable, including only working during daytime hours.
- g. Implementation of best practice construction methods to reduce the impacts of noise and vibration as far as practicable, including only working during daytime hours.
- h. Implementation of a LEMP which provides embedded and enhancement measures to reduce the Scheme's visual impact and provides biodiversity enhancements. A **Framework LEMP [EN010142/APP/7.17]** accompanies this application.

Impacts from GHG emissions during the construction of the Scheme are considered to be offset by the net positive impact of the Scheme, and the fact that the construction and operation of solar farms such as the Scheme play a role in helping the UK to meet its net zero emissions target by 2050. During operation, a beneficial effect from GHG emissions is anticipated.

The Scheme will promote, support and enhance the health and wellbeing of local residents in the area through the provision of 138 jobs in the local area, equating to £7.9 million GVA generated within West Lindsey and Bassetlaw districts, and £44.4 million within the East Midlands as a whole. **Chapter 11: Human Health of the ES [EN010142/APP/6.1]** concludes that the jobs arising from the construction phase of the Scheme will result in a beneficial effect on human health in the local area because good quality work protects against social exclusion through the provision of income, social interaction, identity and purpose which the Scheme will help to deliver through its construction phase.

Proposals for new health care facilities

Proposals for new health care facilities should relate well to public transport services, walking and cycling routes and be easily accessible to all sectors of the community. Proposals which utilise opportunities for the multi-use and co-location of health facilities with other services

and facilities, and thus co-ordinate local care and provide convenience for the community, will be particularly supported.

The Scheme includes the provision of two new permissive paths connecting Common Lane to Northlands Road and Common Lane to Kexby Road, offering recreational access in an area where PRoW are limited and also improving north-south off-road links. The paths will be located within 25 m wide corridors that will allow sufficient space for planting such as hedgerows to screen solar infrastructure and offer and visual interest to users.

The new routes have had regard to existing networks and has the potential to connect in with the claimed Glentworth and Harpswell Definitive Map Modification Order (DMMO 371) PRoW (bridleway) that runs north-south between Harpswell and Glentworth, should this be confirmed.

The new routes will connect with and link to the existing PRoW network and other informal recreational routes within the area, providing increased access for local residents to open space. The proposed width of the permissive paths mean they are suitable for pedestrians and horse riders thereby also increasing access to the countryside by multiple users given that the majority of the Principal Site is not currently accessible to the public.

Policy S56:
Development on Land
Affected by
Contamination

Development proposals must take into account the potential environmental impacts on people, biodiversity, buildings, land, air and water arising from the development itself and any former use of the site, including, in particular, adverse effects arising from pollution.
Where development is proposed on a site which is known to be or has the potential to be affected by contamination, a preliminary risk

Chapter 17: Other Environment Topics of the ES

[EN010142/APP/6.1] assesses the impact of the Scheme on ground conditions. Preliminary Risk Assessments (PRA's) have been completed for both the Principal Site and Cable Route Corridor to assess the land condition and identify potential environmental land quality liabilities and constraints prior to the Scheme development. The PRA's involved a desk based review, a site walkover, followed by a preliminary ground model, and

assessment should be undertaken by the developer and submitted to the relevant Central Lincolnshire Authority as the first stage in assessing the risk of contamination.

Proposals will only be permitted if:

- a. it can be demonstrated that the site is suitable for its proposed use;
- b. layout and drainage have taken adequate account of ground conditions, contamination and gas risks arising from previous uses and any proposed sustainable land remediation and
- c. there are no significant impacts on future users, neighbouring users, groundwater or surface water.

then a Conceptual Site Model (CSM) to identify potentially significant source pathway receptor linkages.

The assessment of potential severity, likelihood of occurrence and potential risk associated with each contaminant linkage set out in the assessment is included in **Appendix 17:3 Ground Conditions, Principal Site PRA**, and **Appendix 17-4: Ground Condition Cable Route Corridor PRA of the ES [EN010142/APP/6.1]**, which conclude that the risks are very low to low.

Intrusive site investigation is proposed by the Applicant at the post-consent stage to verify the conceptual site model and to inform whether further mitigation and verification is required prior to the commencement of the authorised development. The **Framework CEMP [EN010142/APP/7.11]** includes management measures relating to ground conditions which will secure the completion of intrusive site investigations prior to the commencement of development and will be secured by requirement 12 (CEMP) of the **draft DCO [EN010142/APP/3.1]**. The CEMP will need to be substantially in accordance with the **Framework CEMP [EN010142/APP/7.11]** and the Scheme implemented in accordance with the approved CEMP thereby ensuring that any risks associated with ground conditions is mitigated as appropriate.

The assessment on ground conditions within **Chapter 17: Other Environment Topics** of the **ES [EN010142/APP/6.1]** concludes that the Scheme will not pose an unacceptable risk to human health or the environment either during construction, operation or decommissioning with no significant effects arising. This is

provided that the recommendations set out in the **Framework CEMP [EN010142/APP/7.11]**, are included in the detailed CEMP, to be secured by requirement 12 of the **draft DCO [EN010142/APP/3.1]**, along with other environmental design and management measures.

Best practice and bespoke mitigation measures will also be carried out during construction, operation and decommissioning to reduce nuisance impacts from dust generation, soil removal and waste generation. These measures are set out in the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]**. Requirements 12, 13 and 20 of the **draft DCO [EN010142/APP/3.1]** require the submission of a CEMP, an OEMP and a DEMP. These will need to be substantially in accordance with the framework plans and the Scheme constructed, operated and decommissioned in accordance with the approved details. These management measures will ensure that no significant effects arise and that if mitigation is required that this is implemented in accordance with approved details secured by the requirements referred to above prior that that particular phase of the Scheme.

The site is therefore suitable for its proposed use, and there are no significant impacts on future users, neighbouring users, groundwater or surface water, as explained in more detail in policy S21 of this accordance table.

Policy S57: The Historic Environment

Development proposals should protect, conserve and seek opportunities to enhance the historic environment of Central Lincolnshire.

Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] and its supporting appendices **[EN010142/APP/6.2]** provide an assessment of the likely effects of the Scheme on heritage assets. This includes a description of the significance of the

In instances where a development proposal would affect the significance of a heritage asset (whether designated or non-designated), including any contribution made by its setting, the applicant will be required to undertake and provide the following, in a manner proportionate to the asset's significance:

- a. describe and assess the significance of the asset, including its setting, to determine its architectural, historical or archaeological interest; and
- b. identify the impact of the proposed works on the significance and special character of the asset, including its setting; and
- c. provide a clear justification for the works, especially if these would harm the significance of the asset, including its setting, so that the harm can be weighed against public benefits.

Development proposals will be supported where they:

- a. protect the significance of heritage assets (including where relevant their setting) by protecting and enhancing architectural and historic character, historical associations, landscape and townscape features and through consideration of scale, design, architectural detailing, materials, siting,

heritage assets and the contribution of their setting to their significance.

Geophysical survey (magnetometry) of the Principal Site and Cable Route Corridor has been undertaken for the Scheme. The results of the geophysical survey are discussed in **Appendix 8-2: Cultural Heritage Desk-Based Assessment of the ES [EN010142/APP/6.2]** and reported in detail within **Appendix 8-5: Geophysical Survey Reports of the ES [EN010142/APP/6.2]**. Archaeological trial trench evaluation was undertaken across the Principal Site, the results of which are presented in **Appendix: 8-6 Archaeological Evaluation Overarching Executive Report of the ES [EN010142/APP/6.2]**.

Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] assesses the likely impacts of the Scheme on cultural heritage, including direct and indirect, and temporary or permanent effects. It concludes there will be no residual significant effects on any designated heritage assets or their setting as a result of the Scheme. Embedded mitigation measures have reduced any significant adverse effects on heritage assets.

Listed Buildings

Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] concludes that there will be no residual significant effects on any designated heritage assets or their setting as a result of the Scheme. Embedded mitigation measures have reduced any significant adverse effects on heritage assets to equate to less than substantial harm. The **Heritage Harm Statement in Appendix D of the Planning Statement** confirms that the

layout, mass, use, and views and vistas both from and towards the asset;

- b. promote opportunities to better reveal significance of heritage assets, where possible;
- c. take into account the desirability of sustaining and enhancing non-designated heritage assets and their setting.

Proposals to alter or to change the use of a heritage asset, will be supported provided:

- a. the proposed use is compatible with the significance of the heritage asset, including its fabric, character, appearance, setting and, for listed buildings, interior; and
- b. such a change of use will demonstrably assist in the maintenance or enhancement of the heritage asset; and
- c. features essential to the special interest of the individual heritage asset are not harmed to facilitate the change of use.

Development proposals that will result in substantial harm to, or the total loss of, a designated heritage asset will only be granted permission where it is necessary to achieve substantial public benefits that outweigh the

Scheme would not lead to any loss or substantial harm to any designated heritage asset.

Conservation Areas

Chapter 8: Cultural Heritage of the **ES [EN010142/APP/6.1]** states there are no conservation areas within the Order limits. There are four conservation areas within 3km of the Scheme, Glentworth; Hemswell; Springthorpe; and Fillingham. The Scheme would not lead to any significant adverse effects on any of these conservation areas.

Non-designated Assets / Archaeology

Archaeological evaluations were undertaken for the Scheme and are detailed in **Appendix 8-6-1 to 8-6-10** of the **ES [EN010142/APP/6.2]** in addition to a cultural heritage desk-based assessment, **Appendix 8-2** of the **ES [EN010142/APP/6.2]**, geophysical survey and report, **Appendix 8-5** of the **ES [EN010142/APP/6.2]** and trial trenching.

Chapter 8: Cultural Heritage [EN010142/APP/6.1] concludes that the Scheme would result in significant effects to six non-designated heritage assets. These comprise the Winter Camp of the Viking Great Army, which is a non-designated asset considered to be of schedulable quality, and five archaeological assets. Additional mitigation in the form of a programme of archaeological excavation and recording is proposed and will be set out in a Written Scheme of Investigation (WSI).

It is acknowledged that while archaeological excavation and recording would not minimise the physical harm to these assets, as it would still involve removal, however it would compensate

harm or loss, and the following criteria can be satisfied:

- a. the nature of the heritage asset prevents all reasonable uses of the site; and
- b. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c. conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d. the harm or loss is outweighed by the benefit of bringing the site back into use.

Where a development proposal would result in less than substantial harm to a designated heritage asset, permission will only be granted where the public benefits, including, where appropriate, securing its optimum viable use, outweigh the harm.

Where a non-designated heritage asset is affected by development proposals, there will be a presumption in favour of its retention, though regard will be had to the scale of any harm or loss and the significance of the heritage asset. Any special features which contribute to an

for the loss of these heritage assets by preserving them by record, thereby allowing their continued study and greater understanding and appreciation of their heritage value. This would reduce the magnitude of impact on individual assets, resulting in a minor adverse effect, which is not significant.

The substantial public benefits and need for the Scheme, as set out in Section 5 and Section 6.2 of this Planning Statement, including the delivery of CNP infrastructure to contribute towards meeting national energy security objectives and carbon reduction commitments, clearly and demonstrably outweigh the less than substantial harm to designated heritage assets and the small scale permanent harm to the non-designated asset of schedulable quality that would result.

asset's significance should be retained and reinstated, where possible.

Listed Buildings

Permission to change the use of a Listed Building or to alter or extend such a building will be granted where the local planning authority is satisfied that the proposal is in the interest of the building's conservation and does not involve activities or alterations prejudicial to the special architectural or historic interest of the Listed Building or its setting.

Development proposals that affect the setting of a Listed Building will, in principle, be supported where they make a positive contribution to, or better reveal the significance of the Listed Building.

Conservation Areas

Significant weight will be given to the protection and enhancement of Conservation Areas.

Development within, affecting the setting of, or affecting views into or out of, a Conservation Area should conserve, or where appropriate enhance, features that contribute positively to the area's special character, appearance and setting, including as identified in any adopted Conservation Area appraisal. Proposals should:

- a. retain buildings/groups of buildings, existing street patterns, historic building lines and ground surfaces and

architectural details that contribute to the character and appearance of the area;

- b. where relevant and practical, remove features which have a negative impact on the character and appearance of the Conservation Area;
- c. retain and reinforce local distinctiveness with reference to height, massing, scale, form, materials and plot widths of the existing built environment;
- d. assess, and mitigate against, any negative impact the proposal might have on the townscape, roofscape, skyline and landscape; and
- e. aim to protect trees, or where losses are proposed, demonstrate how such losses are appropriately mitigated against.

Archaeology

Development affecting archaeological remains, whether known or potential, designated or undesignated, should take every practical and reasonable step to protect and, where possible, enhance their significance.

Planning applications for such development should be accompanied by an appropriate and proportionate assessment to understand the

potential for and significance of remains, and the impact of development upon them.

If initial assessment does not provide sufficient information, developers will be required to undertake field evaluation in advance of determination of the application. This may include a range of techniques for both intrusive and non-intrusive evaluation, as appropriate to the site.

Wherever possible and appropriate, mitigation strategies should ensure the preservation of archaeological remains in-situ. Where this is either not possible or not desirable, provision must be made for preservation by record according to an agreed written scheme of investigation submitted by the developer and approved by the planning authority.

Any work undertaken as part of the planning process must be appropriately archived in a way agreed with the local planning authority.

Policy S58: Protecting Lincoln, Gainsborough and Sleaford's Setting and Character	All development proposals should contribute to the realisation of the following key principles: Lincoln a. Protect the dominance and approach views of Lincoln Cathedral, Lincoln Castle and uphill Lincoln on the skyline; b. Protect Lincoln's distinct built heritage and townscape character as set out in	The Principal Site is located on farmland between the settlements of Springthorpe and Heapham in the west; Hemswell and Harpswell in the northeast; and Glentworth to the east. Lincoln The Principal Site is located approximately 13km to the north of Lincoln. As set out in Appendix 12-4 of the ES [EN010142/APP/6.2] views of Lincoln Cathedral can be
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the Lincoln Townscape Character Assessment;

- c. Respect Lincoln's unique character and setting and relationship with surrounding villages by maintaining and enhancing a strategic green infrastructure network around and into the City, including Green Wedges (see Policy S63) to protect the City's green character and to maintain the setting and integrity of surrounding villages;
- d. Proposals within, adjoining or affecting the setting of the 11 Conservation Areas and 3 historic parks and gardens within the built up area of Lincoln, should preserve and enhance their special character, setting, appearance and respect their special historic and architectural context;
- e. Support the development of art, cultural and leisure assets and facilities, such as the Collection, the Theatre Royal, the Engine Shed, Arboretum and Whisby Nature Park, and improve access to such assets and facilities; and
- f. Do not detract from the open character of Lincoln's Brayford Pool and waterways, protecting and enhancing them as a major focal points in and through the City.

glimpsed from B1398 Middle Street, above Harpswell, and it can be seen in good conditions to the south of Marton - Poplar Farm (Footpath Mton/68/1) which is an access track from the A1500 Stow Park Road to Poplar Farm, where an arable field is crossed by the public footpath (PRoW). The Scheme would consist of low lying solar PV panels and would not have any impact on the dominance and approach views of Lincoln Cathedral, nor Lincoln Castle and uphill Lincoln on the skyline.

The Scheme would not have any impacts on Lincolns built heritage and townscape character, or conservation areas and historic parks, due to its distance from the town.

The Scheme would incorporate a number of green infrastructure proposals, as set out in the **Framework LEMP [EN010142/APP/7.17]** which would enhance the strategic green infrastructure network around Lincoln.

Gainsborough

The Scheme is located approximately 5 km to the east of Gainsborough. The Scheme has taken into account the Gainsborough Town Centre Conservation Area Appraisal and Gainsborough Town Centre Heritage Masterplan in its assessment on cultural heritage within **Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1]**.

As set out in **Chapter 12: Landscape and Visual Impacts of the ES [EN010142/APP/6.1]**, the Scheme would not have any significant adverse impacts on LLCA 5 the Trent Valley, which is where Gainsborough is located within, during the construction, operation and decommissioning of the Scheme. The Scheme

Gainsborough

- a. Take into account the Gainsborough Town Centre Conservation Area Appraisal and Gainsborough Town Centre Heritage Masterplan;
- b. Protect and enhance the landscape character and setting of Gainsborough and the surrounding villages by ensuring key gateways are landscaped to enhance the setting of the town, minimise impact upon the open character of the countryside and to maintain the setting and integrity of surrounding villages.

Sleaford

- c. Take into account the Sleaford Masterplan, Sleaford Town Centre Conservation Area Appraisal, Sleaford Town Centre Regeneration SPD and any subsequent guidance;
- d. Protect, conserve and, where appropriate, enhance the Castle Site, Market Place, the Bass Maltings, Money's Mill and Yard, Handley Monument and Northgate, through sensitive development and environmental improvement;

also includes the creation of new green infrastructure elements and corridors throughout the Scheme, to increase habitat connectivity; enhance landscape condition; and improve visual amenity within sometimes degraded agricultural landscapes.

Sleaford

The Scheme is not located within proximity to Sleaford and as such will have no impacts on it.

- e. Protect important local views of Sleaford, including the Bass Maltings complex and its setting, from both within and outside the town;
- f. Support the development of art, cultural and leisure assets and facilities within or close to the town centre, and improve access to such assets and facilities, such as The Hub (the National Centre for Craft and Design);
- g. Protect and enhance the River Slea Navigation Corridor as a major focal point for the town, optimising its use and value for recreation, tourism and biodiversity, and taking into account the opportunities identified in the Sleaford Urban Opportunities Study;
- h. Support the development of the Sleaford East West Leisure Link as the key component of the Sleaford Urban Green Grid in accordance with the Sleaford Masterplan and Central Lincolnshire Green Infrastructure Study and take opportunities to deliver improvements to the wider Green Infrastructure network.

Policy S59: Green and Blue Infrastructure Network

The Central Lincolnshire Authorities will safeguard green and blue infrastructure in Central Lincolnshire from inappropriate development and work actively with partners to

The Scheme has been designed to avoid, maintain and mitigates all significant adverse effects on internationally, nationally and locally designated sites and other important ecological features such as protected species and habitats,

maintain and improve the quantity, quality, accessibility and management of the green infrastructure network.

Proposals that cause loss or harm to the green and blue infrastructure network will not be supported unless the need for and benefits of the development demonstrably outweigh any adverse impacts. Where adverse impacts on green infrastructure are unavoidable, development will only be supported if suitable mitigation measures for the network are provided.

Development proposals should ensure that existing and new green and blue infrastructure is considered and integrated into the scheme design from the outset. Where new green infrastructure is proposed, the design and layout should take opportunities to:

- a. incorporate a range of types and sizes of green and blue spaces, green routes and environmental features that are appropriate to the development and the wider green and blue infrastructure network to maximise the delivery of multi-functionality;
- b. deliver biodiversity net gain and support ecosystem services;
- c. respond to landscape/townscape and historic character;

ancient and veteran trees, and green infrastructure during the construction, operation and decommissioning phases. This has been achieved through a considered and iterative design, that has considered and integrated green and blue infrastructure into the design from the outset, informed by a design team with qualified professional ecologists, which includes embedded avoidance and mitigation measures that are to be secured by the DCO.

In addition to protecting existing green infrastructure, the Applicant has also taken opportunities to provide additional mitigation and enhancement measures within the Order limits to improve the quality and quantity and management of the green infrastructure network, by increasing biodiversity and providing overall net gains in habitat. These measures include woodland, scrub and hedgerow planting, encouraging areas to naturally regenerate, establish species rich grassland across the Principal Site, and other habitat restoration and creation within the Order limits. This is outlined in Section 5 of the Planning Statement, the **Framework LEMP [EN010142/APP/7.17]** and the **Design and Access Statement [EN010142/APP/7.3]** and illustrated on the landscape masterplan provided in the latter two documents. The Scheme therefore delivers the required 10% BNG, and significant beneficial impacts on a number of ecological features.

The design and layout of the green infrastructure is to be determined through the detailed design of the Scheme, and will take opportunities to incorporate a range of types and sizes of green infrastructure and environmental features to maximise the delivery of a multi-functional network. The green infrastructure proposed responds to the landscape and historic character, as

- d. support climate change adaptation and resilience including through use of appropriate habitats and species; and
- e. encourage healthy and active lifestyles.

Development proposals must protect the linear features of the green and blue infrastructure network that provide connectivity between green infrastructure assets, including public rights of way, bridleways, cycleways and waterways, and take opportunities to improve and expand such features.

Development will be expected to make a contribution proportionate to their scale towards the establishment, enhancement and on-going management of green and/or blue infrastructure by contributing to the development of the strategic green infrastructure network within Central Lincolnshire, in accordance with the Developer Contributions SPD.

set out in the **Design and Access Statement [EN010142/APP/7.3]**, and would support climate change adaptation and resilience through the use of appropriate habitats and species as set out in **Chapter 9: Ecology and Nature Conservation** of the **ES [EN010142/APP/6.1]**, **Appendix 10-3: Flood Risk Assessment (FRA)** of the **ES [EN010142/APP/6.2]** and the **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])**.

The Scheme includes the provision of two new permissive paths connecting Common Lane to Northlands Road and Common Lane to Kexby Road, offering recreational access in an area where PRoW are limited and also improving north-south off-road links. The paths will be located within 25 m wide corridors that will allow sufficient space for planting such as hedgerows to screen solar infrastructure and offer and visual interest to users.

The new routes have had regard to existing networks and has the potential to connect in with the claimed Glentworth and Harpswell Definitive Map Modification Order (DMMO 371) PRoW (bridleway) that runs north-south between Harpswell and Glentworth, should this be confirmed.

The new routes will connect with and link to the existing PRoW network and other informal recreational routes within the area, providing increased access for local residents to open space. The proposed width of the permissive paths mean they are suitable for pedestrians and horse riders thereby also increasing access to the countryside by multiple users given that the majority of the Principal Site is not currently accessible to the public.

Policy S60: Protecting Biodiversity and Geodiversity

- All development should:
- a. protect, manage, enhance and extend the ecological network of habitats, species and sites of international, national and local importance (statutory and non-statutory), including sites that meet the criteria for selection as a Local Site;
 - b. minimise impacts on biodiversity and features of geodiversity value;
 - c. deliver measurable and proportionate net gains in biodiversity in accordance with Policy S61; and
 - d. protect and enhance the aquatic environment within or adjoining the site, including water quality and habitat.

Part One: Designated Sites

The following hierarchy of sites will apply in the consideration of development proposals:

1. International Sites

The highest level of protection will be afforded to internationally protected sites. Development proposals that will have an adverse impact on the integrity of such areas, will not be supported other than in exceptional circumstances, in accordance with the NPPF.

Development proposals that are likely to result in a significant adverse effect, either alone or in

The Scheme successfully avoids and mitigates all significant adverse effects on internationally, nationally and locally designated sites and other important ecological features such as protected species and habitats, including the aquatic environment, and veteran trees, during the construction, operation and decommissioning phases. This has been achieved through a considered and iterative design informed by a design team with qualified professional ecologists, which includes embedded avoidance and mitigation measures that are to be secured by the DCO.

In addition to protecting existing ecological sites and features, the Applicant has also taken opportunities to provide additional mitigation and enhancement measures within the Order limits to increase biodiversity and provide overall net gains in habitat. These measures include woodland, scrub and hedgerow planting, encouraging areas to naturally regenerate, establish species rich grassland across the Principal Site, and other habitat restoration and creation within the Order limits. This is outlined in Section 5 of this Planning Statement, the **Framework LEMP [EN010142/APP/7.17]** and the **Design and Access Statement [EN010142/APP/7.3]** and illustrated on the landscape masterplan provided in the latter two documents. The Scheme therefore delivers the required 10% BNG, and significant beneficial impacts on a number of ecological features.

1. International Sites

There are no internationally designated sites for nature conservation within the Principal Site or Cable Route Corridor, and the Scheme is not directly connected with or necessary for the conservation management of a European Site and does not

combination with other proposals, on any internationally designated site, must satisfy the requirements of the Habitats Regulations (or any superseding similar UK legislation).

Development requiring Appropriate Assessment will only be allowed where it can be determined, taking into account mitigation, that the proposal would not result in significant adverse effects on the site's integrity.

2. National Sites (NNRs and SSSIs)

Development proposals should avoid impact on these nationally protected sites. Development proposals within or outside a national site, likely to have an adverse effect, either individually or in combination with other developments, will not normally be supported unless the benefits of the development, at this site, clearly outweigh both the adverse impacts on the features of the site and any adverse impacts on the wider network of nationally protected sites.

3. Irreplaceable Habitats

Planning permission will be refused for development resulting in the loss, deterioration or fragmentation of irreplaceable habitats, including ancient woodland and aged or veteran trees, unless there are wholly exceptional reasons and a suitable compensation strategy will be delivered.

risk having a significant adverse effect on a European Site on its own or in combination with other proposals, as set out in the **HRA Report (Appendix 9-12 of the ES [EN010142/APP/6.2])**.

2. National Sites

There is one SSSI, Ashton's Meadow, 1.5km to the west of the Cable Route Corridor, however there are no ecological or hydrological connections between this SSSI and the Order limits, and no construction traffic will pass within 200m of the SSSI. Given the distance between the Order limits and Ashton's Meadow SSSI, there would be no direct impacts during construction, operation or decommissioning of the Scheme. Embedded mitigation measures set out in the **Framework CEMP [EN010142/APP/7.8], Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]** which will inform the detailed design and be secured by the DCO, will also ensure no impact on the integrity or functioning of Ashtons Meadow SSSI.

3. Irreplaceable Habitats

There is no ancient woodland within or immediately adjacent to the Order limits. The Applicant has committed that no veteran or ancient trees are to be removed and this will be secured via the **Framework CEMP [EN010142/APP/7.8]**.

The **AIA (Appendix 12-7 of the ES [EN010142/APP/6.2])** explains that the buffer zones of four veteran trees (T127, T537, T541 and T554) will be crossed by the proposed access routes for the Scheme. Mitigation measures to be secured in the CEMP are proposed to ensure that tree roots and soil structure will be robustly protected, and existing growing conditions will be

4. Local Sites (LNR, LWS and LGS)

Development likely to have an adverse effect on locally designated sites, their features or their function as part of the ecological network, will only be supported where the benefits of the development clearly outweigh the loss, and the coherence of the local ecological network is maintained. Where significant harm cannot be avoided, the mitigation hierarchy should be followed.

Part Two: Species and Habitats of Principal Importance

All development proposals will be considered in the context of the relevant Local Authority's duty to promote the protection and recovery of priority species and habitats.

Development should seek to preserve, restore and re-create priority habitats, ecological networks and the protection and recovery of priority species set out in the Natural Environment and Rural Communities Act 2006, Lincolnshire Biodiversity Action Plan, Lincolnshire Geodiversity Strategy and Local Nature Recovery Strategy.

Where adverse impacts are likely, development will only be supported where the need for and benefits of the development clearly outweigh these impacts. In such cases, appropriate mitigation or compensatory measures will be required.

maintained, through micro-siting accesses as far from tree stems as possible and using sensitive construction methods.

Chapter 9: Ecology and Natural Environment of the ES [EN010142/APP/6.1] therefore concludes that a temporary adverse effect that is not significant is anticipated.

4. Local Sites

During construction, access will be required to cross Willingham to Fillingham Road Verges LWS. Existing accesses cannot be used due to their locations, so additional places along the road to allow construction traffic and other road users to safely pass are required. This would involve the loss of verge habitat, resulting in 115m² of verge likely needing to be removed to provide a temporary construction access.

Embedded mitigation measures are detailed within the **Framework CEMP [EN010142/APP/7.8]** will ensure that there will be no impact on the integrity or functioning of any of the identified LWS. Measures to protect Willingham to Fillingham Road Verges LWS include keeping the working area to a minimum of 5m inside LWS and ensuring no spoil, materials or vehicles will be stored within the LWS. Once construction is completed the temporary access will be removed and the top and subsoil from the LWS backfilled promptly, retaining the original soil profile and seed bank.

Part Two: Species and Habitats of Principal Importance

As a result of the embedded and enhancement measures set out in **Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1]**, the Scheme will result in significant beneficial effects to broad-leaved woodland, standing and

Part Three: Mitigation of Potential Adverse Impacts

Development should avoid adverse impact on existing biodiversity and geodiversity features as a first principle, in line with the mitigation hierarchy. Where adverse impacts are unavoidable they must be adequately and proportionately mitigated. If full mitigation cannot be provided, compensation will be required as a last resort where there is no alternative.

Development will only be supported where the proposed measures for mitigation and/or compensation along with details of net gain are acceptable to the Local Planning Authority in terms of design and location, and are secured for the lifetime of the development with appropriate funding mechanisms that are capable of being secured by condition and/or legal agreement.

If significant harm to biodiversity resulting from development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission will be refused.

running water, hedgerows and breeding birds, particularly farmland birds associated with hedgerows and field margins. It will also result in beneficial effects to reptiles and amphibians, non breeding birds, bats, badger and other mammals as a result of planting in gaps in hedgerow and the creation of new hedgerows, tree planting and conversion of arable land to grassland habitats.

Part Three: Mitigation of Potential Adverse Impacts

The **Framework LEMP [EN010142/APP/7.17]** states that the Scheme has been designed to avoid key nature conservation and ecological features present within or adjacent to the Order limits. The following buffers from key habitat features have been applied:

- a. all woodland – at least 15 m;
- b. all trees within hedgerows and individual trees – protected by clearly defined root protection areas,;
- c. watercourses (where practicable) – at least 10 m from the bank-top of the watercourse;
- d. standing water – at least 20 m; and
- e. hedgerows – where practicable, at least 5 m.

In addition to avoidance measures, existing vegetation and habitats will be retained and enhanced, to protect existing wildlife corridors and retain and improve connectivity and valuable habitats. Embedded design and additional enhancement measures comprising extensive planting and the provision of new habitats are also proposed.

With the implementation of embedded avoidance and mitigation measures incorporated into the Scheme design and set out in the **Framework CEMP [EN010142/APP/7.8], Framework OEMP [EN010142/APP/7.9], Framework DEMP [EN010142/APP/7.10] and Framework LEMP [EN010142/APP/7.17]**. the Scheme successfully avoids significant adverse impacts on any protected species and habitats as a result of the construction, operation or decommissioning of the Scheme, in line with the mitigation hierarchy. An **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])** sets out measures to manage surface water, including for PV array runoff, BESS runoff and foul water drainage to protect aquatic and riparian species and habitats.

Policy S61:
Biodiversity
Opportunity and
Delivering
Measurable
Net Gains

Following application of the mitigation hierarchy, all development proposals should ensure opportunities are taken to retain, protect and enhance biodiversity and geodiversity features proportionate to their scale, through site layout, design of new buildings and proposals for existing buildings with consideration to the construction phase and ongoing site management.

Development proposals should create new habitats, and links between habitats, in line with Central Lincolnshire Biodiversity Opportunity and Green Infrastructure Mapping evidence, the biodiversity opportunity area principles set out in Appendix 4 to this Plan and the Local Nature Recovery Strategy (once completed), to maintain and enhance a network of wildlife sites

As set out in **Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1]**, the Scheme has followed the mitigation hierarchy to firstly avoid, protect and then ensure opportunities are taken to enhance biodiversity and geodiversity features proportionate to the scale, layout, design of the Scheme.

The Scheme creates new habitats, in line with the Central Lincolnshire Biodiversity Opportunity and Green Infrastructure Mapping evidence, the biodiversity opportunity area principles set out in Appendix 4 to this Plan and the Local Nature Recovery Strategy (once completed). Measures include the provision of woodland, scrub and hedgerow planting, encouraging areas to naturally regenerate, establish species rich grassland across the Principal Site, and other habitat restoration and creation within the Order limits to maintain and enhance a network of wildlife sites and corridors, to minimise habitat fragmentation and provide opportunities for species to respond and adapt to

and corridors, to minimise habitat fragmentation and provide opportunities for species to respond and adapt to climate change.

Proposals for major and large scale development should seek to deliver wider environmental net gains where feasible.

Biodiversity Net Gain

The following part of the policy applies unless, and until, subsequently superseded, in whole or part, by national regulations or Government policy associated with the delivery of mandatory biodiversity net gain arising from the Environment Act 2021. Where conflict between the policy below and the provisions of Government regulations or national policy arises, then the latter should prevail.

All qualifying development proposals must deliver at least a 10% measurable biodiversity net gain attributable to the development. The net gain for biodiversity should be calculated using Natural England's Biodiversity Metric.

Biodiversity net gain should be provided on-site wherever possible. Off-site measures will only be considered where it can be demonstrated that, after following the mitigation hierarchy, all reasonable opportunities to achieve measurable net gains on-site have been exhausted or where greater gains can be delivered off-site where the improvements can be demonstrated to be

climate change. These measures are set out in the **Framework LEMP [EN010142/APP/7.17]**, which will inform a detailed LEMP to be secured by the DCO.

The Scheme will meet a minimum 10% BNG, consistent with the terms of the BNG Report and aligned with the proposals in the Framework LEMP, and significant beneficial impacts on a number of ecological features.

deliverable and are consistent with the Local Nature Recovery Strategy.

All development proposals, unless specifically exempted by Government, must provide clear and robust evidence for biodiversity net gains and losses in the form of a biodiversity gain plan, which should ideally be submitted with the planning application (or, if not, the submission and approval of a biodiversity gain plan before development commences will form a condition of any planning application approval), setting out:

- a. information about the steps to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- b. the pre-development biodiversity value of the onsite habitat;
- c. the post-development biodiversity value of the onsite habitat following implementation of the proposed ecological enhancements/interventions;
- d. the ongoing management strategy for any proposals;
- e. any registered off-site gain allocated to the development and the biodiversity value of that gain in relation to the development; and
- f. exceptionally any biodiversity credits purchased for the development through a

recognised and deliverable offsetting scheme.

Demonstrating the value of the habitat (pre and post-development) with appropriate and robust evidence will be the responsibility of the applicant. Proposals which do not demonstrate that the post-development biodiversity value will exceed the pre-development value of the onsite habitat by a 10% net gain will be refused.

Ongoing management of any new or improved onsite and offsite habitats, together with monitoring and reporting, will need to be planned and funded for 30 years after completion of a development.

Policy 62: Area of Outstanding Natural Beauty and Areas of Great Landscape Value

The Lincolnshire Wolds Area of Outstanding Natural Beauty

The Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) is a nationally designated landscape and has the highest level of protection. Great weight should be given to conserving and enhancing the landscape and scenic beauty in this area. All development proposals within, or affecting the setting of, the AONB shall:

- a. be compatible with the special character of the area and have had regard to conserving and enhancing the special

The boundary to the Lincolnshire Wolds National Landscape (an Area of Outstanding Natural Beauty (AONB)) lies around 18 km to the east of the Principal Site at the closest point. No appreciable visibility of the Scheme is expected from the National Landscape due to distance and the intervening landform of Lincoln Cliff.

A small section of the eastern part of the Principal Site is located within the locally designated AGLV Lincoln Cliff. **Chapter 12: Landscape and Visual Impact of the ES [EN010142/APP/6.1]** provides an assessment of landscape effects during construction, operation (year 1, winter and year 15, summer), as well as decommissioning. The assessment concludes that at year 1 of operation, due to the presence of solar infrastructure within the Principal Site for 60 years, and with the planting and

- quality and scenic beauty of the landscape; and
- b. respect the landscape character, topography, and context in relation to the siting, design, scale and extent of development; and
- c. protect and enhance important views into, out of and within the AONB; and
- d. retain and enhance existing natural, historic and cultural features that contribute to the special quality of the landscape.

Proposals which will result in an adverse impact on the AONB or which fail to demonstrate that they will not have an adverse impact taking into account any mitigation proposed, will not be supported.

Areas of Great Landscape Value

Areas of Great Landscape Value (AGLV) are locally designated landscape areas recognised for their intrinsic character and beauty and their natural, historic and cultural importance. A high level of protection will be afforded to AGLV reflecting their locally important high scenic quality, special landscape features and sensitivity.

Development proposals within, or within the setting of, AGLV shall:

ecological mitigation not yet mature to provide screening, significant adverse effects are anticipated on LLCA 2B Lincoln Cliff – Harpswell. However, no other significant effects are expected on any other LLCA's at year 1 of operation due to the level of screening from existing vegetation. At year 15 of operation, planting and ecological mitigation and enhancement will be more mature, limiting perceptual influences and resulting in a positive change to some elements of the landscape character, quality and green infrastructure. This will reduce the effect for LLCA 2B Lincoln Cliff – Harpswell to minor adverse, which is not significant.

In addition, significant visual effects at year 1 on the majority of sensitive viewpoints will also decrease to not significant at year 15, with the exception of viewpoints 7: B1398 Middle Street, Glentworth Cliff Farm, 9: Kexby Road, west of Glentworth Grange and 13: Public footpath (Hems/787/2) on Lincoln Cliff, Hemswell (Millfield). Viewpoints 7 and 13 relate to and are located within the setting of the Lincoln Cliff AGLV. However, these effects will be localised, and it is noted that the Scheme does not intrude above the skyline, disrupt views with vertical elements, result in overshadowing or give rise to significant noise or movement, and the nearest solar infrastructure is approximately 1.3 km away, therefore the identified significant visual effects will not result in adverse effects on residential visual amenity.

The Applicant has undertaken an iterative design process which responds to policy requirements, published landscape character assessments and fieldwork analysis, in order to minimise harm to the landscape and reduce the visual effects of the Scheme. This has been achieved through a Scheme that is of good

- f. conserve and enhance the qualities, character and distinctiveness of locally important landscapes; and
- g. protect, and where possible enhance, specific landscape, wildlife and historic features which contribute to local character and landscape quality; and
- h. maintain landscape quality and minimise adverse visual impacts through high quality building and landscape design; and
- i. demonstrate how proposals have responded positively to the landscape character in relation to siting, design, scale and massing and where appropriate have retained or enhanced important views, and natural, historic and cultural features of the landscape; and
- i. where appropriate, restore positive landscape character and quality.

Where a proposal may result in adverse impacts, it may exceptionally be supported if the overriding benefits of the development demonstrably outweigh the harm – in such circumstances the harm should be minimised and mitigated through design and landscaping

design which balances the need to generate a large amount of renewable energy, whilst responding to the local context and integrating the Scheme into its landscape setting, in accordance with national and local planning policies.

Chapter 12: Landscape and Visual Impact of the **ES [EN010142/APP/6.1]**, the **Framework LEMP [EN010142/APP/7.17]** and the **Design and Access Statement [EN010142/APP/7.3]** explain the principles used to develop the landscape design for the Scheme. This includes not locating any solar infrastructure near Lincoln Cliff AGLV designation, with only ecological or landscape mitigation located within the boundary of this local designation, and reinstatement and/or improvement of field boundaries, particularly in the more open parts of the site such as west of Harpswell, to limit visibility of the Scheme and increase landscape condition and habitat connectivity.

The residual significant landscape effects are due to the change in land use and massing of the panels and associated structures, and the residual localised visual effects largely relate to sensitive receptors, such as residential properties where it is not possible to screen views of the Principal Site due to the elevated position of the Cliff and open views. It is considered that any effects on the AGLV should not be used in themselves to refuse consent, as this may unduly restrict acceptable development, as supported by paragraph 5.10.12 of NPS EN-1.

The Scheme has sought to minimise impacts through design iteration and whilst long term, the residual landscape and localised visual effects will be temporary. The substantial benefits and need for the Scheme as set out in Section 5 of this Planning Statement, including the delivery of CNP Infrastructure to

contribute towards meeting national energy objectives outweighs the residual landscape effects when applying the planning balancing exercise to the Scheme.

Policy S66: Trees, Woodland and Hedgerows

Development proposals should be prepared based on the overriding principle that:

- j. the existing tree and woodland cover is maintained, improved and expanded; and
- k. opportunities for expanding woodland are actively considered, and implemented where practical and appropriate to do so.

Existing Trees and Woodland

Planning permission will only be granted if the proposal provides evidence that it has been subject to adequate consideration of the impact of the development on any existing trees and woodland found on-site (and off-site, if there are any trees near the site, with 'near' defined as the distance comprising 12 times the stem diameter of the off-site tree). If any trees exist on or near the development site, 'adequate consideration' is likely to mean the completion of a British Standard 5837 Tree Survey and, if applicable, an Arboricultural Method Statement.

Where the proposal will result in the loss or deterioration of:

As part of the site selection process, the location of the Scheme was chosen in part to avoid being located on or near trees and hedgerows in order to avoid impacts and reduce shading on solar PV panels. The iterative design of the Scheme has since taken account of the local context and surrounding area within which it is located, avoiding and minimising impacts on the environment as far as practicable, including on trees and hedgerows.

Design objectives were developed at an early stage and have guided the Scheme's design response to the local context to develop a good design that balances the need to maximise renewable energy generation from the Scheme, whilst minimising potential adverse impacts and providing mitigation and enhancement measures where practicable, as set out in the **Design and Access Statement [EN010142/APP/7.3]**. This has included avoiding and retaining existing ecological features and habitats, and increasing the biodiversity value of the Order limits through embedded and additional mitigation and enhancement measures to meet a minimum 10% BNG, consistent with the terms of the BNG Report and aligned with the proposals in the Framework LEMP.

Existing Trees and Woodland

An **Arboricultural Impact Assessment (AIA) (Appendix 12-7: of the ES [EN010142/APP/6.2])** has been produced setting out the likely direct and indirect impacts of the Scheme on trees. This concludes that tree loss to facilitate the Scheme represents

- a. ancient woodland; and/or
- b. the loss of aged or veteran trees found outside ancient woodland,

permission will be refused, unless and on an exceptional basis the need for, and benefits of, the development in that location clearly outweigh the loss.

Where the proposal will result in the loss or deterioration of a tree protected by a Tree Preservation Order or a tree within a Conservation Area, then permission will be refused unless:

- l. there is no net loss of amenity value which arises as a result of the development; or
- m. the need for, and benefits of, the development in that location clearly outweigh the loss.

Where the proposal will result in the loss of any other tree or woodland not covered by the above, then the Council will expect the proposal to retain those trees that make a significant contribution to the landscape or biodiversity value of the area, provided this can be done without compromising the achievement of good design for the site.

only 1.24% of the total tree canopy cover within or adjacent to the Order limits.

There is no ancient woodland within or immediately adjacent to the Order limits.

The **AIA (Appendix 12-7 of the ES [EN010142/APP/6.2])** explains that the buffer zones of four veteran trees (T127, T537, T541 and T554) will be crossed by the proposed access routes for the Scheme. Mitigation measures to be secured in the CEMP are proposed to ensure that tree roots and soil structure will be robustly protected, and existing growing conditions will be maintained, through micro-siting accesses as far from tree stems as possible and using sensitive construction methods. **Chapter 9: Ecology and Natural Environment of the ES [EN010142/APP/6.1]** therefore concludes that a temporary adverse effect that is not significant is anticipated. Two Tree Preservation Orders (TPOs) are identified adjacent to the Order limits (ref: Marton 1965 and Brampton 1965) and apply to un-surveyed tree features within and adjacent to the Cable Route Corridor. No Conservation Areas are identified. No impacts to trees protected by TPOs are anticipated (based on TPO information available at the time of writing).

The majority of trees will be retained, and measures taken to avoid direct or indirect impacts. The **AIA (Appendix 12-7 of the ES [EN010142/APP/6.2])** concludes that part of one tree group and one individual tree of high quality (category A); one individual tree, one tree group and part of two woodlands of moderate quality (category B); five individual trees, part of five tree groups, two hedgerows and part of 47 hedgerows of low quality (category C); and two individual trees and one tree group

Mitigating for loss of Trees and Woodland

Where it is appropriate for higher value tree(s) (category A or B trees (BS5837)) and/or woodland to be lost as part of a development proposal, then appropriate mitigation, via compensatory tree planting, will be required. Such tree planting should be on-site wherever possible and should:

take all opportunities to meet the six Tree Planting Principles (see supporting text); and unless demonstrably impractical or inappropriate, provide the following specific quantity of compensatory trees:

Trunk Diameter(mm) at 1.5m above ground of tree lost to development	Number of replacement trees required, per tree lost*
75-200	1
210-400	4
410-600	6
610-800	9
810-1000	10
1000+	11

*replacement based on selected standards 10/12cm girth at 1m

identified as unsuitable for retention (category U) have the potential to be removed or part removed to facilitate the Scheme.

The impacts of tree removals will be mitigated with a high-quality scheme of new tree planting and associated landscaping works as detailed and secured in the **Framework LEMP [EN010142/APP/7.17]**, which will represent an opportunity to enhance the quality, benefits and resilience of trees within the Order limits.

Mitigating for loss of trees and woodland

The details of tree planting will be determined during the detailed design of the Scheme and be secured through the detailed LEMP. The **AIA (Appendix 12-7: of the ES [EN010142/APP/6.2])** sets out that where new trees are to be planted, the minimum planting distances detailed in Table A.1 of BS5837:2012 should be adhered to along with project specific offsets to prevent direct damage to services and structures from future tree growth. New tree planting should be implemented in accordance with the guidance set out in BS8545: 2014 Trees: from nursery to establishment in the landscape – Recommendations.

New Trees and Woodland

The management and maintenance of the suite of planting proposed by the Scheme is set out in the **Framework LEMP [EN010142/APP/7.17]**. It states that failed or defective plants will be recorded each autumn and replaced annually with the same species and size at the next available season. The planting of trees form embedded and enhancement measures

New Trees and Woodland

Where appropriate and practical, opportunities for new tree planting should be explored as part of all development proposals (in addition to, if applicable, any necessary compensatory tree provision). Where new trees are proposed, they should be done so on the basis of the five Tree Planting Principles. Proposals which fail to provide practical opportunities for new tree planting will be refused.

Planting schemes should include provision to replace any plant failures within five years after the date of planting. Planting of trees must be considered in the context of wider plans for nature recovery which seeks to increase biodiversity and green infrastructure generally, not simply planting of trees, and protecting / enhancing soils, particularly peat soils. Tree planting should only be carried out in appropriate locations that will not impact on existing ecology or opportunities to create alternative habitats that could deliver better enhancements for people and wildlife, including carbon storage. Where woodland habitat creation is appropriate, consideration should be given to the economic and ecological benefits that can be achieved through natural regeneration. Any tree planting should use native and local provenance tree species suitable for the location.

that have been put in place specifically to increase biodiversity and green infrastructure generally. The planting of species-rich grassland to under the PV panels and in set aside areas will result in enhancements to the soil quality, as a result of the change of use from arable land.

Tree planting will only be carried out in appropriate locations that will not impact on existing ecology or opportunities to create alternative habitats that could deliver better enhancements for people and wildlife, including carbon storage.

Vegetation would be established through natural regeneration within the Order limits and through a suitable long-term habitat management regime. Consideration will be paid to microclimatic conditions when identifying appropriate species. Hedgerows and trees will be allowed to grow tall and wide to provide maximum benefits for biodiversity and this natural regeneration will encourage a mosaic of successional habitats.

Hedgerows

Where practicable, the **Indicative Principal Site Layout (Figure 3-1 of the ES [EN010142/APP/6.3])** uses existing farm tracks as internal haul roads and existing field openings as the preferred routes for construction access, minimising loss of hedgerow sections. Therefore, the majority of hedgerows across the Order limits have been avoided and will be retained, including those which are considered as important and historical hedgerows under the wildlife and landscape criteria of the Hedgerows Regulations 1997. **Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1]** concludes that construction activities will result in the loss of sections of

Management and Maintenance

In instances where new trees and/or woodlands are proposed, it may be necessary for the council to require appropriate developer contributions to be provided, to ensure provision is made for appropriate management and maintenance of the new trees and/or woodland.

Hedgerows

Proposals for new development will be expected to retain existing hedgerows where appropriate and integrate them fully into the design having regard to their management requirements.

Proposals for new development will not be supported that would result in the loss of hedges of high landscape, heritage, amenity or biodiversity value unless the need for, and benefits of, the development clearly outweigh the loss and this loss can be clearly demonstrated to be unavoidable.

Development requiring the loss of a hedgerow protected under The Hedgerow Regulations will only be supported where it would allow for a substantially improved overall approach to the design and landscaping of the development that would outweigh the loss of the hedgerow.

Where any hedges are lost, suitable replacement planting or restoration of existing hedges, will be required within the site or the locality, including appropriate provision for maintenance and management.

hedgerow due to security fencing and access routes across the Principal Site and to facilitate works within the Cable Route Corridor. The **Hedgerow Removal Plan [EN010142/APP/2.9]** shows the locations of potential hedgerow removal and the **Biodiversity Net Gain Report [EN010142/APP/7.14]** confirms that a total of 5.52 km of hedgerow habitats will be lost to facilitate the Scheme, while 52.10 km will be retained in current condition. However, with the embedded and additional mitigation proposed in the **Framework LEMP [EN010142/APP/7.17]**, including infilling existing hedgerow, and the planting of new hedgerow consisting of native species, it is predicted that the Scheme will be able to deliver a net gain in this habitat and the overall impact will be beneficial. This results in a temporary minor adverse effect that is not significant.

Measures to protect retained trees and hedgerows will be put in place and secured through a detailed CEMP, DEMP and LEMP as requirements of the DCO. These measures will need to be substantially in accordance with the measures set out in the **Framework CEMP [EN010143/APP/7.8]**, **DEMP [EN010143/APP/7.10]** and **Framework LEMP [EN010143/APP/7.17]** to ensure that impacts are minimised and that the Scheme is implemented in accordance with the detailed management plans.

Policy S67: Best and Most Versatile Agricultural Land

Proposals should protect the best and most versatile agricultural land so as to protect opportunities for food production and the continuance of the agricultural economy.

With the exception of allocated sites, significant development resulting in the loss of the best and most versatile agricultural land will only be supported if:

- a. The need for the proposed development has been clearly established and there is insufficient lower grade land available at that settlement (unless development of such lower grade land would be inconsistent with other sustainability considerations); and
- b. The benefits and/or sustainability considerations outweigh the need to protect such land, when taking into account the economic and other benefits of the best and most versatile agricultural land; and
- c. The impacts of the proposal upon ongoing agricultural operations have been minimised through the use of appropriate design solutions; and
- d. Where feasible, once any development which is supported has ceased its useful life the land will be restored to its former

Agricultural land quality was a key consideration in the Applicants site selection process. As set out in **Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1]** and the **Design and Access Statement [EN010142/APP/7.3]**. Grades 1 and 2 BMV agricultural land was excluded from further consideration within the initial 15km search area for the Scheme. This was based on provisional Agricultural Land Classification (ALC) mapping from Natural England. This resulted in the identification of an area of land for the Scheme shown as Grade 3, with only the completion of an ALC surveys being able to confirm whether any of the Principal Site contained BMV land. Previously developed land was also considered. These land types were identified by checking the local authority brownfield register. No suitable or available areas of brownfield or non-agricultural land which could form a contiguous Principal Site was identified.

Following this, as part of the iterative design evolution of the Scheme and using the results of the ALC survey completed in relation to the Principal Site, the Order limits have been iterated to minimise impacts on BMV land. This has involved not locating substations, which will comprise hardstanding, which could remain following decommissioning. In addition, the Applicant removed an area of Grade 3a land which was located on the western extent of the Principal Site from the Scheme as part of the design evolution of the Scheme, reducing the amount of affected BMV land by 11ha.

The remaining BMV land comprises mostly small, isolated areas, which due to their small size are likely to only be farmable alongside the lower grade surrounding land and not in isolation

use (this condition will be secured by planning condition where appropriate).

Where proposals are for sites of 1 hectare or larger, which would result in the loss of best and most versatile agricultural land, an agricultural land classification report should be submitted, setting out the justification for such a loss and how criterion b has been met.

thereby rendering these areas unviable to remain in agricultural use. Although the Scheme is long term, it will be temporary with requirement 20 in the **draft DCO [EN010142/APP/3.1]** securing a time limited consent for 60 years. On this basis and in accordance with **Chapter 15: Soils and Agriculture** of the **ES [EN010142/APP/6.1]** there will be no adverse significant impacts with respect to the loss of BMV land. This is because areas of solar PV, Solar Stations, BESS, access tracks, biodiversity zones and sensitive archaeological sites, can be restored to agricultural use by the landowner at decommissioning, with all structures removed and stored topsoil returned. The Scheme will result in the potential change of use of 0.08% of the Principal Site currently in arable use to woodland. It is likely that at decommissioning the woodland proposed as part of the **Indicative Site Layout Plan (Figure 3-1 of the ES [EN010142/APP/6.3])** will be of good quality through being managed ecologically in accordance with the LEMP, to be approved by requirement 7 of the **draft DCO [EN010142/APP/3.1]**. Whilst this is a potential permanent loss of 0.08% of BMV land, it is not significant and will be replaced by woodland, which will have beneficial ecological and landscape impacts.

The construction and decommissioning of the Scheme will be managed through the implementation of a CEMP, DEMP and SMP secured by requirements 12, 18 and 20 of the **draft DCO [EN010142/APP/3.1]**. These will need to be substantially in accordance with the **Framework CEMP [EN010142/APP/7.8]**, **Framework DEMP [EN010142/APP/7.10]** and **Framework SMP [EN010142/APP/7.12]** and implemented in accordance with the approved details. These management measures will ensure that the soil resource is managed and protected to

ensure that arable farming can resume post operation of the Scheme.

The removal of the Principal Site from arable production and the planting of semi-improved grassland (as set out in the **Framework LEMP [EN10142/APP/7.17]**) will provide benefits to the quality of the soil, resulting in a significant beneficial effect. There will also be additional benefits from the recovery of soil organic matter including carbon sequestration and hydrological function.

In summary the Scheme maximises the use of poorer quality agricultural land, minimises impacts on best and most versatile agriculture land and includes mitigation measures to reduce impacts on soils and soil resource. The urgent need for CNP infrastructure such as the Scheme with a presumption in favour of consent, as discussed within the section 5 of this Planning Statement and the **Statement of Need [EN010142/APP/7.1]** therefore means that on this basis, the use of arable land and some BMV is therefore necessary.

1.3 Table 3: Bassetlaw District Core Strategy Development Management Policies DPD (Adopted December 2011)

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
Policy CS1: Settlement Hierarchy	<p>The distribution of new development in Bassetlaw, over the period covered by this Core Strategy, will be in accordance with the aims of the settlement hierarchy (i.e. to ensure that the scale of new development is appropriate in relation to the size, function and regeneration opportunities of each tier). It will contribute to the achievement of the visions for each place as set out in policies CS2 to CS9.</p> <p>Until the adoption of the Site Allocations DPD, development in the settlements identified in the hierarchy will be restricted to the area inside defined Development Boundaries (see Proposals Map) and to that which is subject to the proviso below.</p> <p>Over the plan period, additional permissions may be granted where sites meet the affordable housing or community infrastructure exceptions criteria in policies CS5-CS9 or it is demonstrated to the</p>	<p>As set out in the Planning Statement, and Statement of Need [EN010142/APP/7.1] the Scheme is a substantial infrastructure asset, capable of delivering large amounts of secure, affordable low carbon electricity to local and national networks.</p> <p>Due to the scale of the land required to deliver the substantial renewable energy generation capacity that the Scheme will provide, and the need to be in sufficient proximity of the connection point to the National Electricity Transmission System (NETS), the Scheme must be located within all other settlements, as defined by the policy.</p> <p>The contribution the Scheme would make to meeting the established urgent need for renewable energy generation infrastructure warrants its location in the countryside.</p> <p>Only the Cable Route Corridor would be located within Bassetlaw, which would be underground with no visible above ground infrastructure.</p>

Council's satisfaction that a development proposal will be of benefit in:

- n. addressing a shortfall in the District's five-year housing supply or its employment land supply; or
- o. delivering the Council's strategy for a specific settlement (particularly where allocated or permitted sites are failing to come forward as anticipated); or
- p. delivering new or improved services or facilities for a local community (with that community's explicit support).

ALL OTHER SETTLEMENTS

Rural settlements that have limited or no services and facilities or access to public transport and which are unsuitable for growth (Policy CS9). See Appendix 4 for further details.

Policy CS9: All Other Settlements

This policy applies to all settlements not mentioned in policies CS1 - CS7. A list of these settlements is provided in Appendix 4.

A. Housing Proposals for the development of housing within these settlements, other than for conversions or replacement dwellings in line with Policies DM2 and

As set out in the Planning Statement, and **Statement of Need [EN010142/APP/7.1]** the Scheme is a substantial infrastructure asset, capable of delivering large amounts of secure, affordable low carbon electricity to local and national networks.

Due to the scale of the land required to deliver the substantial renewable energy generation capacity that the Scheme will provide, and the need to be in sufficient proximity of the connection point to

DM3, will not be supported. All housing development resulting in a net gain of one or more units will be required to contribute towards the achievement of the District's rural affordable housing targets. This will be either through on-site provision (where appropriate) or through a financial contribution to the delivery or improvement of rural affordable housing.

B. Economic Development

Developments which deliver rural employment opportunities, of a scale and type appropriate to the settlement and surrounding land uses, and in line with policies DM1 - DM3 and other material considerations, will be supported. See also Policy DM7.

C. Community Infrastructure

Proposals for the provision of rural community services and facilities will be supported where they are of a scale appropriate to, and accord with the role of, the settlement; where need and viability is proven to the Council's satisfaction; and where explicit community support is demonstrated. Proposals that will result in the loss of sites or premises currently, or previously, used for services and facilities will not be supported unless:

the National Electricity Transmission System (NETS), the Scheme must be located within all other settlements, as defined by the policy.

The type of development that the Scheme provides is not identified within this policy.

The contribution the Scheme would make to meeting the established urgent need for renewable energy generation infrastructure warrants its location in the countryside.

Only the Cable Route Corridor would be located within Bassetlaw, which would be underground with no visible above ground infrastructure.

- q. alternative provision, with explicit community support, of equivalent or better quality will be provided and made available prior to commencement of redevelopment; or
- r. it is evident that there is no reasonable prospect of the service or facility being retained or resurrected; and
- s. it is evident that the service or facility is no longer viable; and iv. there is little evidence of local use of that service or facility.

Applicants will be expected to demonstrate to the Council's satisfaction that all reasonable efforts have been made to sell and let the site or premises for its existing or another community use/service at a realistic price for a period of at least 12 months.

Policy DM3: General Development in the Countryside

This policy applies to any area outside a Development Boundary (which includes those settlements covered by policy see CS9).

As set out in the Planning Statement, and **Statement of Need [EN010142/APP/7.1]** the Scheme is a substantial infrastructure asset, capable of delivering large amounts of secure, affordable low carbon electricity to local and national networks.

A. Replacement of Buildings

The Applicant has considered many factors in determining the site selection for the Scheme including environmental and planning considerations and designations. The site selection was initially driven from an established point of connection and consideration,

Proposals for the replacement of buildings outside Development Boundaries will be supported where they can demonstrate that:

- t. (other than where these are existing houses) it is unviable to use or convert the buildings for other uses (see Policy DM2);
- u. the buildings to be replaced are of a permanent design and construction;
- v. the replacement is located over the footprint of, or close to, the original building;
- w. the scale, design and form of the replacement is appropriate to its setting and location;
- x. the proposed use and number of units will be sustainable and appropriate in terms of location and accessibility;
- y. the proposed use will not have an adverse impact on the vitality or viability of local centres; rural service centres; and shops and services in surrounding villages; and
- z. they will not create significant or exacerbate existing environmental or highway safety problems.

and agricultural land quality was a key consideration in the Applicants site selection process. As set out in **Chapter 4:**

Alternatives and Design Evolution of the ES

[EN010142/APP/6.1] and the **Design and Access Statement [EN010142/APP/7.3]**. Grades 1 and 2 BMV agricultural land was excluded from further consideration within the initial 15km search area for the Scheme. This was based on provisional Agricultural Land Classification (ALC) mapping from Natural England. This resulted in the identification of an area of land for the Scheme shown as Grade 3, with only the completion of an ALC surveys being able to confirm whether any of the Principal Site contained BMV land. Previously developed land was also considered. These land types were identified by checking the local authority brownfield register. No suitable or available areas of brownfield or non-agricultural land which could form a contiguous Principal Site was identified.

Following this, as part of the iterative design evolution of the Scheme and using the results of the ALC survey completed in relation to the Principal Site, the Order limits have been iterated to minimise impacts on BMV land.

The Scheme does not comprise the replacement of buildings.

Consideration was given to the availability of brownfield land within range of the point of connection. The brownfield land that was identified was less than 5ha in size or already allocated for other uses. Therefore, it was concluded that there was no available or suitable brownfield land for the Scheme.

B. Re-use of Previously Developed Land in Rural Areas

Proposals for the re-use of previously developed land outside Development Boundaries will be supported, other than where the site has naturally regenerated to the extent that it is of biodiversity value (see Policy DM9), where they result in:

- a. the redevelopment of the site for the existing permitted use (other than where this is clearly no longer appropriate in the context of e.g. nearby residential amenity or wider sustainability issues); or
- b. the redevelopment of the site for a use requiring a rural location; or iii. the redevelopment of the site for affordable housing or community services and facilities (where this is in line with the Spatial Strategy policies); or
- c. the restoration or natural regeneration of the site either in line with the Council's Green Infrastructure aims or to become a functional part of the open countryside (e.g. sustainable wetlands); and
- d. development that will not create significant or exacerbate existing

Due to the scale of the land required to deliver the substantial renewable energy generation capacity that the Scheme will provide, and the need to be in sufficient proximity of the connection point to the National Electricity Transmission System (NETS), the Scheme could not be located within the countryside.

The contribution the Scheme would make to meeting the established urgent need for renewable energy generation infrastructure warrants its location in the countryside.

Only the Cable Route Corridor would be located within Bassetlaw, which would be underground with no visible above ground infrastructure.

environmental or highway safety problems. Where the redevelopment of a site for the existing permitted use is clearly no longer appropriate, consideration will be given to other uses in line with the approach set out in the Spatial Strategy policies and where explicit community support is demonstrated.

Policy DM4: Design and Character

A. Major Development Principles

All major development proposals will need to demonstrate that they:

- a. make clear functional and physical links with the existing settlement and surrounding area and have not been designed as 'standalone' additions. Where physical links cannot be made (e.g. for reasons of third party land ownership) provision must be made such that they can be provided in future should the opportunity arise;
- b. complement and enhance the character of the built, historic and natural environment;
- c. are of a scale appropriate to the existing settlement and surrounding area and in line with the levels of

As set out in the Planning Statement, and **Statement of Need**

[EN010142/APP/7.1] the Scheme will comprise the construction, operation and decommissioning of an onshore solar PV generating station in England exceeding 50 megawatts (MW) and export to the national grid at National Grid's Cottam Substation. The Scheme is a substantial infrastructure asset, capable of delivering large amounts of secure, affordable low carbon electricity to local and national networks.

Only the Cable Route Corridor would be located within Bassetlaw, which would be underground with no visible above ground infrastructure.

The location and design of the Scheme is the result of a comprehensive site selection process that was environmental, and planning led to avoid and minimise impacts as early as possible. Following this, the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of

- proposed growth for that settlement as set out in policies CS1-CS9; and
- d. provide a qualitative improvement to the existing range of houses, services, facilities, open space and economic development opportunities.
 - e. Where neighbouring or functionally linked sites will come forward together within the timeframe of this DPD, the Council will expect applicants to work together with the Council to ensure that any proposals are, or can be, properly integrated and will provide complementary development.
 - f. Proposals for major residential or mixed-use development will be expected to demonstrate that they score well (allowing for site constraints where applicable) against the design principles established in the Building for Life guidance and any subsequent or complementary best practice guidance on design and placemaking by the Commission for Architecture and the Built Environment (CABE) or comparable organisation.

renewable and low carbon electricity using solar PV arrays, whilst also being sensitive to the local context and surrounding area within which it is located, avoiding and minimising impacts on the environment as far as practicable.

Design objectives were developed at an early stage and have guided the Scheme's design response to the local context to develop a good design that balances the need to maximise renewable energy generation from the Scheme, whilst minimising potential adverse impacts and providing mitigation and enhancement measures where practicable, as set out in the **Design and Access Statement [EN010142/APP/7.3]**. This has included:

- a. delivering a design which carefully integrates the Scheme into the local and surrounding landscape to reduce the Scheme's visibility and its landscape and visual impacts as far as practicable;
- b. avoiding and retaining existing ecological features and habitats, and increasing the biodiversity value of the Order limits through embedded and additional mitigation and enhancement measures to provide a minimum of 10% BNG;
- c. Improvements to the connectivity of PRow through the provision of two permissive paths within the Order limits; and
- d. Reducing impacts as far as practicable on the setting of designated heritage assets and excluding infrastructure on sensitive archaeological sites.

B. General Design Principles

Individual development proposals, including single buildings, changes of use or extensions to existing buildings, will only be accepted where they are of a high-quality design that addresses the relevant areas below:

- a. Local character and distinctiveness
- b. New development, particularly backland and infill development, should respect its wider surroundings, in relation to historic development patterns or building/plot sizes and forms; density; and landscape character.

Architectural Quality

New development should respect its context, without resorting to negative pastiche architecture, in terms of density, height, scale, mass, materials and detailing. Developments in prominent positions at 'gateways' to settlements or town centres will be of particularly high-quality design that will serve to reinforce a positive perception about the quality of place.

Public Realm

New development should support stimulating and safe streets and public

The Cable Route Corridor was designed in collaboration with the developers of Cottam Solar Project, Gate Burton Solar Project, and West Burton Solar Project, to derive a shared cable corridor in order to minimise impacts through design.

The Scheme delivers good design, being in accordance with the design policies set out in the NPSs in the context of efficiently delivering large scale renewable energy infrastructure where it is recognised in national policy that the extent to which a scheme can contribute to the enhancement of the quality of the area is limited. The Scheme design does however include embedded and additional measures that will deliver biodiversity enhancements; improved connectivity and enhancement of PRoW through the provision of two new permissive paths and proposes a landscape strategy which is sensitive to its surroundings, by reducing the Scheme's impact on the landscape and providing opportunities for screening to protect residential amenity. The location and design of the Scheme accords with the site selection and technical considerations set out in NPS EN-3 for large scale solar development. The Scheme will also deliver a high quality solar development design that has responded to the local and surrounding context in accordance with relevant local planning policies.

spaces, with active frontages at ground level to public spaces; have appropriate landscaping and boundary treatments (retaining historic walls and hedgerows); integrate crime prevention measures where this will not compromise the other principles of good design; and provide useable and functional open space.

Accessibility

New development should ensure that all people, including those with disabilities, can easily and comfortably move through and into it; prioritise safe, easy and direct pedestrian movement and the creation of a network of attractive, well-connected public spaces; establish both visual and functional relationships between the different parts of a development and between the development and its wider setting

Amenity

New development should ensure that it does not have a detrimental effect on the residential amenity of nearby residents; provides a decent standard of private amenity space; allows adequate space for waste and recycling storage and collection; and is not to the detriment of highway safety

Carbon Reduction

New development will need to demonstrate that careful consideration has been given to minimising CO2 emissions and measures that will allow all new buildings in Bassetlaw to adapt to climate change. Such measures include, but are not limited to: use of suitable construction materials; site layout and building orientation that makes best use of passive heating and cooling, natural light and natural ventilation; minimising water consumption and maximising water recycling; achieving the highest feasible level of energy efficiency; and maximising opportunities to integrate renewable and low carbon energy infrastructure.

Account will also be taken of any relevant Village Design Statement, Conservation Area Appraisal or character appraisal approved or adopted by the District Council and Bassetlaw's Landscape Character Assessment. Where there is obvious tension between the requirements listed above, due to the sensitivity of the location of certain sites, the Council will work with applicants and local residents to achieve a balanced solution. Some factors are likely to outweigh others in reaching a decision in such cases.

Policy DM8: The Historic Environment

Support will be given to development proposals or regeneration schemes

Chapter 8: Cultural Heritage of the **ES [EN010142/APP/6.1]** assesses the likely impacts of the Scheme on cultural heritage,

(particularly in central Worksop, Retford and Tuxford) that protect and enhance the historic environment and secure its long-term future, especially the District's Heritage at Risk. Support will also be given to proposals from the Welbeck Estate for the re-use of heritage assets, where these will result in the enhancement of the assets. Such proposals must recognise the significance of heritage assets as a central part of the development. They will be expected to be in line with characterisation studies, village appraisals, conservation area appraisals (including any site specific development briefs that may be found within them), archaeological reports and other relevant studies.

A. Definition of Heritage Assets

Designated heritage assets in Bassetlaw include:

- a. Listed Buildings (including attached and curtilage structures);
- b. Conservation Areas;
- c. Scheduled Monuments; and
- d. Registered Parks and Gardens.
- e. Non-Designated assets in Bassetlaw include:
- f. Buildings of Local Interest;

including direct and indirect, and temporary or permanent effects. It concludes there will be no residual significant effects on any designated heritage assets or their setting as a result of the Scheme. Embedded mitigation measures have reduced any significant adverse effects on heritage assets.

Chapter 8: Cultural Heritage of the **ES [EN010142/APP/6.1]**

concludes there will be no residual significant effects on any designated heritage assets or their setting as a result of the Scheme. Embedded mitigation measures have reduced any significant adverse effects on heritage assets.

The **Heritage Harm Statement** in **Appendix C** of the **Planning Statement** concludes that the Scheme would not lead to any loss or substantial harm to any designated heritage asset.

Chapter 8: Cultural Heritage of the **ES [EN010142/APP/6.1]**

states there are no designated heritage assets including listed buildings, conservation areas, scheduled monuments, registered parks and gardens within the Cable Route Corridor.

Archaeology

Archaeological evaluations were undertaken for the Scheme and are detailed in **Appendix 8-6-1** to **8-6-10** of the **ES [EN010142/APP/6.2]** in addition to a cultural heritage desk-based assessment, **Appendix 8-2** of the **ES [EN010142/APP/6.2]**, geophysical survey and report **Appendix 8-5** of the **ES [EN010142/APP/6.2]** and trial trenching.

- g. Areas of archaeological interest;
- h. Unregistered Parks and Gardens; and
- i. Buildings, monuments, places, areas or landscapes positively identified as having significance in terms of the historic environment.

B. Development Affecting Heritage Assets

There will be a presumption against development, alteration, advertising or demolition that will be detrimental to the significance of a heritage asset.

Proposed development affecting heritage assets, including alterations and extensions that are of an inappropriate scale, design or material, or which lead to the loss of important spaces, including infilling, will not be supported.

The setting of an asset is an important aspect of its special architectural or historic interest and proposals that fail to preserve or enhance the setting of a heritage asset will not be supported. Where appropriate, regard shall be given to any approved characterisation study or appraisal of the heritage asset. Development proposals within the setting of heritage assets will be expected to consider:

- a. Scale;

Chapter 8: Cultural Heritage [EN010142/APP/6.1] concludes that the Scheme would result in significant effects to six non-designated heritage assets. Additional mitigation in the form of a programme of archaeological excavation and recording is proposed, and will be set out in a Written Scheme of Investigation (WSI).

It is acknowledged that while archaeological excavation and recording would not minimise the physical harm to these assets, as it would still involve removal, however it would compensate for the loss of these heritage assets by preserving them by record, thereby allowing their continued study and greater understanding and appreciation of their heritage value. This would reduce the magnitude of impact on individual assets, resulting in a minor adverse effect, which is not significant.

The above effects are outweighed by the significant public benefits of the Scheme which are set out in Section 5 of this Planning Statement, when considered both in isolation and cumulatively with other adverse effects of the Scheme.

The Scheme has been designed and refined to take into account the impacts to heritage assets, as outlined in **Chapter 4: Design Evolution and Alternatives** of the **ES [EN010142/APP/6.1]**. Within the Cable Route Corridor the proposed cable route alignment has, where possible, taken into account significant archaeological remains. As set out within the **Framework CEMP [EN010142/APP/7.8]**, Embedded mitigation within the Cable Route Corridor will include:

- a. 20m buffer zone in which no construction activity will take place will be established along the

- b. Design;
- c. Materials;
- d. Siting; and
- e. Views away from and towards the heritage asset.

C. Change of Use Affecting Heritage Assets

The change of use of heritage assets, including Listed Buildings and buildings in Conservation Areas, will only be permitted where the proposed use is considered to be the optimum viable use that is compatible with the fabric, interior and setting of the building. Evidence supporting this will be submitted with proposals. New uses that adversely affect the fabric, character, appearance or setting of such assets will not be permitted.

D. Shopfronts

Proposals for replacement shopfronts, or alterations to shopfronts, affecting heritage assets will be expected to ensure that traditional shopfronts are retained wherever possible irrespective of the use of the property. New shopfronts will be expected to utilise traditional materials such as timber and be designed to respect the special interest of the building and its setting.

northern side of the Fleet Plantation schedule monument;

- b. the use of Horizontal Directional Drilling (HDD) to install the high-voltage (HV) cables rather than open cut trenching avoidance/preservation buried peat deposits of potential Neolithic date within the floodplain of the River Trent; and
- c. the use of trenchless crossing rather than open cut trenching to avoid impacts to the extensive complex of Iron Age and Romano-British enclosures, field system and trackway east of Cow Pasture Lane, Cottam.

The Applicant has undertaken an iterative design process which responds to policy requirements, published historic landscape character assessments and fieldwork analysis, in order to minimise harm to the historic environment. This has included the consideration of the scale, design, materials, siting and views during the design process.

In accordance with the mitigation hierarchy, the Scheme design has been carefully considered to avoid, reduce, or mitigate potentially significant effects on cultural heritage and archaeology assets as set out in **Chapter 4: Alternatives and Design Evolution [EN010142/APP/6.1]** and the **Design and Access Statement [EN010142/APP/7.3]**. This has resulted in a Scheme that directly avoids direct physical impact on any designated heritage assets

Policy DM9: Green Infrastructure;
Biodiversity & Geodiversity;
Landscape; Open Space and Sports Facilities

A. Green Infrastructure

Development proposals will be expected to support the Council's strategic approach to the delivery, protection and enhancement of multi-functional Green Infrastructure, to be achieved through the establishment of a network of green corridors and assets (please refer to the Council's Green Infrastructure work for a full list of Green Corridors and Nodes within, and running beyond, the District) at local, sub-regional and regional levels. Particular support will be given to proposals that will further the development of:

- a. The Idle Valley Project;
- b. The Trent Vale Partnership;
- c. Sherwood Forest Regional Park.

Development proposals will be expected to demonstrate, in line with the Council's Green Infrastructure work, that:

- a. they protect and enhance green infrastructure assets affected by the development and take opportunities to improve linkages between green corridors;
- b. where they overlap with or will affect existing green infrastructure nodes or corridors, such assets are

A. Green Infrastructure

The Scheme has been designed to avoid, maintain and mitigate all significant adverse effects on internationally, nationally and locally designated sites and other important ecological features such as protected species and habitats, ancient and veteran trees, and green infrastructure during the construction, operation and decommissioning phases. This has been achieved through a considered and iterative design, that has considered and integrated green and blue infrastructure into the design from the outset, informed by a design team with qualified professional ecologists, which includes embedded avoidance and mitigation measures that are to be secured by the DCO.

In addition to protecting existing green infrastructure, the Applicant has also taken opportunities to provide additional mitigation and enhancement measures within the Order limits to improve the quality and quantity and management of the green infrastructure network, by increasing biodiversity and providing overall net gains in habitat. These measures include woodland, scrub and hedgerow planting, encouraging areas to naturally regenerate, establish species rich grassland across the Principal Site, and other habitat restoration and creation within the Order limits. This is outlined in Section 5 of the Planning Statement, the **Framework LEMP [EN010142/APP/7.17]** and the **Design and Access Statement [EN010142/APP/7.3]** and illustrated on the landscape masterplan provided in the latter two documents. The Scheme therefore delivers the a minimum of 10% BNG, and significant beneficial impacts on a number of ecological features.

- protected and enhanced to improve public access and use;
- c. where opportunities exist, development proposals provide improvements to the green infrastructure network that benefit biodiversity through the incorporation of retained habitats and by the creation of new areas of habitat; and
- d. they provide robust delivery mechanisms for, and means of ensuring the long-term management of, green infrastructure.

Development that will result in the loss of existing green infrastructure may be supported where replacement provision is made that is considered to be of equal or greater value than that which will be lost. Where new development may have an adverse impact on green infrastructure, alternative scheme designs that minimise impact must be presented to the Council for consideration before the use of mitigation measures (e.g. off-site or through financial contributions for improvements elsewhere) is considered.

B. Biodiversity and Geodiversity

The design and layout of the green infrastructure is to be determined through the detailed design of the Scheme and will take opportunities to incorporate a range of types and sizes of green infrastructure and environmental features to maximise the delivery of a multi-functional network.

In addition to the retention and enhancement of green infrastructure in relation to habitats and species, the Scheme includes the provision of two new permissive paths connecting Common Lane to Northlands Road and Common Lane to Kexby Road, offering recreational access in an area where PRow are limited and also improving north-south off-road links. The paths will be located within 25 m wide corridors that will allow sufficient space for planting such as hedgerows to screen solar infrastructure and offer and visual interest to users.

The new routes have had regard to existing networks and has the potential to connect in with the claimed Glentworth and Harpswell Definitive Map Modification Order (DMMO 371) PRow (bridleway) that runs north-south between Harpswell and Glentworth, should this be confirmed.

The new routes will connect with and link to the existing PRow network and other informal recreational routes within the area, providing increased access for local residents to open space. The proposed width of the permissive paths mean they are suitable for pedestrians and horse riders thereby also increasing access to the countryside by multiple users given that the majority of the Principal Site is not currently accessible to the public.

B. Biodiversity and Geodiversity

Development proposals will be expected to take opportunities to restore or enhance habitats and species' populations and to demonstrate that they will not adversely affect or result in the loss of features of recognised importance, including:

- a. Protected trees and hedgerows;
- b. Ancient woodlands;
- c. Sites of Special Scientific Interest (SSSI);
- d. Regionally Important Geodiversity Sites;
- e. Local Wildlife Sites (Sites of Importance for Nature Conservation (SINC));
- f. Local and UK Biodiversity Action Plan Habitats (including Open Mosaic Habitats on Previously Developed Land); and
- g. Protected Species.

Development that will result in the loss of such features may be supported where replacement provision is made that is considered to be of equal or greater value than that which will be lost and which is likely to result in a net gain in biodiversity. Where new development may have an adverse impact on such features, alternative scheme designs that minimise impact must

As set out in **Chapter 9: Ecology and Natural Environment** of the **ES [EN010142/APP/6.1]** the Scheme successfully avoids and mitigates all significant adverse effects on internationally, nationally, regionally and locally designated sites and other important ecological features such as protected species and habitats, including the aquatic environment, and veteran trees, during the construction, operation and decommissioning phases. This has been achieved through a considered and iterative design informed by a design team with qualified professional ecologists, which includes embedded avoidance and mitigation measures that are to be secured by the DCO.

In addition to protecting existing ecological sites and features, the Applicant has also taken opportunities to provide additional mitigation and enhancement measures within the Order limits to increase biodiversity and provide overall net gains in habitat. These measures include woodland, scrub and hedgerow planting, encouraging areas to naturally regenerate, establish species rich grassland across the Principal Site, and other habitat restoration and creation within the Order limits. This is outlined in Section 5 of this Planning Statement, the **Framework LEMP [EN010142/APP/7.17]** and the **Design and Access Statement [EN010142/APP/7.3]** and illustrated on the landscape masterplan provided in the latter two documents. The Scheme therefore delivers a minimum of 10% BNG, and significant beneficial impacts on a number of ecological features.

C. Landscape Character

As set out in section 6.3 of the Planning Statement, the location and design of the Scheme is the result of a comprehensive site selection process that was environmental, and planning led to avoid and

be presented to the Council for consideration before the use of mitigation measures is considered. Where sufficient mitigation measures cannot be delivered, compensation measures must be provided as a last resort.

C. Landscape Character

New development proposals in and adjoining the countryside will be expected to be designed so as to be sensitive to their landscape setting. They will be expected to enhance the distinctive qualities of the landscape character policy zone in which they would be situated, as identified in the Bassetlaw Landscape Character Assessment. Proposals will be expected to respond to the local recommendations made in the Assessment by conserving, restoring, reinforcing or creating landscape forms and features accordingly.

D. Open Space and Sports Facilities

Development proposals will be expected to demonstrate that they will not adversely affect or result in the loss of open spaces and sports facilities. Exceptions may be made if the open spaces or facilities are identified as surplus to demand in a given location and that alternative provision, or a contribution towards new or improved

minimise impacts as early as possible. Following this, the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity using solar PV arrays, whilst also being sensitive to the local context and surrounding area within which it is located, avoiding and minimising impacts on the landscape as far as practicable. The construction, operation and decommissioning of the Cable Route Corridor will have no significant adverse effects on any of the identified landscape character policy zones identified in the Bassetlaw Landscape Character Assessment, as any effects during construction will be temporary and the cable will be buried underground during operation and decommissioning, so will not be seen in the landscape.

D. Open Space and Sports Facilities

The Scheme is not located within or in proximity to any open space or sports facilities, and as such will not adversely affect or result in the loss of open spaces and sports facilities.

facilities elsewhere, would be preferable. Alternative scheme designs that minimise impact should be considered before the use of mitigation (on-site, off-site or through contributions as appropriate).

New development proposals will be expected to provide functional on-site open space and/or sports facilities, or to provide contributions towards new or improved facilities elsewhere locally, as well as contributions for on-going maintenance, to meet any deficiencies in local provision (when assessed against locally defined standards) that will be caused by the development.

Areas of protected open space will be identified in the Site Allocations Development Plan Document.

Policy DM10:
Renewable and Low
Carbon Energy

A. Carbon Reduction

The Council will be supportive of proposals that seek to utilise renewable and low carbon energy to minimise CO2 emissions. Proposals for renewable and low carbon energy infrastructure will also need to demonstrate that they:

- a. are compatible with policies to safeguard the built and natural

The Scheme will comprise the construction, operation and decommissioning of an onshore solar PV generating station in England exceeding 50 megawatts (MW) and export to the national grid at National Grid's Cottam Substation.

As set out in the **Statement of Need [EN010142/APP/7.1]** the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe.

environment, including heritage assets and their setting, landscape character and features of recognised importance for biodiversity;

- b. will not lead to the loss of or damage to high-grade agricultural land (Grades 1 & 2);
- c. are compatible with tourism and recreational facilities;
- d. will not result in unacceptable impacts in terms of visual appearance; noise; shadow flicker; watercourse engineering and hydrological impacts; pollution; or traffic generation; and
- e. will not result in an unacceptable cumulative impact in relation to the factors above.

Large-scale renewable and low carbon energy proposals must provide full details of arrangements for decommissioning and reinstatement of the site if/when it ceases to operate.

Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme, represents a significant and economically rational step forwards in the fight against the global climate emergency.

An **Environmental Statement (ES) [EN010142/APP/6.1]** and accompanying **Appendices [EN010142/APP/6.1]** and **Figures [EN010142/APP/6.3]**, have been included with the DCO application, which assess any direct, indirect, individual and cumulative impacts the Scheme may have as a result of its scale, siting and design.

The **ES [EN010142/APP/6.1]** and Section 6 of the Planning Statement concludes that the Scheme does not have any significant impacts on features of recognised importance for biodiversity, Heritage or landscape character within Nottinghamshire, therefore it is compatible with policies to safeguard the built and natural environment.

Agricultural land quality was a key consideration in the Applicant's site selection process. As set out in **Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1]** and the **Design and Access Statement [EN010142/APP/7.3]**. Grades 1 and 2 BMV agricultural land were excluded from further consideration within the initial 15km search area for the Scheme. This was based on provisional ALC mapping from Natural England. This resulted in the identification of an area of land for the Scheme shown as Grade 3, with only the completion of ALC surveys being able to confirm whether any of the Principal Site contained BMV land. Previously developed land was also considered. These land types were identified by checking the local authority brownfield register. No

suitable or available areas of brownfield or non-agricultural land which could form a contiguous Principal Site were identified.

Following this, as part of the iterative design evolution of the Scheme and using the results of the ALC survey completed in relation to the Principal Site, the Order limits have been iterated to minimise impacts on BMV land. In addition, the Applicant removed an area of Grade 3a land which was located on the western extent of the Principal Site from the Scheme as part of the design evolution of the Scheme, reducing the amount of affected BMV land by 11ha. This is set out in more detail in the **Design and Access Statement [EN010142/APP/7.3]**.

The remaining BMV land comprises mostly small, isolated areas, which due to their small size are likely to only be farmable alongside the lower grade surrounding land and not in isolation thereby rendering these areas unviable to remain in agricultural use. Although the Scheme is to be operational for a long term, it will be temporary with requirement 20 in the **draft DCO [EN010142/APP/3.1]** securing a time limited consent for 60 years. On this basis, and in accordance with **Chapter 15: Soils and Agriculture of the ES [EN010142/APP/6.1]**, there will be no significant adverse effects with respect to the loss of BMV land. This is because areas of solar PV, Solar Stations, BESS, access tracks, biodiversity zones and sensitive archaeological sites, can be restored to agricultural use by the landowner at decommissioning, with all structures removed and stored topsoil returned. The Scheme will result in the potential change of use of 0.08% of the Principal Site currently in arable use to woodland. It is likely that at decommissioning the woodland proposed as part of the **Indicative Principal Site Layout Plan (Figure 3-1 of the ES**

[EN010142/APP/6.3] will be of good quality through being managed ecologically in accordance with the LEMP, to be approved by requirement 7 of the **draft DCO [EN010142/APP/3.1]**. Whilst this is a potential permanent loss of 0.08% of BMV land, it is not significant and will be replaced by woodland, which will have beneficial ecological and landscape impacts.

The **ES [EN010142/APP/6.1/6.2/6.3]** provides a robust assessment of the potential impact of visual appearance, noise, watercourse engineering and hydrological impacts, pollution and traffic generation, and sets out the mitigation measures proposed to minimise any identified harm.

Visual appearance

The assessments conclude that there would be no impacts in relation to visual appearance as a result of the Cable Route Corridor, as construction works will be of relatively limited extent and of a temporary, short-term duration, with very localised vegetation removal, plant and traffic movement, compounds and lighting. During operation and decommissioning, the cable will be buried underground and will have no visual impacts.

Noise

With the implementation of mitigation measures significant adverse noise and vibration effects during the construction, operation and decommissioning of the Scheme will be avoided at sensitive receptors. Mitigation measures have been embedded into the Scheme design and construction methodology to minimise adverse effects where practicable, as set out in Section 13.7 of **Chapter 13: Noise and Vibration of the ES [EN010142/APP/6.1]**. These include embedded design measures representing Best Practicable

Means (BPM) during construction and decommissioning, and the consideration of plant selection, layout of the Order limits, including locating and orienting noise generating infrastructure such as the transformers forming part of substations, Solar Stations and BESS in a sensitive manner to minimise operational noise at sensitive receptors. The Applicant is specifically committing to noise related design principles including no noise generating equipment within 250 m from residential receptors as set out in the **Outline Design Principles Statement [EN010142/APP/7.4]** which will inform the detailed design, to be secured by the DCO.

Shadow flicker

There would be no impacts from shadow flicker and as such they have been scoped out of any assessment.

Watercourse engineering and hydrological impacts

Chapter 10: Water Environment of the **ES [EN010142/APP/6.1]** presents the findings of an assessment of the likely significant effects on the water environment including surface water features such as rivers, streams, ditches, lakes, groundwater assets, and demand for water resources. **Chapter 10: Water Environment** of the **ES [EN010142/APP/6.1]** concludes, with the implementation of embedded mitigation measures and best practice control measures secured via detailed plans which are to be substantially in accordance with the Framework **CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]**, that no adverse significant effects are anticipated to any of the identified surface water bodies or groundwater bodies during the construction, operation or decommissioning phases of the Scheme.

Pollution

Chapter 17: Other Environment Topics of the ES

[EN010142/APP/6.1] assesses the impact of the Scheme on ground conditions. Best practice and bespoke mitigation measures will be carried out during construction, operation and decommissioning to reduce nuisance impacts from dust generation, soil removal and waste generation and avoid impact on ground conditions. These are set out in the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]**. The implementation of detailed CEMP, OEMP and DEMP will be secured via the DCO. Intrusive site investigation to evaluate soil and groundwater quality will be carried out prior to construction to verify proposed mitigation measures so that unacceptable pollutant linkages do not exist on completion of the Scheme. With the proposed mitigation measures in place, no significant effects are anticipated on ground conditions.

Chapter 6: Air Quality of the ES [EN010142/APP/6.1] confirms that the Scheme will not have an adverse effect on air quality with respect to dust emissions or impacts upon air quality through construction traffic.

Traffic generation

The construction, operation and decommissioning of the Cable Route Corridor is not expected to result in any adverse significant impacts on traffic generation within Nottinghamshire, as set out in **Chapter 16: Transport and Access of the ES [EN010142/APP/6.1]** and the **TA (Appendix 16-2 of the ES [EN010142/APP/6.2])**.

The Scheme includes provision for decommissioning at the end of its operational life. The **Framework DEMP [EN010142/APP/7.10]** will inform a detailed DEMP, which will provide full details of

arrangements for decommissioning and reinstatement of the site when it ceases to operate.

Policy DM12: Flood Risk, Sewerage and Drainage

A. Flood Risk

Proposals for the development of new units in Flood Zones 2, 3a and 3b that are not defined by national planning guidance as being suitable for these zones will not be supported while development sites remain available in sequentially superior locations across the District. Reference should be made to the Council's Strategic Flood Risk Assessment when making assessments about likely suitability. Site specific Flood Risk Assessments will be required for all developments in flood risk areas, even where flood defences exist, as defined on the Proposals Map.

Where suitable redevelopment opportunities arise, the Council will require, in liaison with the Environment Agency, the opening up of culverts, notably in Worksop and Retford, in order to reduce the blocking of flood flow routes. Particular support will be given to the Flood Alleviation Scheme for Retford Beck.

B. Sewerage and Drainage

Proposals for new development (other than minor extensions) in:

- a. Beckingham

Chapter 10: Water Environment of the **ES [EN010142/APP/6.1]** and **Appendix 10-3: Flood Risk Assessment (FRA)** of the **ES [EN010142/APP/6.2]** provides an assessment of flood risk to and from the Scheme from all sources of flooding. The FRA (**Appendix 10-3** of the **ES [EN010142/APP/6.2]**) demonstrates how residual flood risk will be managed during construction, operation and decommissioning of the Scheme and how the requirements of the Sequential Test and Exceptions Test are satisfied.

Part of the Cable Route Corridor is located in Flood Zone 3a. As discussed in section 3.5 of this Planning Statement in relation to site selection, a key consideration with respect to the siting requirements of solar schemes is their proximity to a grid connection point with sufficient capacity for the electricity generated. In terms of the Scheme, this grid connection is available at the National Grid Cottam Substation. This is located in Flood Zone 2 and is surrounded by areas of Flood Zone 3 (see fluvial flood risk map alongside the Order limits in **Figure 10-5** of the **ES [EN010142/APP/6.3]**). As set out in **Chapter 4: Alternatives and Design Evolution** of the **ES [EN010142/APP/6.1]**, whilst alternative cable route corridors were considered, these alternatives also included areas of the corridor located in Flood Zone 3. Therefore, there are no available alternative routes that avoid Flood Zones 2 and 3. In addition, from the early inception of the Scheme, a shared Cable Route Corridor with the other NSIP projects located within this area was sought to minimise environmental effects. This demonstrates that there were no alternative routes at a lower risk of flooding other than the Cable Route Corridor. In policy terms, the Sequential Test has been applied, but it is not possible for the Cable

- b. Claborough and Hayton
- c. East Drayton
- d. East Markham
- e. Harworth Bircotes
- f. North Leverton
- g. North Wheatley
- h. Misterton
- i. South Wheatley
- j. Sturton-le-Steeple
- k. Welham
- l. Walkeringham

will only be supported where it is demonstrated to the Council's satisfaction that the proposed development will not exacerbate existing land drainage and sewerage problems in these areas.

All new development (other than minor extensions) will be required to incorporate Sustainable Drainage Systems (SuDS) and provide details of adoption, ongoing maintenance and management. Proposals will be required to provide reasoned justification for not using SuDS techniques, where ground conditions and other key factors show them to be technically feasible.

Route Corridor to be located within an area of lower flood risk and therefore it is necessary to apply the Exception Test.

The Cable Route Corridor considered to pass the Exception Test because, it has wider sustainability benefits, including contributing to the critical and urgent need to decarbonise electricity generation in the UK as established in NPS EN-1, the Net Zero Strategy: Build Back Greener (October 2021), and the British Energy Security Strategy (April 2022), as well as habitat creation and enhancement. In addition, mitigation measures and an **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])**, informing a detailed strategy to be secured by a requirement of the DCO, will be implemented, in order to ensure that the Scheme is safe for its lifetime and that there will be no increases in flooding elsewhere.

Chapter 10: Water Environment of the **ES [EN010142/APP/6.1]** and **Appendix 10-3: Flood Risk Assessment (FRA)** of the **ES [EN010142/APP/6.2]** have been informed by consultation with the Environment Agency and Trent Valley Internal Drainage Board, and takes account of the councils Strategic Flood Risk Assessment and site specific flood risks assessments.

The Scheme is not located within any of the areas identified in provision B. of this policy.

The proposed surface water drainage design set out in the **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])** demonstrates that sustainable drainage techniques have been designed into the Scheme and will be maintained by the Applicant, or another private operator to be confirmed and secured through the DCO.

Preference will be given to systems that contribute to the conservation and enhancement of biodiversity and green infrastructure in the District.

- Policy DM13: Sustainable Transport
- A. General Principles
- Development proposals will be expected to:
- i. Minimise the need to travel by private car;
 - ii. Provide linkages, or develop new, footways, cycle paths and bridleways giving access, to key local facilities (especially town centres); and
 - iii. Provide appropriate facilities to support access to high-quality public transport.

Optimisation of the highway network and highway capacity improvements should only be considered once the above criteria have been addressed.

B. Nottinghamshire Local Transport Plan

Development proposals will be required to be consistent with, and contribute to the implementation of, the Nottinghamshire Local Transport Plan. Proposals will not be supported where they will prevent the implementation of schemes identified in the

Chapter 16: Transport and Access of the **ES [EN010142/APP/6.1]** and section 8 of the associated **TA (Appendix 16-2 of the ES [EN010142/APP/6.2])** sets out the mitigation measures that the Scheme will implement to encourage the use of sustainable transport modes and minimise additional travel demand. These measures include (but are not limited to):

- a. The implementation of a CTMP.
- b. Delivering a shuttle service to reduce construction vehicles. During the construction peak, it is anticipated that 575 construction staff (47%) would be transferred to/from the Principal Site by shuttle service.
- c. Encouraging car sharing.
- d. Providing approximately 12 cycle parking spaces to encourage construction staff to use active travel.

The Scheme will implement a Travel Plan in the CTMP to reduce the volume of construction staff and employee trips to the Scheme, while encouraging the use of lower carbon modes of transport by identifying and communicating local bus connection and pedestrian/cycle access routes to/from the Scheme to all construction staff, and providing appropriate facilities for the safe storage of cycles. This will be agreed with the local planning or highway authority and be secured by the DCO.

Nottinghamshire Local Transport Plan. Reference should be made to this Plan when considering new proposals.

C. Parking Standards

Residential development proposals will be expected to demonstrate accord with local parking standards through the provision of the necessary levels of cycle, motorcycle and car parking facilities.

Non-residential parking should be provided in line with the 6Cs Highway Design Guide adopted by Nottinghamshire County Council on 1 April 2009.

A reduction in parking provision will be considered where it is demonstrated that this will not impact adversely on the surrounding area (notably in relation to an increase in on-street parking) and is in the interest of sustainable development, especially in terms of encouraging the use of walking, cycling and/or public transport.

The Scheme is also proposing to enhance access through the Principal Site, with the provision of two new permissive paths connecting Common Lane to Northlands Road and Common Lane to Kexby Road. This route will provide a safe and direct pathway within the Principal Site, which connects with the existing PRoW network in the area resulting in some reduction to local journey times. These routes are described in section 5.6 of this Planning Statement.

The Scheme has taken consideration of the Nottinghamshire Local Transport Plan.

1.4 Table 4: Bassetlaw Local Plan Main Modifications (August 2023)

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
Policy ST1: Bassetlaw's Spatial Strategy	<p>1. The spatial strategy for Bassetlaw will be delivered over the plan period 2020-2038 through:</p> <ul style="list-style-type: none"> a. managed sustainable development and growth, appropriate to the size of each settlement or location to meet the evidenced need for new homes and jobs, to regenerate the District's town centres, and to support necessary improvements to infrastructure, services and facilities by: <ul style="list-style-type: none"> i. promoting the efficient and effective use of land and the re-use of previously developed land in sustainable locations, unless there are overriding amenity, biodiversity or heritage matters that preclude such use; and by seeking to minimise the use of the most versatile Grade 	<p>As set out in the Planning Statement, and Statement of Need [EN010142/APP/7.1] the Scheme is a substantial infrastructure asset, capable of delivering large amounts of secure, affordable low carbon electricity to local and national networks.</p> <p>The Applicant has considered many factors in determining the site selection for the Scheme including environmental and planning considerations and designations. The site selection was initially driven from an established point of connection and consideration, and agricultural land quality was a key consideration in the Applicants site selection process. As set out in Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] and the Design and Access Statement [EN010142/APP/7.3]. Grades 1 and 2 BMV agricultural land was excluded from further consideration within the initial 15km search area for the Scheme. This was based on provisional Agricultural Land Classification (ALC) mapping from Natural England. This resulted in the identification of an area of land for the Scheme shown as Grade 3, with only the completion of an ALC surveys being able to confirm whether any of the Principal Site contained BMV land. Previously developed land was also considered. These land types were identified by checking the local authority brownfield register. No suitable or available areas of brownfield or non-agricultural land which could form a contiguous Principal Site was identified.</p>

- 1-3 agricultural land, where practicable;
- ii. emphasising the need to develop in sustainable locations in close proximity to transport hubs and key public transport nodes, and by encouraging higher density development in those locations;
- iii. ensuring that sufficient physical, social and green/blue infrastructure is delivered to meet identified needs in a timely manner.

Following this, as part of the iterative design evolution of the Scheme and using the results of the ALC survey completed in relation to the Principal Site, the Order limits have been iterated to minimise impacts on BMV land. This has involved not locating substations, which will comprise hardstanding, which could remain following decommissioning. In addition, the Applicant removed an area of Grade 3a land which was located on the western extent of the Principal Site from the Scheme as part of the design evolution of the Scheme, reducing the amount of affected BMV land by 11ha.

Consideration was also given to the availability of brownfield land within range of the point of connection. The brownfield land that was identified was less than 5ha in size or already allocated for other uses. Therefore, it was concluded that there was no available or suitable brownfield land for the Scheme.

The Settlement Hierarchy

Category	Settlement
Main Town	Worksop, Retford and Harworth & Bircotes
Large Rural Settlement	Blyth, Carlton in Lindrick and Costhorpe, Langold/Hodssock, Misterton and Tuxford
Small Rural Settlement	Barnby Moor, Beckingham, Claborough, Clayworth, Cuckney, Dunham on Trent, East Drayton, East Markham,

Due to the scale of the land required to deliver the substantial renewable energy generation capacity that the Scheme will provide, and the need to be in sufficient proximity of the connection point to the National Electricity Transmission System (NETS), the Scheme must be located within the countryside.

The contribution the Scheme would make to meeting the established urgent need for renewable energy generation infrastructure warrants its location in the countryside.

The Scheme is considered to be in accordance with the policies in this Local Plan, and national policies, as set out in Section 6 of the Planning Statement.

	Elkesley, Everton, Gamston, Gringley on the Hill, Hayton, Laneham, Lound, Mattersey, Misson, Nether Langwith, Normanton on Trent, North Leverton, North and South Wheatley, Rampton, Ranby, Ranskill, Rhodesia, Scrooby, Shireoaks, South Leverton, Styrrup, Sutton cum Lound, Sturton le Steeple, Treswell, Walkeringham, West Stockwith
Countryside	All areas not identified above

- c. considering land outside of development boundaries and/or outside the built up area(s) of settlements identified in the settlement hierarchy as part of the wider countryside, where development will only be supported where consistent with other policies in the development plan or national policy;

Policy ST6: Cottam Priority Regeneration Area

1. Land at the former Cottam Power Station site is identified as a broad location for mixed use regeneration expected to come forward beyond the plan period. As such, the site will be safeguarded from development which would

The inclusion of former Cottam Power Station site in the Scheme's Order limits was ruled out during the site selection process in order to avoid conflicting with this policy and to protect the site for future growth.

jeopardise the comprehensive remediation, reclamation and redevelopment of the whole site.

The Scheme has avoided the former Cottam Power Station site in its site selection process, and therefore it would not jeopardise the comprehensive remediation, reclamation and redevelopment of the whole site beyond the plan period.

Policy ST35: Design Quality

1. All development must be of a high quality design that:
- a. has a clear function, character and identity based upon a robust understanding of local context, constraints and distinctiveness, while reflecting the principles of relevant national and local design guidance, including Sport England's Active Design principles, the Bassetlaw Design Quality SPD and the Bassetlaw Design Code;
 - b. uses land efficiently and ensures density reflects local character
 - c. where appropriate, positively preserves, enhances and integrates landscape and townscape features, and natural and heritage assets;
 - d. respects the local context and complements the landform, layout, building orientation, scale, height, massing, type, materials, details and landscaping of the surrounding areas;
 - e. maximises opportunities to create mixed-use developments which support

As set out in the Planning Statement, and **Statement of Need [EN010142/APP/7.1]** the Scheme will comprise the construction, operation and decommissioning of an onshore solar PV generating station in England exceeding 50 megawatts (MW) and export to the national grid at National Grid's Cottam Substation. The Scheme is a substantial infrastructure asset, capable of delivering large amounts of secure, affordable low carbon electricity to local and national networks.

Only the Cable Route Corridor would be located within Bassetlaw, which would be underground with no visible above ground infrastructure.

The location and design of the Scheme is the result of a comprehensive site selection process that was environmental, and planning led to avoid and minimise impacts as early as possible. Following this, the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity using solar PV arrays, whilst also being sensitive to the local context and surrounding area within which it is located, avoiding and minimising impacts on the environment as far as practicable.

Design objectives were developed at an early stage and have guided the Scheme's design response to the local context to develop a good design that balances the need to maximise

- the function and vitality of the area in which they are located;
- f. for housing, provides a high standard of accommodation, and does not differentiate between the design quality of market and affordable housing;
 - g. integrates well with surrounding streets and open spaces, provides a clear and legible hierarchy of streets, routes and spaces that prioritises safe, easy and direct pedestrian, cycle and public transport movement, while ensuring the safe, convenient movement of all highway users;
 - h. ensures that all the community, including those with disabilities, can easily and safely access buildings and spaces and move around;
 - i. creates safe communities and reduces the likelihood of crime and the fear of crime through maximising natural surveillance and where appropriate use of active ground floor frontages and lighting;
 - j. incorporates and/or links to a well-defined green/blue infrastructure network of well managed and maintained public and open spaces;
- renewable energy generation from the Scheme, whilst minimising potential adverse impacts and providing mitigation and enhancement measures where practicable, as set out in the **Design and Access Statement [EN010142/APP/7.3]**. This has included:
- a. delivering a design which carefully integrates the Scheme into the local and surrounding landscape to reduce the Scheme's visibility and its landscape and visual impacts as far as practicable;
 - b. avoiding and retaining existing ecological features and habitats, and increasing the biodiversity value of the Order limits through embedded and additional mitigation and enhancement measures to provide a minimum of 10% BNG;
 - c. Improvements to the connectivity of PRoW through the provision of two permissive paths within the Order limits; and
 - d. Reducing impacts as far as practicable on the setting of designated heritage assets and excluding infrastructure on sensitive archaeological sites.

The Cable Route Corridor was designed in collaboration with the developers of Cottam Solar Project, Gate Burton Solar Project, and West Burton Solar Project, to derive a shared cable corridor in order to minimise impacts through design.

The Scheme delivers good design, being in accordance with the design policies set out in the NPSs in the context of efficiently delivering large scale renewable energy infrastructure where it is recognised in national policy that the extent to which a scheme

- k. secures a high quality public realm that is attractive and aesthetically pleasing, that clearly distinguishes between public and private spaces;
 - l. enhances the value of the District's Nature Recovery Network such as through the use of street trees;
 - m. incorporates high quality landscape design and maximises opportunities for greening, particularly where a development site adjoins the countryside;
 - n. is sustainable in design and construction, and utilises modern construction methods and durable materials, where practicable;
 - o. minimises energy consumption by maximising opportunities for passive solar energy and integrating renewable and low carbon technologies where practicable in accordance with Policy ST50;
 - p. mitigates flood risk and water run-off utilising the drainage hierarchy in accordance with Policy ST52, and integrates water management appropriate to place;
 - q. ensures an appropriate level of well-integrated, convenient and visually
- can contribute to the enhancement of the quality of the area is limited. The Scheme design does however include embedded and additional measures that will deliver biodiversity enhancements; improved connectivity and enhancement of PRow through the provision of two new permissive paths and proposes a landscape strategy which is sensitive to its surroundings, by reducing the Scheme's impact on the landscape and providing opportunities for screening to protect residential amenity. The location and design of the Scheme accords with the site selection and technical considerations set out in NPS EN-3 for large scale solar development. The Scheme will also deliver a high quality solar development design that has responded to the local and surrounding context in accordance with relevant local planning policies.

attractive areas for motor vehicle and cycle parking informed by the most up-to-date Nottinghamshire Parking Standards unless it can be demonstrated that it is not viable or feasible to do so; and provides for external storage including waste disposal;

2. Where neighbouring or functionally linked sites come forward together, applicants will be expected to work together to ensure that proposals are, or can be, properly integrated.

Policy ST37:
Landscape Character

1. Proposals that contribute to the nature and quality of Bassetlaw's landscapes will be supported where it can be demonstrated that:

- a. it protects and where possible enhances the distinctive qualities of the relevant landscape character policy zone, as identified in the Bassetlaw Landscape Character Assessment 2009 by conserving, restoring, reinforcing or creating relevant landscape forms and features; and
- b. in the case of the Local Plan site allocations, also promotes the development opportunities identified within the Site Allocations: Landscape

As set out in section 6.3 of the Planning Statement, the location and design of the Scheme is the result of a comprehensive site selection process that was environmental, and planning led to avoid and minimise impacts as early as possible. Following this, the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity using solar PV arrays, whilst also being sensitive to the local context and surrounding area within which it is located, avoiding and minimising impacts on the landscape as far as practicable. The construction, operation and decommissioning of the Cable Route Corridor will have no significant adverse effects on any of the identified landscape character policy zones identified in the Bassetlaw Landscape Character Assessment, as any effects during construction will be temporary and the cable will be buried underground during

Study 2019 and the Landscape Assessment Addendum 2020.

operation and decommissioning, so will not be seen in the landscape.

2. Proposals in an edge of settlement location will be expected to create a positive interface between the urban and rural environments. This should be demonstrated through compliance with Part 1 of this Policy, and by giving appropriate consideration to layout, density, scale, massing and form of development in accordance with Policy ST35.

Policy ST39: Green and Blue Infrastructure

1. The connectivity, quality, multifunctionality, biodiversity and amenity value of the green and blue infrastructure network will be enhanced, extended and managed through:

- a. protecting and enhancing the landscape character and the distinctiveness of Green Gaps, Registered Parks and Gardens and ornamental parklands, registered Common Lands and Village Greens, and Local Green Spaces;
- b. protecting, enhancing and restoring watercourses, ponds, lakes and water dependent habitats where appropriate;
- c. providing for biodiversity net gain, including reconnecting vulnerable and priority habitats (see policy ST41);

The Scheme has been designed to avoid, maintain and mitigate all significant adverse effects on internationally, nationally and locally designated sites and other important ecological features such as protected species and habitats, ancient and veteran trees, and green infrastructure during the construction, operation and decommissioning phases. This has been achieved through a considered and iterative design, that has considered and integrated green and blue infrastructure into the design from the outset, informed by a design team with qualified professional ecologists, which includes embedded avoidance and mitigation measures that are to be secured by the DCO.

In addition to protecting existing green infrastructure, the Applicant has also taken opportunities to provide additional mitigation and enhancement measures within the Order limits to improve the quality and quantity and management of the green infrastructure network, by increasing biodiversity and providing

- d. protecting and enhancing ancient and mature woodland and hedgerows, and providing for tree planting to secure recreational benefits and/or to aid climate change mitigation;
- e. making appropriate provision for new green/blue infrastructure in new development including open space, allotments, playing fields and outdoor sports facilities, and natural and semi natural greenspace and bluespace; and/or incorporating and where practicable facilitating the improvement of existing provision through the design of development;
- f. applying climate change mitigation and adaptation measures through new development, including flood risk and watercourse management;
- g. linking walking and cycling routes, bridleways and public rights of way to and through development, where appropriate;

2. The function, setting, and biodiversity, landscape, access and recreational value of the following main and minor green corridors, as identified on the Policies Map will be protected and enhanced:

- a. Main green corridors

overall net gains in habitat. These measures include woodland, scrub and hedgerow planting, encouraging areas to naturally regenerate, establish species rich grassland across the Principal Site, and other habitat restoration and creation within the Order limits. This is outlined in Section 5 of the Planning Statement, the **Framework LEMP [EN010142/APP/7.17]** and the **Design and Access Statement [EN010142/APP/7.3]** and illustrated on the landscape masterplan provided in the latter two documents. The Scheme therefore delivers a minimum of 10% BNG and significant beneficial impacts on a number of ecological features.

The design and layout of the green infrastructure is to be determined through the detailed design of the Scheme and will take opportunities to incorporate a range of types and sizes of green infrastructure and environmental features to maximise the delivery of a multi-functional network.

In addition to the retention and enhancement of green infrastructure in relation to habitats and species, the Scheme includes the provision of two new permissive paths connecting Common Lane to Northlands Road and Common Lane to Kexby Road, offering recreational access in an area where PRow are limited and also improving north-south off-road links. The paths will be located within 25 m wide corridors that will allow sufficient space for planting such as hedgerows to screen solar infrastructure and offer and visual interest to users.

The new routes have had regard to existing networks and has the potential to connect in with the claimed Glentworth and Harpswell Definitive Map Modification Order (DMMO 371)

- b. Chesterfield Canal
- c. River Idle
- d. River Ryton
- e. River Trent
- f. Minor green corridors
- g. Trent Valley Way
- h. Cuckoo Way
- i. National Cycle Route 6
- j. River Maun
- k. Robin Hood Way
- l. River Meden
- m. River Poulter

PRoW (bridleway) that runs north-south between Harpswell and Glentworth, should this be confirmed.

The new routes will connect with and link to the existing PRoW network and other informal recreational routes within the area, providing increased access for local residents to open space. The proposed width of the permissive paths mean they are suitable for pedestrians and horse riders thereby also increasing access to the countryside by multiple users given that the majority of the Principal Site is not currently accessible to the public.

Major Development proposals that lie wholly or partly within the minimum buffer zone of a main green corridor (30m measured from each side of the centre point), or a minor green corridor (15m measured from each side of the centre point) should be supported by an Ecological Impact Assessment and/or landscape statement proportionate to the type, nature and scale of the proposal. This should confirm the extent of the buffer zone in that location and demonstrate how the design and layout of the scheme will positively respond to its green/blue

infrastructure location and minimise the environmental effects upon the green corridor.

3. All new green and blue infrastructure should be accompanied by appropriate management and maintenance arrangements.

Policy ST40:
Biodiversity and
Geodiversity

1. The Council will seek to protect and enhance the biodiversity and geodiversity of Bassetlaw, including:

International Sites

A proposal that may impact on a Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar site and/or the Sherwood Forest ppSPA will only be supported where it can be demonstrated that there will be no adverse effects on their integrity, unless there are no alternative solutions and it is justified by an 'imperative reasons of overriding public interest' assessment under the Habitats Regulations.

Any scheme within the 5km buffer zone of the Sherwood Forest ppSPA will require a project level 'shadow level' Habitats Regulations Assessment to ensure any significant adverse effects on the Sherwood Forest ppSPA are identified and appropriately mitigated;

National Designations

The Scheme successfully avoids and mitigates all significant adverse effects on internationally, nationally and locally designated sites and other important ecological features such as protected species and habitats, including the aquatic environment, and veteran trees, during the construction, operation and decommissioning phases. This has been achieved through a considered and iterative design informed by a design team with qualified professional ecologists, which includes embedded avoidance and mitigation measures that are to be secured by the DCO.

International Sites

There are no internationally designated sites for nature conservation within the Principal Site or Cable Route Corridor, and the Scheme is not directly connected with or necessary for the conservation management of a European Site and does not risk having a significant adverse effect on a European Site on its own or in combination with other proposals, as set out in the **HRA Report (Appendix 9-6 of the ES [EN010142/APP/6.2])**.

National Designations

There is one SSSI, Ashton's Meadow, 1.5km to the west of the Cable Route Corridor, however there are no ecological or

A proposal (either individually or in combination with other developments) that may either directly or indirectly adversely impact a Site of Special Scientific Interest (SSSI), National Nature Reserve (NNR) or ancient woodland and their buffer zones will be refused, other than in wholly exceptional circumstances where it can be demonstrated that the benefits of the development in the location proposed clearly outweigh any harm to the special interest features of the asset. In such circumstances measures should be identified through an Ecological Impact Assessment to mitigate the adverse effects resulting from the development.

Local Designations and Locally Important Ecological Features

Proposals having a direct or indirect adverse effect on a Local Nature Reserve, Local Wildlife Site or Local Geological Site and their buffer zones or other biodiversity/geodiversity asset, will only be supported where there are no reasonable alternatives; and the case for development clearly outweighs the need to safeguard the ecological, recreational and/or educational value of the site.

2. In all cases, where the principle of development is considered appropriate the mitigation hierarchy must be applied so that:

hydrological connections between this SSSI and the Order limits, and no construction traffic will pass within 200m of the SSSI. Given the distance between the Order limits and Ashton's Meadow SSSI, there would be no direct impacts during construction, operation or decommissioning of the Scheme. Embedded mitigation measures set out in the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]** which will inform the detailed design and be secured by the DCO, will also ensure no impact on the integrity or functioning of Ashtons Meadow SSSI.

Local Designations and Locally Important Ecological Features

During construction, access will be required to cross two LWS in Bassetlaw. These are Upton Grange Road Verges LWS and Cow Pasture Lane LWS. Construction access will use an existing farm access at Upton Grange Road Verges LWS which would avoid the need for further encroachment into this LWS. There will be no impacts to this LWS. At Cow Pasture Lane Drains LWS, whilst access for construction of the Cable Route Corridor will utilise existing access tracks, there is potential for a temporary Bailey bridge to be placed over the LWS to facilitate any crossing and as a result, this may lead to a temporary degradation in habitats within the LWS through shading.

Embedded mitigation measures are detailed within the **Framework CEMP [EN010142/APP/7.8]** will ensure that there will be no impact on the integrity or functioning of any of the identified LWS. A security perimeter fence will be implemented

- a. firstly harm is avoided wherever possible; then
- b. appropriate mitigation is provided to ensure no net loss or a net gain of priority habitat and local populations of priority species;
- c. as a last resort, compensation is delivered to offset any residual damage to biodiversity;
- d. they protect, restore, enhance and provide appropriate buffers around wildlife and geological features at a local and wider landscape-scale to deliver robust ecological networks, to help deliver priorities in the draft Nottinghamshire Biodiversity Opportunity Model for Bassetlaw and Idle Valley 2018 or any successor;
- e. they establish additional ecological links to the Nature Recovery Network.

Biodiversity Net Gain

3. In line with national legislation, all new development should make provision for at least 10% net biodiversity gain on site, or where it can be demonstrated that for design reasons this is not practicable, off site through an equivalent financial contribution.

early in the construction phase to prevent further encroachment into the LWS.

The **Framework LEMP [EN010142/APP/7.17]** states that the Scheme has been designed to avoid key nature conservation and ecological features present within or adjacent to the Order limits. The following buffers from key habitat features have been applied:

- a. all woodland – at least 15 m;
- b. all trees within hedgerows and individual trees – protected by clearly defined root protection areas,;
- c. watercourses (where practicable) – at least 10 m from the bank-top of the watercourse;
- d. standing water – at least 20 m; and
- e. hedgerows – where practicable, at least 5 m.

In addition to avoiding, retaining and protecting existing ecological sites and features, the Applicant has also taken opportunities to provide additional mitigation and enhancement measures within the Order limits to increase biodiversity and provide overall net gains in habitat. These measures include woodland, scrub and hedgerow planting, encouraging areas to naturally regenerate, establish species rich grassland across the Principal Site, and other habitat restoration and creation within the Order limits. This is outlined in Section 5 of this Planning Statement, the **Framework LEMP [EN010142/APP/7.17]** and the **Design and Access Statement [EN010142/APP/7.3]** and illustrated on the landscape masterplan provided in the latter two documents. The Scheme therefore delivers a minimum of 10%

4. A commuted sum equivalent to 30 years maintenance will be sought to manage the biodiversity assets in the long term.

BNG, and significant beneficial impacts on a number of ecological features.

Framework LEMP [EN010142/APP/7.17] sets out the details for the management and maintenance of the ecological enhancements proposed, stating that they will be managed throughout the 60 year lifetime of the Scheme. This will inform a detailed LEMP to be secured by the DCO.

Policy ST41: Trees, Woodland and Hedgerows

1. The Council will protect existing trees, woodland and hedgerows and secure additional planting that increases canopy cover in the interests of biodiversity, amenity and climate change adaptation by:

- a. retaining, protecting and improving woodland and trees subject to Tree Preservation Orders (TPOs), trees within conservation areas, and 'important' hedgerows as defined by the Hedgerows Regulations 1997;
- b. making Tree Preservation Orders;
- c. giving consideration to trees and hedgerows both on individual merit as well as their contribution to amenity and interaction as part of a group within the broader landscape setting;
- d. resisting the loss or deterioration of ancient woodland and ancient or veteran trees unless there are wholly

As part of the site selection process, and the iterative design of the Scheme has taken account of the local context and surrounding area within which it is located, avoiding and minimising impacts on the environment as far as practicable, including on trees and hedgerows.

An **Arboricultural Impact Assessment (AIA) (Appendix 12-7: of the ES [EN010142/APP/6.2])** has been produced setting out the likely direct and indirect impacts of the Scheme on trees. This concludes that tree loss to facilitate the Scheme represents only 1.24% of the total tree canopy cover within or adjacent to the Order limits.

The **AIA (Appendix 12-7 of the ES [EN010142/APP/6.2])** concludes that part of one tree group and one individual tree of high quality (category A); one individual tree, one tree group and part of two woodlands of moderate quality (category B); five individual trees, part of five tree groups, two hedgerows and part of 47 hedgerows of low quality (category C); and two individual trees and one tree group identified as unsuitable for retention (category U) have the potential to be removed or part removed to facilitate the Scheme.

exceptional reasons and a suitable compensation strategy exists;

- e. seeking from major development, provision for new trees or an equivalent financial contribution to help mitigate the impacts of climate change in accordance with Policy ST50.

2. Where development would adversely affect trees or hedgerows the application must be accompanied by:

- a. an accurate tree survey and arboriculture assessment, undertaken by an experienced arboriculturist, of all existing trees and hedgerows on site in accordance with BS5837 (Trees in relation to design, demolition and construction – Recommendations) 2012;
- b. details of protective measures to be put in place during the development to ensure the health and safety of each specimen and hedgerow to be retained;
- c. an avoidance and mitigation strategy to include replacement planting for specimens of at least equal amenity and ecological value of a local provenance; and

Two Tree Preservation Orders (TPOs) are identified adjacent to the Order limits (ref: Marton 1965 and Brampton 1965) and apply to un-surveyed tree features within and adjacent to the Cable Route Corridor. No Conservation Areas are identified. No impacts to trees protected by TPOs are anticipated (based on TPO information available at the time of writing).

The majority of hedgerows across the Order limits have been avoided and will be retained, including those which are considered as important hedgerows under the wildlife and landscape criteria of the Hedgerows Regulations 1997. **Chapter 9: Ecology and Nature Conservation** of the **ES [EN010142/APP/6.1]** concludes that construction activities will result in the loss of sections of hedgerow due to security fencing and access routes across the Principal Site and to facilitate works within the Cable Route Corridor. The **Hedgerow Removal Plan [EN010142/APP/2.9]** shows the locations of potential hedgerow removal and the **Biodiversity Net Gain Report [EN010142/APP/7.14]** confirms that a total of 5.52 km of hedgerow habitats will be lost to facilitate the Scheme, while 52.10 km will be retained in current condition.

However, with the embedded and additional mitigation proposed in the **Framework LEMP [EN010142/APP/7.17]**, including infilling existing hedgerow, and the planting of new hedgerow consisting of native species, it is predicted that the Scheme will be able to deliver a net gain in this habitat and the overall impact will be beneficial. This results in a temporary minor adverse effect that is not significant.

The **AIA (Appendix 12-7: of the ES [EN010142/APP/6.2])** and the Scheme gives consideration to trees and hedgerows both on individual merit as well as their contribution to amenity and

- d. a detailed management plan providing details of maintenance arrangements for 10 years.

interaction as part of a group within the broader landscape setting.

There is no ancient woodland within or immediately adjacent to the Order limits.

The **AIA (Appendix 12-7 of the ES [EN010142/APP/6.2])** explains that the buffer zones of four veteran trees (T127, T537, T541 and T554) will be crossed by the proposed access routes for the Scheme. Mitigation measures to be secured in the CEMP are proposed to ensure that tree roots and soil structure will be robustly protected, and existing growing conditions will be maintained, through micro-siting accesses as far from tree stems as possible and using sensitive construction methods. **Chapter 9: Ecology and Natural Environment of the ES [EN010142/APP/6.1]** therefore concludes that a temporary adverse effect that is not significant is anticipated.

The impacts of tree removals will be mitigated with a high-quality scheme of new tree planting and associated landscaping works as detailed and secured in the **Framework LEMP [EN010142/APP/7.18]**, which will represent an opportunity to enhance the quality, benefits and resilience of trees within the Order limits.

The details of tree planting will be determined during the detailed design of the Scheme and be secured through the detailed LEMP. The **AIA (Appendix 12-7: of the ES [EN010142/APP/6.2])** sets out that where new trees are to be planted, the minimum planting distances detailed in Table A.1 of BS5837:2012 should be adhered to along with project specific

offsets to prevent direct damage to services and structures from future tree growth. New tree planting should be implemented in accordance with the guidance set out in BS8545: 2014 Trees: from nursery to establishment in the landscape – Recommendations.

The management and maintenance of the suite of planting proposed by the Scheme is set out in the **Framework LEMP [EN010142/APP/7.17]**. It states that failed or defective plants will be recorded each autumn and replaced annually with the same species and size at the next available season.

Framework LEMP [EN010142/APP/7.17] sets out the details for the management and maintenance of the ecological enhancements proposed, stating that they will be managed throughout the 60 year lifetime of the Scheme. This will inform a detailed LEMP to be secured by the DCO.

Policy ST42: The Historic Environment

1. The historic environment will be conserved and enhanced, sensitively managed, enjoyed and celebrated for its contribution to sustainable communities. Proposals will be supported where they:

- a. give great weight to the conservation and re-use of designated heritage assets and their settings, including for appropriate temporary use, based on their significance in accordance with national policy;
- b. make a positive contribution to the character and local distinctiveness of

Section 8.6 **Chapter 8: Cultural Heritage** of the **ES**

[EN010142/APP/6.1] outlines the heritage assets located within the study area of the Scheme. Section 8.8 details the mitigation and avoidance measures embedded into the Scheme in relation to cultural heritage.

Section 8.9 of **Chapter 8: Cultural Heritage** of the **ES**

[EN010142/APP/6.1] provides an assessment of the likely effects of the Scheme on the historic environment. This includes a description of the significance of the heritage assets and the contribution of their setting to their significance. Section 8.10 of **Chapter 8: Cultural Heritage [EN010142/APP/6.1]** outlines any additional mitigation measures incorporated into the Scheme. Following mitigation, it is concluded there will be no significant

the historic environment, including through the use of innovative design;

- c. positively conserve or enhance a historic designed landscape;
- d. maintain, conserve, sustain or return to beneficial use designated or non-designated assets;
- e. capitalise in an appropriate and sensitive manner the regeneration, tourism and energy efficiency potential of heritage assets;
- f. positively secure the conservation and re-use of 'at risk' heritage assets;
- g. improve access and enjoyment of the historic environment where appropriate, particularly where they retain, create or facilitate public access to heritage assets to increase understanding of their significance.

effects on cultural heritage assets or their setting, as a result of the Scheme.

2. Applicants will be required to submit evidence in line with best practice and relevant national guidance, examining the significance of any heritage assets affected through a Heritage Statement, including any contribution made by their setting. The level of detail should be proportionate to the asset's significance, and the results submitted to the Nottinghamshire Historic Environment Record. In some

circumstances, further survey, analysis and/or recording will be made a condition of consent.

Policy ST43:
Designated and Non-
Designated Heritage
Assets

Designated Heritage Assets

1. Proposals for development, including change of use, that involve a designated heritage asset, or the setting of a designated heritage asset will be expected to:

- a. conserve, enhance or better reveal those elements which contribute to the heritage significance and/or its setting;
- b. respect any features of special architectural or historic interest, including where relevant the historic curtilage or context, its value within a group and/or its setting, such as the importance of a street frontage, traditional roofscape, or traditional shopfronts;
- c. be sympathetic in terms of its siting, size, scale, height, alignment, proportions, design and form, building technique(s), materials and detailing, boundary treatments and surfacing, or are of a high quality contemporary or innovative nature which complements the local vernacular, in order to retain the special interest that justifies its designation;

Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] provides an assessment of the likely effects of the Scheme on heritage assets. This includes a description of the significance of the heritage assets and the contribution of their setting to their significance.

Section 8.8 of **Chapter 8: Cultural Heritage** [EN010142/APP/6.1] outlines the mitigation measures embedded within the Scheme design in relation to cultural heritage. This may include but is not limited to, siting haulage and access routes away from sensitive receptors, use of low noise generators, and placement of security and work lights to minimise light spill with sympathetic screening of works, the assessment concludes there would only be temporary impacts on designated heritage assets as a result of construction of the Scheme which are minor and negligible and not significant. Embedded design principles outlined within the **Framework LEMP** [EN010142/APP/7.17] have been incorporated in the Scheme design to minimise impacts on key heritage assets nearest the Scheme.

Section 8.9 of **Chapter 8: Cultural Heritage** of the ES [EN010142/APP/6.1] assesses the likely impacts and effects on cultural heritage. It concludes there will be no significant effects on designated heritage assets or their setting as a result of the Scheme. Impacts on non-designated heritage are also detailed in Section 8.9 of **Chapter 8: Cultural Heritage** of the ES [EN010142/APP/6.1].

- d. ensure significant views away from, through, towards and associated with the heritage asset(s) are conserved or enhanced;
- e. in the case of a Conservation Area, to have regard to the established urban grain and ensure that spaces between and around buildings, such as paddocks, greens, gardens and other gaps, are preserved where they contribute to the Conservation Area's character and appearance.

2. Proposals that will lead to substantial harm or total loss of significance will be refused unless the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, and it can be demonstrated that:

- a. the nature of the heritage asset prevents all reasonable uses of the site;
- b. no viable use of the heritage asset can be found in the medium term through appropriate marketing that will enable its conservation;
- c. conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible;

Geophysical survey (magnetometry) of the Principal Site and Cable Route Corridor has been undertaken for the Scheme. The results of the geophysical survey are discussed in **Appendix 8-2: Cultural Heritage Desk-Based Assessment** of the ES [EN010142/APP/6.2] and reported in detail within **Appendix 8-5: Geophysical Survey Reports** of the ES [EN010142/APP/6.2]. Archaeological trial trench evaluation was undertaken across the Principal Site, the results of which are presented in **Appendix: 8-6 Archaeological Evaluation Overarching Executive Report** of the ES [EN010142/APP/6.2].

Chapter 8: Cultural Heritage [EN010142/APP/6.1] concludes that the Scheme would result in significant effects to six non-designated heritage assets. These comprise the Winter Camp of the Viking Great Army, which is a non-designated asset considered to be of schedulable quality, and five archaeological assets. Additional mitigation in the form of a programme of archaeological excavation and recording is proposed, and will be set out in a Written Scheme of Investigation (WSI).

It is acknowledged that while archaeological excavation and recording would not minimise the physical harm to these assets, as it would still involve removal, however it would compensate for the loss of these heritage assets by preserving them by record, thereby allowing their continued study and greater understanding and appreciation of their heritage value. This would reduce the magnitude of impact on individual assets, resulting in a minor adverse effect, which is not significant.

- d. the harm or loss is outweighed by the benefit of bringing the site back into use.

3. Proposals that would result in less than substantial harm to the significance of a designated heritage asset will only be supported where it can be demonstrated that the public benefits will outweigh any harm identified.

Non-Designated Heritage Assets

1. Proposals for development, including change of use, that involve a non-designated heritage asset, or the setting of a non-designated heritage asset will be expected to:

- a. have regard to the significance of the asset and its relationship with its setting;
- b. be sympathetic to the local vernacular in terms of siting, size, scale, height, alignment, design and form; proportions, materials;

2. Proposals that will lead to harm to or loss of significance of a non-designated heritage asset will only be supported where it can be demonstrated that:

- a. the asset's architectural or historic significance is proven to be minimal; or
- b. through an up-to-date structural report produced by a suitably qualified person,

As result of careful design and following the implementation of mitigation measures, all residual effects are assessed as not significant and equate to less than substantial harm on all designated and non-designated heritage assets impacted by the Scheme. The substantial public benefits and need for the Scheme, as set out in Section 5 and Section 6.2 of this Planning Statement, including the delivery of CNP infrastructure to contribute towards meeting national energy security objectives and carbon reduction commitments, clearly and demonstrably outweigh the less than substantial harm to designated heritage assets and small scale permanent harm to the non-designated asset of schedulable quality that would result

- the asset is not capable of viable repair;
or
- c. through appropriate marketing, the asset has no viable use; or
- d. the public benefits of the scheme outweigh the loss of significance.

Archaeological sites

Where evidence suggests that significant archaeological remains exist on site, proposals should be supported by an appropriate archaeological evaluation that provides an assessment of the significance of the remains and considers how the remains would be affected by the proposed development.

1. Where the 'in situ' preservation of archaeological remains is not possible or desirable, suitable provision shall be made by the developer for the excavation, recording, analysis, storage, relocation of assets and archiving, in accordance with a Written Scheme of Investigation that has been approved by the Local Planning Authority.

Policy ST44:
Promoting Healthy,
Active Lifestyles

1. The Council will, with its partners, create an environment which supports healthy, active, inclusive and safe communities. Healthy, active and safe lifestyles will be enabled by:

Chapter 11: Human Health of the ES [EN010142/APP/6.1] concludes that there would be no adverse impacts on accessibility to healthcare services, road and route safety, and air quality as a result of the Scheme.

- a. working in partnership with the health authorities to maintain, and where practicable, improve access to the full range of health services for residents, including through the co-location of health facilities with other community facilities, open space and sports facilities, through multi-purpose buildings and sites;
- b. facilitating access to a range of high quality, well maintained and accessible open space and play areas, woodland, blue infrastructure, leisure and cultural facilities;
- c. improving the quantity, quality and accessibility to playing pitches and sports facilities;
- d. supporting initiatives which improve access to locally grown food at for example, allotments or community gardens;
- e. creating high-quality, inclusive environments that incorporate active design principles and where practicable, increase opportunities for movement through a network of well-connected sustainable travel routes, public rights of way and towpaths to everyday shops and services;

Minor adverse impacts are anticipated on community connectivity, PRoW, noise and vibration, GHG emissions and landscape and visual effects, in relation to human health, as a result of the Scheme. Effects are mitigated through the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]**, **Framework DEMP [EN010142/APP/7.10]** and **Framework LEMP [EN010142/APP/7.17]**, and include:

- a. The implementation of a PRoW Management Plan to ensure no permanent closures to PRoW, and temporary diversions or closures are managed accordingly. An **Framework PRoW Management Plan [EN010142/APP/7.16]** accompanies this application.
- b. Implementation of a CTMP to reduce impacts of the Scheme on the local highway and accessibility. A **Framework CTMP [EN010142/APP/7.11]** accompanies this application.
- c. Implementation of best practice construction methods to reduce the impacts of noise and vibration as far as practicable, including only working during daytime hours.
- d. Implementation of a LEMP which provides embedded and enhancement measures to reduce the Scheme's visual impact and provides biodiversity enhancements. A **Framework LEMP [EN010142/APP/7.17]** accompanies this application.

- f. supporting energy efficient design of development, where practicable;
- g. ensuring that the current air quality in the District is maintained and, where possible improved;
- h. minimising and mitigating against potential harm from risks such as pollution and other environmental hazards and climate change;
- i. facilitating the provision of optimal digital infrastructure in accordance with Policy ST57 to allow reliable connection to a range of online services;

2. All proposals of 50 or more dwellings will be required to submit a Rapid Health Impact Assessment Matrix as part of the planning application. The Council will recognise high performing schemes through Healthy Bassetlaw – a health accreditation scheme for well-designed healthy development proposals.

Impacts from GHG emissions during the construction of the Scheme are considered to be offset by the net positive impact of the Scheme, and the fact that the construction and operation of solar farms such as the Scheme play a role in helping the UK to meet its net zero emissions target by 2050. During operation, a beneficial effect from GHG emissions is anticipated.

The Scheme will promote, support and enhance the health and wellbeing of local residents in the area through the provision of 138 jobs in the local area, equating to £7.9 million GVA generated within West Lindsey and Bassetlaw districts, and £44.4 million within the East Midlands as a whole. **Chapter 11: Human Health** of the **ES [EN010142/APP/6.1]** concludes that the jobs arising from the construction phase of the Scheme will result in a beneficial effect on human health in the local area because good quality work protects against social exclusion through the provision of income, social interaction, identity and purpose which the Scheme will help to deliver through its construction phase.

The Scheme would also provide two new permissive paths connecting Common Lane to Northlands Road and Common Lane to Kexby Road, offering recreational access in an area where PRow are limited and also improving north-south off-road links. The paths will be located within 25 m wide corridors that will allow sufficient space for planting such as hedgerows to screen solar infrastructure and offer biodiversity and visual interest to users. The new routes therefore give rise to new travel routes for recreational users, and they will offer further safe and direct pathways within the Principal Site, which connects with the existing PRow network.

Policy 48: Protecting Amenity

1. Proposals for development should be designed and constructed to avoid and minimise impacts on the amenity of existing and future users, individually and cumulatively, within the development and close to it. As such, proposals will be expected to:

- a. not have a significant adverse effect on the living conditions of existing and new residents and future occupiers of the proposed development through loss of privacy, excessive overshadowing or overbearing impact; and
- b. not generate a level of activity, noise, light, air quality, odour, vibration or other pollution which cannot be mitigated to an appropriate standard.

2. Proposals for development adjacent to, or in the locality of, existing 'bad neighbour' uses such as waste sites, incinerators, chemical production, heavy industry and businesses with out of normal hour (9-5) operations, will need to demonstrate that:

- a. the ongoing use of the neighbouring site is not compromised; and
- b. the amenity of future occupiers of the new development can be achieved in accordance with Part 1 of this policy

The Cable Route Corridor would not have a significant adverse effect on the living conditions of existing and new residents through loss of privacy, excessive overshadowing or overbearing impact, as construction works will be of relatively limited extent and of a temporary, short-term duration, with very localised vegetation removal, plant and traffic movement, compounds and lighting, and during operation and decommissioning, the cable will be buried underground and will have no visual impacts.

The Cable Route Corridor is not adjacent to or in the locality of an existing 'bad neighbour' use.

with the ongoing normal use of the neighbouring site;

Policy 49:
Contaminated and
Unstable Land

1. Where development is considered to be on contaminated land and/or unstable land, through an appropriate contamination assessment and/or land instability risk assessment, proposals should:
- a. ensure that all works, including investigation of the nature of any contamination or land instability, and removal of materials can be undertaken without causing unacceptable risk to health, waterways, other watercourses and sources of groundwater, or to the environment;
 - b. identify the nature and extent of existing unstable land and/or contaminated land and the level of risk that contaminants/instability could pose in relation to the proposed development and its users, and adjoining land;
 - c. ensure appropriate mitigation measures are identified and implemented which are suitable for the proposed use and that the occupiers and neighbouring uses are not exposed to an unacceptable level of risk;
 - d. demonstrate that the developed site will be suitable for the proposed use without risk from contaminants/instability to

Chapter 17: Other Environment Topics of the ES

[EN010142/APP/6.1] assesses the impact of the Scheme on ground conditions. Preliminary Risk Assessments (PRA's) have been completed for both the Principal Site and Cable Route Corridor to assess the land condition and identify potential environmental land quality liabilities and constraints prior to the Scheme development. The PRA's involved a desk based review, a site walkover, followed by a preliminary ground model, and then a Conceptual Site Model (CSM) to identify potentially significant source pathway receptor linkages.

The assessment of potential severity, likelihood of occurrence and potential risk associated with each contaminant linkage set out in the assessment is included in **Appendix 17:3 Ground Conditions, Principal Site PRA, and Appendix 17-4: Ground Condition Cable Route Corridor PRA of the ES [EN010142/APP/6.1]**, which conclude that the risks are very low to low.

Best practice and bespoke mitigation measures will be carried out during construction, operation and decommissioning to reduce nuisance impacts from dust generation, soil removal and waste generation and avoid impact on ground conditions. These are set out in the **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]**. The implementation of a detailed CEMP, OEMP and DEMP will be secured via the DCO. Intrusive site investigation to evaluate soil and groundwater quality will be carried out prior to construction to verify the CSM and proposed

people, buildings, services or the environment including the apparatus of statutory undertakers.

mitigation measures so that unacceptable pollutant linkages do not exist on completion of the Scheme. With the proposed mitigation measures in place, no significant effects are anticipated on ground conditions.

Policy ST50:
Reducing Carbon
Emissions,
Climate Change
Mitigation and
Adaptation

1. All proposals, including the change of use of existing buildings and spaces, should be designed to improve resilience to the anticipated effects of climate change taking into account the design principles in the Bassetlaw Design Quality SPD and the Bassetlaw Design Code. Proposals should incorporate, where appropriate, the following measures that address issues of climate change mitigation and adaptation through;

- a. ensuring no unacceptable adverse impact on local air quality;
- b. designing layouts so that the orientation of buildings and spaces maximise opportunities for solar gain;
- c. providing space for habitats and species to move through the landscape and for the operation of natural processes to occur;
- d. where possible, minimising the use of natural resources over the development's lifetime, such as minerals and consumable products, by reuse or recycling of materials in construction, and by making the best

The location and siting of the Cable Route Corridor is the result of an iterative design in collaboration with the developers of the West Burton, Gate Burton and Cottam Solar DCO's.

A Climate Change Resilience Assessment (CCRA) has been undertaken for the Scheme which assesses the resilience of the Scheme to projected future climate change impacts. The CCRA has used the most up to date UK Climate Projections 2018 (UKCP 2018) data to determine the future baseline climate conditions and assess the risks associated with gradual climate change and an increased frequency of extreme weather events. **Section 6.7 of Chapter 7: Climate Change** of the **ES [EN010142/APP/6.1]** outlines adaptation measures that have been incorporated into the Scheme's design and management measures proposed during the construction and decommissioning phases set out in the **Framework CEMP [EN010142/APP/7.8]** and **Framework DEMP [EN010142/APP/7.10]** and secured through the detailed CEMP and DEMP to increase the resilience of the Scheme to climate change.

The **Framework CEMP [EN010142/APP/7.8]** and **Framework DEMP [EN010142/APP/7.10]** sets out measures for the management of activities within floodplain areas during construction (i.e. to be kept to a minimum and with temporary land take required for construction to be located out of the floodplain as far as reasonably practicable). In addition, the

use of existing buildings and infrastructure;

- e. adapting surface materials and drainage design to reduce the risk of flooding to land, property and people as a result of more extreme rainfall in accordance with Policy ST50;
- f. using integrated water management systems to manage runoff and provide a non potable water supply;
- g. providing green/blue infrastructure, and where possible, retaining existing trees and woodlands to reduce the 'urban heating effect' during warmer summers; and using urban greening methods within the design of new buildings.

Framework CEMP incorporates measures to prevent an increase in flood risk during the construction works, including the provision of temporary settlement and drainage measures.

Further measures to reduce flood risk include:

- a. Topsoil and other construction materials will be stored outside of the 1-in-100 year floodplain extent where feasible. If areas located within Flood Zone 2/3 are to be utilised for the storage of construction materials, this would be done in accordance with the applicable flood risk activity regulation, if required.
- b. Connectivity will be maintained between the floodplain and the adjacent watercourses, with no changes in ground levels within the floodplain as far as practicable.
- c. During the construction/decommissioning phase, the contractor will monitor weather forecasts on a monthly, weekly and daily basis, and plan works accordingly. For example, works in the channel of any watercourse will be avoided or halted were there to be a significant risk of high flows or flooding.
- d. The construction laydown area site office and supervisor will be notified of any potential flood occurring by use of the Floodline Warning Direct or equivalent service.

Details to manage flood risk during construction and operation are included in **Appendix 10-3: Flood Risk Assessment** of the **ES [EN010142/APP/6.2]**. In addition, **Appendix 10-4: Outline Drainage Strategy** of the **ES [EN010142/APP/6.2]** sets out that attenuation in the form of Sustainable Drainage Systems (SuDS) will be incorporated to control any increase in the rate of flow towards receiving watercourses including allowances for climate change. Further detail on embedded measures to mitigate flood

risk and the location of floodplains within the Order limits can be found in **Chapter 10: Water Environment** and **Appendix 10-3: Flood Risk Assessment** of the **ES [EN10142/APP/6.1]**.

Mitigation measures to protect against the adverse effects of climate change on the natural environment within the Order limits can also be found in **Chapter 15: Soils and Agriculture [EN10142/APP/6.1]** and the **Framework LEMP [EN10142/APP/7.17]**. These measures include:

- a. Consideration of future climate conditions when selecting species for use in green infrastructure.
- b. Protecting against increased soil erosion and degradation due to increased precipitation by covering exposed soil with grass, reducing permeability.

Policy ST51:
Renewable and Low
Carbon Energy
Generation

Development that generates, shares, transmits and/or stores zero carbon and/or low carbon renewable energy including community energy schemes will be supported subject to the satisfactory resolution of all relevant site specific and cumulative impacts upon:

- c. Location, setting and position in the wider landscape, resulting from its siting and scale;
- d. Natural and heritage assets and their settings;
- e. Air and water quality
- f. Hydrology and hydrogeology;

The Scheme will comprise the construction, operation and decommissioning of an onshore solar PV generating station in England exceeding 50 megawatts (MW) and export to the national grid at National Grid's Cottam Substation.

As set out in the **Statement of Need [EN010142/APP/7.1]** the Scheme will be a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe. Maximising the capacity of generation in the resource-rich, well-connected and technically deliverable proposed location for the Scheme, represents a significant and economically rational step forwards in the fight against the global climate emergency.

- g. The best and most versatile agricultural land;
- h. Existing highway capacity and highway safety
- i. Noise, light, glare, smell, dust, emissions or flicker;
- j. Aviation and radar
- k. Recreation and local amenity

Proposals must take into account operational and approved developments, as well as any proposed intensification to operational or approved proposals.

All renewable energy development will be expected to provide details of the expected power generation based upon expected yield or local self-consumption to enable effective monitoring of the district's contribution to the national zero carbon targets.

A decommissioning programme applied by a Condition to any planning permission granted will be required to demonstrate that the site can be returned to an acceptable state, three years after cessation of operations.

An **Environmental Statement (ES) [EN010142/APP/6.1]** and accompanying **Appendices [EN010142/APP/6.1]** and **Figures [EN010142/APP/6.3]**, have been included with the DCO application, which assess any direct, indirect, individual and cumulative impacts the Scheme may have as a result of its scale, siting and design.

The **ES [EN010142/APP/6.1]** and Section 6 of the Planning Statement concludes that impacts on the location, setting and position of the Scheme in the wider landscape, natural and heritage assets and their settings, air and water quality, hydrology and hydrogeology, BMV land, existing highway capacity and highway safety, noise, light, glare, smell, dust, emissions or flicker, aviation and radar, and recreation and local amenity are acceptable, when taking into account the scale and nature of the Scheme and the benefits it provides. Reference should be made to the following policies for further detail:

Location, setting and position in the wider landscape, resulting from its siting and scale

Policy ST35

Policy ST37

Natural and heritage assets and their settings

Policy ST40

Policy ST41

Policy ST42

Policy ST43

Air and water quality

Policy ST53

Hydrology and hydrogeology

Policy ST52

Policy ST53

The best and most versatile agricultural land

Agricultural land quality was a key consideration in the Applicants site selection process. As set out in **Chapter 4: Alternatives and Design Evolution** of the **ES [EN010142/APP/6.1]** and the **Design and Access Statement [EN010142/APP/7.3]**. Grades 1 and 2 BMV agricultural land was excluded from further consideration within the initial 15km search area for the Scheme. This was based on provisional Agricultural Land Classification (ALC) mapping from Natural England. This resulted in the identification of an area of land for the Scheme shown as Grade 3, with only the completion of an ALC surveys being able to confirm whether any of the Principal Site contained BMV land. Previously developed land was also considered. These land types were identified by checking the local authority brownfield register. No suitable or available areas of brownfield or non-agricultural land which could form a contiguous Principal Site was identified. Following this, as part of the iterative design evolution of the Scheme and using the results of the ALC survey completed in relation to the Principal Site, the Order limits have been iterated to minimise impacts on BMV land.

The remaining BMV land comprises mostly small, isolated areas, which due to their small size are likely to only be farmable alongside the lower grade surrounding land and not in isolation

thereby rendering these areas unviable to remain in agricultural use. Although the Scheme is long term, it will be temporary with requirement 20 in the **draft DCO [EN010142/APP/3.1]** securing a time limited consent for 60 years. On this basis and in accordance with **Chapter 15: Soils and Agriculture** of the **ES [EN010142/APP/6.1]** there will be no adverse significant impacts with respect to the loss of BMV land. This is because areas of solar PV, Solar Stations, BESS, access tracks, biodiversity zones and sensitive archaeological sites, can be restored to agricultural use by the landowner at decommissioning, with all structures removed and stored topsoil returned. The Scheme will result in the potential change of use of 0.08% of the Principal Site currently in arable use to woodland. It is likely that at decommissioning the woodland proposed as part of the **Indicative Site Layout Plan (Figure 3-1 of the ES [EN010142/APP/6.3])** will be of good quality through being managed ecologically in accordance with the LEMP, to be approved by requirement 7 of the **draft DCO [EN010142/APP/3.1]**. Whilst this is a potential permanent loss of 0.08% of BMV land, it is not significant and will be replaced by woodland, which will have beneficial ecological and landscape impacts.

The removal of the Principal Site from arable production and the planting of semi-improved grassland (as set out in the **Framework LEMP [EN10142/APP/7.17]**) will provide benefits to the quality of the soil, resulting in a significant beneficial effect. There will also be additional benefits from the recovery of soil organic matter including carbon sequestration and hydrological function. In summary the Scheme maximises the use of poorer quality agricultural land, minimises impacts on best and most versatile agriculture land and includes mitigation measures to

reduce impacts on soils and soil resource and is justified in policy terms.

Existing highway capacity and highway safety

Chapter 16: Transport and Access of the **ES [EN010142/AP/6.1]** and associated **TA (Appendix 16-2** of the **ES [EN010142/APP/6.2])** concludes that there would be no significant adverse effects on the existing highway capacity and highway safety as a result of the Cable Route Corridor.

Noise, light, glare, smell, dust, emissions or flicker

As mentioned, an **ES [EN010142/APP/6.1]** and accompanying **Figures [EN010142/APP/6.3]** and **Appendices [EN010142/AQPP/6.2]** have been submitted with the application, which provides a robust assessment of the potential impact of noise, dust, air quality and traffic on such users, and the mitigation measures proposed to minimise any identified harm. There would be no impacts from odour and shadow flicker and as such they have been scoped out of any assessment.

With the implementation of mitigation measures significant adverse noise and vibration effects during the construction, operation and decommissioning of the Scheme will be avoided at sensitive receptors. Mitigation measures have been embedded into the Scheme design and construction methodology to minimise adverse effects where practicable, as set out in Section 13.7 of **Chapter 13: Noise and Vibration** of the **ES [EN010142/APP/6.1]**. These include embedded design measures representing Best Practicable Means (BPM) during construction and decommissioning, and the consideration of plant selection, layout of the Order limits, including locating and

orienting noise generating infrastructure such as the transformers forming part of substations, Solar Stations and BESS in a sensitive manner to minimise operational noise at sensitive receptors. The Applicant is specifically committing to noise related design principles including no noise generating equipment within 250 m from residential receptors as set out in the **Outline Design Principles Statement [EN010142/APP/7.4]** which will inform the detailed design, to be secured by the DCO.

Chapter 6: Air Quality of the **ES [EN010142/APP/6.1]** explains that a **Dust Risk Assessment (Appendix 6-2 of the ES [EN010142/APP/6.2])** and **Air Quality Monitoring (Appendix 6-3 of the ES [EN010142/APP/6.2])** has been undertaken to consider the potential effects of the Scheme on air quality during construction and decommissioning with the results of these assessments being incorporated into the ES chapter to determine environmental effects. The assessment confirms that the Scheme will not have an adverse effect on air quality with respect to dust emissions or impacts upon air quality through construction and decommissioning traffic. The implementation of good practice during construction and decommissioning to be secured via the **Framework CEMP [EN010142/APP/7.8]** and **Framework DEMP [EN010142/APP/7.10]** will ensure that the environmental risk of the Scheme on air quality remains low with no significant adverse effect on residential amenity or low air quality.

Aviation and radar

Chapter 17: Other Environmental Topics of the **ES [EN010142/APP/6.1]** and supporting **Appendix 17-2: Glint and**

Glare Assessment [EN010142/APP/6.2] provides an assessment of glint and glare effects of the Scheme to surrounding aviation activity, based on the visibility of PV panels from receptors, their angles using geometric calculations, and amount of sunlight. The assessment states that embedded mitigation including careful siting in the landscape, conserving existing vegetation patterns and creating new green infrastructure through planting will mean that it is unlikely that adverse effects will be experienced from glint and glare. The glint and glare assessment concludes that there would be low (not significant) impacts on aviation receptors on Runway 27 at Sturgate Airfield, which is acceptable. No other impacts are expected on any aviation and radar.

Recreation and local amenity

Policy ST35

Policy ST44

Policy ST48

The Scheme has taken into account operational and approved developments within and surrounding the Order limits, as well as any proposed intensification to operational or approved proposals. This includes avoiding the former Cottam Power Station site in its site selection process, and therefore it would not jeopardise the comprehensive remediation, reclamation and redevelopment of the whole site beyond the plan period.

The Scheme provides details of the expected power generation based upon expected yield to enable effective monitoring of the district's contribution to the national zero carbon targets. This is set out in **Chapter 7: Climate Change of the ES**

[EN010142/APP/6.1], which states that the Scheme would have a 500MW connection to the National Grid, and that over the 60-year lifetime of the Scheme, it will have a total energy generation figure of approximately 48.5 TWh.

The Scheme includes provision for decommissioning at the end of its 60 year operational life. The **Framework DEMP [EN010142/APP/7.10]** will inform a detailed DEMP, which will provide full details of arrangements for decommissioning and reinstatement of the site when it ceases to operate. The DEMP will demonstrate that the site can be returned to an acceptable state, three years after cessation of operations.

Policy ST52: Flood Risk and Drainage

1. Proposals are required to consider and, where necessary, mitigate the impacts of the proposed development on flood risk, on-site and off-site, commensurate with the scale and impact of the development. Proposals, including change of use applications, must be accompanied by a Flood Risk Assessment (where appropriate), which demonstrates that the development, including the access and egress, will be safe for its lifetime, without increasing or exacerbating flood risk elsewhere and where possible will reduce flood risk overall.
2. Where relevant, proposals must demonstrate that they pass the Sequential Test and if necessary the Exceptions Test in Flood Zones 2 and 3 and ensure that where land is required to manage flood risk, it is safeguarded from development.

Chapter 10: Water Environment of the **ES [EN010142/APP/6.1]** and **Appendix 10-3: Flood Risk Assessment (FRA)** of the **ES [EN010142/APP/6.2]** provides an assessment of flood risk to and from the Scheme from all sources of flooding. The FRA (**Appendix 10-3** of the **ES [EN010142/APP/6.2]**) demonstrates how residual flood risk will be managed during construction, operation and decommissioning of the Scheme and how the requirements of the Sequential Test and Exceptions Test are satisfied.

Part of the Cable Route Corridor is located in Flood Zone 3a. As discussed in section 3.5 of this Planning Statement in relation to site selection, a key consideration with respect to the siting requirements of solar schemes is their proximity to a grid connection point with sufficient capacity for the electricity generated. In terms of the Scheme, this grid connection is available at the National Grid Cottam Substation. This is located in Flood Zone 2 and is surrounded by areas of Flood Zone 3 (see fluvial flood risk map alongside the Order limits in **Figure 10-5** of the **ES [EN010142/APP/6.3]**. As set out in **Chapter 4:**

River Ryton Flood Management Impact Zone
3. All development within the River Ryton Flood Management Impact Zone, as identified on the Policies Map, will need to demonstrate through a Design and Access Statement that they will not prejudice the delivery of a future flood management scheme for the River Ryton catchment through prior agreement with the Environment Agency.

Surface Water Flood Risk

4. All development where practicable should incorporate sustainable drainage systems (SuDS) in line with national standards. These should:
- a. be informed by the Lead Local Flood Authority, sewerage company and relevant drainage board;
 - b. have maintenance arrangements in place to ensure an acceptable standard of operation and management for the development's lifetime;
 - c. prevent surface water discharge into the sewerage system;
 - d. maximise environmental gain through enhancing the green/blue infrastructure network, including urban greening measures, contributing to biodiversity net gain where possible, and securing

Alternatives and Design Evolution of the ES

[EN010142/APP/6.1], whilst alternative cable route corridors were considered, these alternatives also included areas of the corridor located in Flood Zone 3. Therefore, there are no available alternative routes that avoid Flood Zones 2 and 3. In addition, from the early inception of the Scheme, a shared Cable Route Corridor with the other NSIP projects located within this area was sought to minimise environmental effects. This demonstrates that there were no alternative routes at a lower risk of flooding other than the Cable Route Corridor. In policy terms, the Sequential Test has been applied, but it is not possible for the Cable Route Corridor to be located within an area of lower flood risk and therefore it is necessary to apply the Exception Test.

The Cable Route Corridor considered to pass the Exception Test because, it has wider sustainability benefits, including contributing to the critical and urgent need to decarbonise electricity generation in the UK as established in NPS EN-1, the Net Zero Strategy: Build Back Greener (October 2021), and the British Energy Security Strategy (April 2022), as well as habitat creation and enhancement. In addition, mitigation measures and an **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])**, informing a detailed strategy to be secured by a requirement of the DCO, will be implemented, in order to ensure that the Scheme is safe for its lifetime and that there will be no increases in flooding elsewhere.

Chapter 10: Water Environment of the ES

[EN010142/APP/6.1] and **Appendix 10-3: Flood Risk Assessment (FRA) of the ES [EN010142/APP/6.2]** have been informed by consultation with the Environment Agency and Trent Valley Internal Drainage Board, and takes account of the

amenity benefits along with flood storage volumes;

- e. seek to reduce runoff rates in areas at risk from surface water flooding, and that any surface water is directed to sustainable outfalls.

councils Strategic Flood Risk Assessment and site specific flood risks assessments.

The proposed surface water drainage design set out in the **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])** demonstrates that sustainable drainage techniques have been designed into the Scheme and will be maintained by the Applicant, or another private operator to be confirmed and secured through the DCO.

The Scheme will also provide WFD enhancement measures associated with open cut crossings of minor water channels to the Cable Route Corridor. Baseline surveys will be undertaken prior to the commencement of works to provide a baseline for reinstatement. Reinstatement will seek to provide an improved and enhanced channel which will aim to improve the riparian corridor and biodiversity. These measures will be set out in the WFD Mitigation and Enhancement Strategy identified in the **Framework CEMP [EN010142/APP/7.8]** and brought forward as part of the detailed CEMP to be secured by a requirement as part of the DCO.

Policy ST53:
Protecting Water
Quality and
Management

1. In line with the objectives of the Water Framework Directive, the quantity and quality of surface and groundwater bodies will be protected and where possible enhanced. Development adjacent to, over or in, a main river or ordinary watercourse will be supported where proposals consider opportunities to improve the river environment and water quality where possible by:

A Water Framework Directive (WFD) Assessment has also been prepared and is presented in **Appendix 10-2** of this **ES [EN010142/APP/6.2]**. The Scheme interacts with several WFD water bodies within the WFD catchments of Lower Trent and Erewash within the Humber RBMP, and Witham within the Anglian RBMP. The WFD surface water bodies within Lincolnshire include tributaries of the River Trent and Skellingthorpe Main Drain. The WFD Assessment considers each activity associated with the Scheme, such as infrastructure and cable crossings of water bodies, and assesses them against the biological, physico-chemical and hydromorphological, and

- a. actively contributing to enhancing the status of the waterbody through positive actions or ongoing projects;
- b. naturalising watercourse channels;
- c. improving the biodiversity and ecological connectivity of watercourses;
- d. safeguarding and enlarging river buffers with appropriate habitat; and
- e. mitigating diffuse agricultural and urban pollution.

groundwater quality elements that comprise the WFD water bodies. The WFD concludes that the Scheme is compliant with the objectives of the WFD. The Scheme will not cause deterioration in the status of the WFD water bodies and will not prevent the water bodies achieving Good Ecological Status and Good Ecological Potential.

Chapter 10: Water Environment of the ES

[EN010142/APP/6.1] concludes that there would be no permanent impacts on the water environment as a result of the Cable Route Corridor as it will be located underground.

The Scheme will provide WFD enhancement measures associated with open cut crossings of minor water channels to the Cable Route Corridor. Baseline surveys will be undertaken prior to the commencement of works to provide a baseline for reinstatement. Reinstatement will seek to provide an improved and enhanced channel which will aim to improve the riparian corridor and biodiversity. These measures will be set out in the WFD Mitigation and Enhancement Strategy identified in the **Framework CEMP [EN010142/APP/7.8]** and brought forward as part of the detailed CEMP to be secured by a requirement as part of the DCO.

The implementation of a detailed Drainage Strategy, which will need to be in accordance with the **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])** which will be secured as a requirement in the DCO, will ensure that there will be negligible impact to any receiving water feature from surface water runoff or the risk of chemical spillages during routine operation and maintenance.

1.5 Table 5: Nottinghamshire Minerals Local Plan (March 2021)

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
Policy SP7: Minerals Safeguarding, Consultation Areas and Associated Minerals Infrastructure	<p>Minerals Safeguarding Areas</p> <ol style="list-style-type: none"> 1. Locally and nationally important mineral resources, permitted reserves, allocated sites and associated minerals infrastructure will be safeguarded from needless sterilisation by non-minerals development through the designation of minerals safeguarding areas as identified on the Policies Map. 2. Non-minerals development within minerals safeguarding areas will have to demonstrate that mineral resources will not be needlessly sterilised as a result of the development and that the development would not pose a serious hindrance to future extraction in the vicinity. 3. Where this cannot be demonstrated, and where there is a clear and demonstrable need for the non-minerals development, prior extraction will be sought where practicable. 	<p>The Cable Route Corridor for the Scheme is located within a Sand and Gravel Minerals Safeguarding Area.</p> <p>The Scheme can be constructed, operated and decommissioned without preventing the mineral resources from being extracted in the future. The construction of the Scheme is also minimally invasive and would not therefore impact the underlying geology. In addition, due to the flat topography of the proposed site no significant earthworks are proposed.</p> <p>Therefore, mineral resources will not be needlessly sterilised as a result of the Scheme and it would not pose a serious hindrance to future extraction in the vicinity.</p> <p>It was agreed in a meeting on 13 June 2023, between the Applicant, Lincolnshire County Council and Nottinghamshire County Council that an assessment of the Scheme with minerals policies within the Planning Statement was sufficient and proportionate.</p>
Minerals Consultation Areas		

4. District and Borough Councils within Nottinghamshire will consult the County Council as Minerals Planning Authority on proposals for nonminerals development within the designated Mineral Consultation Area, as shown on the Policies Map
5. The Minerals Planning Authority will resist inappropriate non-minerals development within the Minerals Consultation Areas.
6. Where non-minerals development would cause an unacceptable impact on the development, operation or restoration of a permitted minerals site, mineral allocation, or associated minerals infrastructure, suitable mitigation should be provided by the applicant prior to the completion of the development.

1.6 Table 6: Nottinghamshire and Nottingham Replacement Waste Local Plan: Part 1 Waste Core Strategy (Dec 2013)

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
Policy WCS2: Waste awareness and re-use	<p>Nottinghamshire County and Nottingham City Councils will lead by example and work together with district and borough councils, the waste industry, local businesses, communities and voluntary groups to improve waste awareness and encourage measures aimed at waste prevention and re-use.</p> <p>All new development should be designed, constructed and implemented to minimise the creation of waste, maximise the use of recycled materials and assist the collection, separation, sorting, recycling and recovery of waste arising from the development.</p>	<p>The Scheme has been designed and will be constructed and implemented to minimise the creation of waste, maximise the use of recycled materials and assist the collection, separation, recycling sorting and recovery of waste arising from the development.</p> <p>Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] sets out the arrangements that are proposed for managing any waste produced by the Scheme, in accordance with the waste hierarchy, which are set out in the Framework CEMP [EN010142/APP/7.8], Framework OEMP [EN010142/APP/7.9] and Framework DEMP [EN010142/APP/7.10], informing detailed plans to be secured by the DCO.</p> <p>Measures include:</p> <ol style="list-style-type: none"> a. Increasing recyclability by segregating construction/decommissioning waste to be re-used and recycled where reasonably practicable; b. Designing, constructing and implementing the Scheme in such a way as to minimise the creation of waste and maximise the use of alternative materials with lower embodied carbon, such as locally sourced products and materials with a higher recycled content where feasible;

- c. Reusing suitable infrastructure and resources where possible to minimise the use of natural resources and unnecessary materials (e.g. reusing excavated soil for fill requirements);

Chapter 17: Other Environmental Topics of the **ES [EN010142/APP/6.1]** concludes that there would be no significant impacts relating to materials and waste during construction, operation or decommissioning. No adverse effects are expected in relation to the ability of existing waste management facilities to deal with other waste from other solar DCO's in the area. The Applicant is committed to properly managing all waste from the Scheme, including on-site and off-site, by dealing with it appropriately with the waste infrastructure available.

During decommissioning, the Scheme will be subject to measures and procedures defined within a DEMP as secured through the DCO. A **Framework DEMP [EN010142/APP/7.10]** is submitted with the DCO application.

1.7 Table 7: Nottinghamshire and Nottingham Pre-Submission Draft Waste Local Plan (2023)

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
SP1 – Waste Prevention and Re-use	All new development should be designed, constructed, and operated to minimise the creation of waste, maximise the use of recycled materials, and assist with the collection, separation, sorting, recycling and recovery of waste arising from the development during its use.	<p>The Scheme has been designed and will be constructed and operated to minimise the creation of waste, maximise the use of recycled materials and assist the collection, separation, sorting, recycling and recovery of waste arising from the development during its use.</p> <p>Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] sets out the arrangements that are proposed for managing any waste produced by the Scheme, in accordance with the waste hierarchy, which are set out in the Framework CEMP [EN010142/APP/7.8], Framework OEMP [EN010142/APP/7.9] and Framework DEMP [EN010142/APP/7.10], informing detailed plans to be secured by the DCO.</p> <p>Measures include:</p> <ol style="list-style-type: none"> a. Increasing recyclability by segregating construction/decommissioning waste to be re-used and recycled where reasonably practicable; b. Designing, constructing and implementing the Scheme in such a way as to minimise the creation of waste and maximise the use of alternative materials with lower embodied carbon, such as locally sourced products and materials with a higher recycled content where feasible;

- c. Reusing suitable infrastructure and resources where possible to minimise the use of natural resources and unnecessary materials (e.g. reusing excavated soil for fill requirements);

Chapter 17: Other Environmental Topics of the **ES [EN010142/APP/6.1]** concludes that there would be no significant impacts relating to materials and waste during construction, operation or decommissioning. No adverse effects are expected in relation to the ability of existing waste management facilities to deal with other waste from other solar DCO's in the area. The Applicant is committed to properly managing all waste from the Scheme, including on-site and off-site, by dealing with it appropriately with the waste infrastructure available.

During decommissioning, the Scheme will be subject to measures and procedures defined within a DEMP as secured through the DCO. A **Framework DEMP [EN010142/APP/7.10]** is submitted with the DCO application.

1.8 Table 8: Nottinghamshire and Nottingham Joint Draft Waste Local Plan – (2023)

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
Policy SP1: Waste prevention and re-use	All new development should be designed, constructed, and operated to minimise the creation of waste, maximise the use of recycled materials, and assist with the collection, separation, sorting, recycling and recovery of waste arising from the development during its use.	<p>The Scheme has been designed and will be constructed and operated to minimise the creation of waste, maximise the use of recycled materials and assist the collection, separation, sorting, recycling and recovery of waste arising from the development during its use.</p> <p>Chapter 17: Other Environmental Topics of the ES [EN010142/APP/6.1] sets out the arrangements that are proposed for managing any waste produced by the Scheme, in accordance with the waste hierarchy, which are set out in the Framework CEMP [EN010142/APP/7.8], Framework OEMP [EN010142/APP/7.9] and Framework DEMP [EN010142/APP/7.10], informing detailed plans to be secured by the DCO.</p> <p>Measures include:</p> <ol style="list-style-type: none"> a. Increasing recyclability by segregating construction/decommissioning waste to be re-used and recycled where reasonably practicable; b. Designing, constructing and implementing the Scheme in such a way as to minimise the creation of waste and maximise the use of alternative materials with lower embodied carbon, such as locally sourced products and materials with a higher recycled content where feasible;

- c. Reusing suitable infrastructure and resources where possible to minimise the use of natural resources and unnecessary materials (e.g. reusing excavated soil for fill requirements);

Chapter 17: Other Environmental Topics of the **ES [EN010142/APP/6.1]** concludes that there would be no significant impacts relating to materials and waste during construction, operation or decommissioning. No adverse effects are expected in relation to the ability of existing waste management facilities to deal with other waste from other solar DCO's in the area. The Applicant is committed to properly managing all waste from the Scheme, including on-site and off-site, by dealing with it appropriately with the waste infrastructure available.

During decommissioning, the Scheme will be subject to measures and procedures defined within a DEMP as secured through the DCO. A **Framework DEMP [EN010142/APP/7.10]** is submitted with the DCO application.

1.9 Table 9: Corringham Neighbourhood Plan (Adopted January 2022)

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
Policy Sustainable Development Principles	<p>CNP1: All proposals for development should:</p> <ul style="list-style-type: none"> i. Be appropriately located; ii. Be of an appropriate scale and demonstrate a high standard of design; iii. Have regard to their setting and the character of the local area; iv. Take account of the key landscape views identified in Policy CNP5; v. Not unacceptably affect the amenity of nearby residents; vi. Where appropriate, provide for sustainable transport modes, including walking and cycling; vii. Respect the local built, social, cultural, historic and natural heritage assets, and <p>Support will be given to proposals that seek to achieve (or preferably exceed) design and construction standards for sustainable development and minimise CO2 emissions, including domestic scale green energy solutions and provision for electric vehicles.</p>	<p>As set out in the Planning Statement, and Statement of Need [EN010142/APP/7.1] the Scheme will comprise the construction, operation and decommissioning of an onshore solar PV generating station in England exceeding 50 megawatts (MW) and export to the national grid at National Grid's Cottam Substation. The Scheme is a substantial infrastructure asset, capable of delivering large amounts of secure, affordable low carbon electricity to local and national networks.</p> <p>The Principal Site crosses the Corringham Neighbourhood Plan Area to the east of School Lane and South of the A613 Harpswell Lane, as well as a small sliver to the north of Church Farm.</p> <p>The location and design of the Scheme is the result of a comprehensive site selection process that was environmental, and planning led to avoid and minimise impacts as early as possible. Following this, the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity using solar PV arrays, whilst also being sensitive to the local context and surrounding area within which it is located, avoiding and minimising impacts on the environment as far as practicable.</p>

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

The Scheme has taken account of the key landscape views identified in Policy CNP5 and would not result in any significant adverse effects to these views, and no significant adverse impacts to residential amenity is expected.

The Scheme also provides two new permissive paths connecting Common Lane to Northlands Road and Common Lane to Kexby Road. These paths will provide recreational access in an area where PRowS are limited and also improving north-south off-road links, providing increased access for local residents to open space.

The Scheme would not result in any significant adverse impacts to any historic assets, and it respects the local built, social, cultural, historic and natural heritage assets as part of its site selection and design process.

Policy CNP5: Local Character and the Design of New Development

- A. Development proposals should recognise and complement the local character of the areas identified and described in the Corringham Character Assessment. As appropriate to their scale and nature proposals should:
- i. respect existing plot boundaries, ratios, orientation, historic or traditional forms and the

As set out in the Planning Statement, and **Statement of Need [EN010142/APP/7.1]** the Scheme will comprise the construction, operation and decommissioning of an onshore solar PV generating station in England exceeding 50 megawatts (MW) and export to the national grid at National Grid's Cottam Substation. The Scheme is a substantial infrastructure asset, capable of delivering large amounts of secure, affordable low carbon electricity to local and national networks.

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

	established grain of development within the character area;	<p>The Scheme is the result of an iterative design process which responds to policy requirements, published landscape character assessments and fieldwork analysis, in order to minimise harm to the landscape and reduce the visual effects of the Scheme. This has been achieved through a Scheme that is of good design which balances the need to generate a large amount of renewable energy, whilst responding to the local context and integrating the Scheme into its landscape setting, in accordance with national and local planning policies.</p> <p>Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] provides an assessment of the Scheme's potential impacts on views and visual receptors. The assessment has taken account of the Corringham Character Assessment, as well as site surveys and meetings with residents.</p> <p>The Scheme is therefore in accordance with the principles of this policy.</p>
ii.	respect the predominant materials used in the area which include red brick with red-clay pantiles and natural slate and the occasional use of the local Waterstone;	
iii.	ensure that the height of new buildings is in keeping with neighbouring properties and not be over-bearing or dominant in the existing street-scene;	
iv.	reflect the predominant boundary treatments in the immediate area consisting of brick or stone walls or hedges, often behind grass verges;	
v.	deliver off-road parking provision, servicing and access arrangements in accordance with the most recently-published standards by Lincolnshire County Council;	
vi.	retain the open character of prominent private gardens within any development; and	

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

vii. protect and retain watercourses as open features, with other sustainable drainage measures.

B. Development proposals alongside or serviced from rural lanes (Pilham Lane, Mill Mere Road, the lanes to and around Aisby and Yawthorpe and Springthorpe Road) as shown on the Proposals Map should respect, and where practicable enhance, the rural appearance of the byways and their green verges/hedgerows. Development proposals which would have an unacceptable impact on the rural character and appearance of the identified rural byways will not be supported.

Policy Views	CNP6: Key The Plan identifies the following key views: <ol style="list-style-type: none">1. North, from the top end of Middle Street towards the Church of St Laurence.2. South from the public footpath north of Church Lane towards the Church of St Laurence.3. East from the public footpath north of Church Lane towards Old Hall.4. East from Mill Mere Road into the village.	The Scheme is the result of an iterative design process which responds to policy requirements, published landscape character assessments and fieldwork analysis, in order to minimise harm to the landscape and reduce the visual effects of the Scheme. This has been achieved through a Scheme that is of good design which balances the need to generate a large amount of renewable energy, whilst responding to the local context and integrating the Scheme into its landscape setting, in accordance with national and local planning policies.
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Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
	5. West from East Lane into the village.	
	6. North from Church Lane/public footpath into open countryside.	<p>Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] provides an assessment of the Scheme's potential impacts on views and visual receptors.</p>
	7. West from Mill Mere Lane into open countryside.	
	8. East from the pond/recreation ground into open countryside and across to the windmill.	<p>The assessment has taken account of views outlined in this policy, as well as site surveys and meetings with residents, in order to determine an assessment methodology that captures the impacts of the Scheme on the landscape and views.</p>
	9. West into open countryside from the public footpath connecting Poplar Lane/Middle Street.	
	10. East from the village hall into open countryside and across to the windmill.	<p>Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] has assessed views from the slightly elevated Yawthorpe (Viewpoint 28), views from Corringham Village Hall (Viewpoint 21) and views from the A613 south east of Corringham Windmill (Viewpoint 20).</p>
	<p>The location, design and scale of new development should take account of any relevant key view and not compromise its integrity or significance.</p>	
	<p>The assessment concludes that there would be no significant adverse effect from the Scheme on views from Corringham Village Hall. At year 1, a moderate adverse effect that is significant is anticipated on views from the A613 south east of Corringham Windmill, and on views from the elevated Yawthorpe due to the addition of new solar PV elements that will be incongruous, of long-term duration and due to new mitigation planting being immature and not providing screening yet. By year 15, mitigation planting will be sufficiently mature to reduce the magnitude of visual effects at these viewpoints to not significant.</p>	
	<p>In addition, development proposals should be sensitive to, and designed to maintain the rustic and rural appearance of village approaches to ensure that views of key landmarks on entry to the village in general, and in particular the windmills to the west and east and St Laurence Church, are not compromised.</p>	

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
	Proposed developments which would have an unacceptable effect on a key view or an approach to Corringham will not be supported.	As such, no residual significant adverse effects are expected on any of the identified views in this policy.
Policy Designated Assets	<p>CNP7: Development proposals should protect, conserve and seek opportunities to enhance designated heritage assets (and their settings) in general and in terms of the significance of the building, materials, scale, setting and layout in particular. The Listed Buildings covered by this policy and shown on the Proposals Maps are:</p> <ol style="list-style-type: none"> 1. Church of St. Laurence (Grade I) 2. The church lychgate (Grade II) 3. Old Hall, Aisby Lane (Grade II) 4. Corringham Windmill, Harpswell Road (Grade II) 5. No.1 High Street (Grade II) 6. The Mill at Mill House Farm, Mill Lane (Grade II) 7. Mill House Farmhouse, Stables and Barns, Mill Mere Lane (Grade II) 	<p>The Applicant has undertaken an iterative design process which responds to policy requirements, published historic landscape character assessments and fieldwork analysis, in order to minimise harm to the historic environment. In accordance with the mitigation hierarchy, the Scheme design has been carefully considered to avoid, reduce, or mitigate potentially significant effects on cultural heritage and archaeology assets as set out in Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] and the Design and Access Statement [EN010142/APP/7.3]. This has resulted in a Scheme that directly avoids direct physical impact on any designated heritage assets.</p> <p>Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] and its supporting appendices [EN010142/APP/6.2] provide an assessment of the likely effects of the Scheme on heritage assets. This includes a description of the significance of the heritage assets and the contribution of their setting to their significance.</p> <p>The assessment has taken into account the heritage assets outlined in this policy, including the Corringham Windmills Grade II listed building. Solar panels are proposed in Field 1 within the Order limits, the field closest to the listed structure with proposed</p>

**Relevant
Paragraph/Policy
Reference**

Policy requirement

Compliance with policy

native hedgerow planting along the edge of the Order limits along the road of Field 1.

Impacts from the temporary construction works and the longer-term presence of the Scheme within the structure's wider setting would entail slight changes in how the asset is experienced and appreciated but would have no appreciable erosion on the asset's value.

Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] concludes that in the shorter-term there would be a minor adverse effect on Corringham Windmill, which is not significant as the presence of the Scheme would alter the existing views from the windmill structure and change the landscape to the south-east from agriculture to one that is semi-industrial with the introduction of solar panels and infrastructure. Views of the solar panels may be visible above the hedgerows between the fields and road towards the Scheme from the asset, as illustrated by VP20 taken east of the windmill (depicted on **Figure 12-12a** of the ES [EN010142/APP/6.3]). In the longer-term as the proposed mitigation hedgerow planting has matured, this would help screen the Scheme from the asset, resulting in a negligible (not significant) effect.

The Scheme will not result in any significant effects on designated heritage assets outlined within this policy.

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
Policy Protecting Enhancing designated Assets	<p>CNP8: Proposals for change of use or other and development affecting identified non-designated Non-heritage assets will be required to demonstrate how they would contribute to its conservation, whilst preserving or enhancing its architectural or historic interest. Taking into account local styles, materials and details and the character, context and setting of the asset. The loss of, or substantial harm to a non-designated heritage asset will be resisted, unless exceptional circumstances are demonstrated. The buildings and structures concerned are shown on the Proposals Maps and detailed in Appendix</p>	<p>The Applicant has undertaken an iterative design process which responds to policy requirements, published historic landscape character assessments and fieldwork analysis, in order to minimise harm to the historic environment. In accordance with the mitigation hierarchy, the Scheme design has been carefully considered to avoid, reduce, or mitigate potentially significant effects on cultural heritage and archaeology assets as set out in Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] and the Design and Access Statement [EN010142/APP/7.3].</p> <p>The Scheme would not impact on any non-designated heritage assets within the Neighbourhood Plan Area.</p>
Policy Protecting Enhancing Archaeological Sites	<p>CNP9: Development proposals affecting Scheduled Monuments, other archaeological sites and areas of archaeological potential and their settings should demonstrate that:</p> <ol style="list-style-type: none"> i. They have taken into account the impact on above and below ground archaeological deposits. ii. They identify mitigation strategies to ensure that evidence which could contribute to the understanding of human activity and past environments is not lost. 	<p>The Applicant has undertaken an iterative design process which responds to policy requirements, published historic landscape character assessments and fieldwork analysis, in order to minimise harm to the historic environment. In accordance with the mitigation hierarchy, the Scheme design has been carefully considered to avoid, reduce, or mitigate potentially significant effects on cultural heritage and archaeology assets as set out in Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] and the Design and Access Statement [EN010142/APP/7.3]. This has resulted in a Scheme that directly avoids direct physical impact on any designated heritage assets.</p>

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

The Scheme would not result in any adverse effects on Scheduled Monuments within the Neighbourhood Plan Area.

Archaeological evaluations were undertaken for the Scheme and are detailed in **Appendix 8-6-1 to 8-6-10** of the ES **[EN010142/APP/6.2]** in addition to a cultural heritage desk-based assessment, **Appendix 8-2** of the **ES [EN010142/APP/6.2]**, geophysical survey and report, **Appendix 8-5** of the ES **[EN010142/APP/6.2]** and trial trenching.

Trial trenching of the Principal Site has confirmed areas of archaeological potential within the Principal Site (Special Archaeological Sites) that are excluded from all development to protect archaeology in situ.

It is not anticipated the Scheme will result in any adverse impacts on sites of archaeological potential within the Neighbourhood Plan Area.

Policy Development in the Countryside

CNP12: Development in the open countryside, related to agriculture, forestry, equine, recreation, tourism, utility infrastructure and other rural land uses, will be supported provided that it does not cause unacceptable harm to:

- i. Landscape character and quality.

Due to the scale of the land required to deliver the substantial renewable energy generation capacity that the Scheme will provide, and the need to be in sufficient proximity of the connection point to the National Electricity Transmission System (NETS), the Scheme must be located within the countryside. The contribution the Scheme would make to meeting the established

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

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- | | | |
|------|--|---|
| ii. | Sites of ecological value, including roadside verges. | urgent need for renewable energy generation infrastructure warrants its location in the countryside. |
| iii. | Heritage assets and other sites of archaeological interest. | The location and design of the Scheme is the result of a comprehensive site selection process that was environmental, and planning led to avoid and minimise impacts as early as possible. Following this, the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity using solar PV arrays, whilst also being sensitive to the local context and surrounding area within which it is located, avoiding and minimising impacts on the environment as far as practicable. |
| iv. | The intrinsic character, beauty and tranquillity of the countryside. | |
| v. | The rural quality and character of lanes, including verges. | |
| vi. | The “Dark Skies” quality of the Parish. | |
| | | |

The Scheme has taken account of the key landscape views identified in Policy CNP5 and would not result in any significant adverse effects to these views, and no significant adverse impacts to residential amenity is expected. The Scheme will result in a significant adverse effect to the Till Vale Landscape Character Area, because of the presence of solar infrastructure within the Principal Site resulting in a comprehensive and long-term alteration of the overall character. However, the Scheme has sought to minimise impacts through design iteration and whilst long term, the residual landscape effects will be temporary. The substantial benefits and need for the Scheme as set out in Section 5 of the Planning Statement, including the delivery of CNP Infrastructure to contribute towards meeting national energy

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

objectives outweighs the residual landscape effects when applying the planning balancing exercise to the Scheme.

The Scheme also provides two new permissive paths connecting Common Lane to Northlands Road and Common Lane to Kexby Road. These paths will provide recreational access in an area where PRowS are limited and also improving north-south off-road links, providing increased access for local residents to open space.

The Scheme would not result in any significant adverse impacts to any historic assets within Corringham, and it respects the local built, social, cultural, historic and natural heritage assets as part of its site selection and design process.

Policy CNP13: Nature Conservation and Biodiversity

Development proposals which impact on woodland, trees, hedgerows, ponds and watercourses, unimproved and semi-improved grassland should identify how features have been safeguarded and sensitively incorporated within the overall design. Where appropriate any loss of biodiversity should be minimised and mitigated by the creation of new habitats or the enhancement of existing places.

- i. Development proposals which would result in loss or unacceptable harm to woodland, trees, hedgerows, ponds and

As set out in **Chapter 9: Ecology and Nature Conservation** of the ES **[EN010142/APP/6.1]** the Scheme has been designed to avoid, maintain and mitigates all significant adverse effects on internationally, nationally and locally designated sites and other important ecological features such as protected species and habitats, ancient and veteran trees, and green infrastructure during the construction, operation and decommissioning phases. This has been achieved through a considered and iterative design, that has considered and integrated green and blue infrastructure into the design from the outset, informed by a design team with qualified professional ecologists, which

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
	<p>watercourses, unimproved and semi-improved grassland will not be supported.</p> <p>ii. Projects to enhance wildlife habitats and species based on the Lincolnshire Biodiversity Action Plan and the Natural Environment Strategy will be supported.</p> <p>iii. Insofar as planning permission is required, proposals for tree planting and hedgerow creation aimed at providing a network of wildlife corridors across the Parish will be supported.</p>	<p>includes embedded avoidance and mitigation measures that are to be secured by the DCO.</p> <p>In addition to protecting existing green infrastructure, the Applicant has also taken opportunities to provide additional mitigation and enhancement measures within the Order limits to improve the quality and quantity and management of the green infrastructure network, by increasing biodiversity and providing overall net gains in habitat. These measures include woodland, scrub and hedgerow planting, encouraging areas to naturally regenerate, establish species rich grassland across the Principal Site, and other habitat restoration and creation within the Order limits. This is outlined in Section 5 of the Planning Statement, the Framework LEMP [EN010142/APP/7.18] and the Design and Access Statement [EN010142/APP/7.3] and illustrated on the landscape masterplan provided in the latter two documents. The Scheme therefore delivers a minimum of 10% BNG, and significant beneficial impacts on a number of ecological features.</p>
<p>Policy Transport and Active Travel</p>	<p>CNP16: Proposed developments that would generate additional traffic movement which would contribute towards evidenced traffic hazards should be supported by relevant measures to maintain highway safety and avoid vehicular/pedestrian conflict. Where necessary, proposals should be supported by a transport statement or assessment which sets out details of the transport issues relating to the</p>	<p>Chapter 16: Transport and Access of the ES [EN010142/APP/6.1] and the Transport Assessment (TA) (Appendix 16-2 of the ES [EN010142/APP/6.2]) provide an assessment of the Scheme's traffic impact on the local highway and sets out the proposed mitigation measures. The Scheme would only generate an increase in traffic during the construction and decommissioning phases.</p>

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
	development, including appropriate mitigation measures.	There would be no significant impacts on the safety or functioning of the local highway within this neighbourhood plan area as a result of the Scheme.
	Development proposals which cannot be satisfactorily or safely accommodated within the local highway network, or where the impacts cannot be appropriately mitigated, will not be supported.	All PRowS within the Principal Site will remain open with access managed or will be subject to temporary diversions. The Framework PRow Management Plan [EN010142/APP/7.16] explains the details of the temporary short-term diversions and appropriate measures for the management of PRow during the various stages of the Scheme.
	Development proposals should protect existing Public Rights of Way and the network of rural lanes and where appropriate incorporate them into their design and layouts.	In addition, although these are not within this neighbourhood plan area, the Scheme is proposing to enhance access through the Principal Site, with the provision of two permissive paths connecting Common Lane to Kexby Road and Common Land to Northlands Road. These permissive paths will connect with the existing PRow network in the area and informal recreational routes along existing minor roads. The Principal Site only has one designated PRow located off Kexby Road to the south. The permissive paths will increase public access thereby enhancing access to open space for local residents supporting health and well-being. The permissive paths will be up to 25m wide also allowing safe use by pedestrians and horse riders. These routes will be available during the operational life of the Scheme and are described in more detail section 5.6 of this Planning Statement.

1.10 Table 10: Glentworth Neighbourhood Plan (Adopted Nov 2019)

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

Policy 1: Views

1.1 The following views, as identified on Policy Map 1(a) and 1(b)* and described in the Views Section of the Neighbourhood Character Profile Report are identified as Key Local Views:

No.	Direction of View	Description of Importance of the view
1	View towards the church from Stoney Lane	This part of the village is particularly pretty and is considered the heart of the village by many. It forms part of the conservation area of Glentworth. The Church is raised by at least four feet above the level of the 'T' junction at the western end of Stoney Lane and Church's eastern transept window can clearly be seen.

The Applicant has undertaken an iterative design process which responds to policy requirements, published landscape character assessments and fieldwork analysis, in order to minimise harm to the landscape and reduce the visual effects of the Scheme. This has been achieved through a Scheme that is of good design which balances the need to generate a large amount of renewable energy, whilst responding to the local context and integrating the Scheme into its landscape setting, in accordance with national and local planning policies.

Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] provides an assessment of the Scheme on a number of viewpoints within the neighbourhood plan area, taking into account of the key views within this policy. The viewpoints the Scheme has assessed that relate to those within the neighbourhood area are:

- a. VP5: Kexby Road, west of Glentworth
- b. VP6: Bridleway (Gltw/85/1) south of Glentworth
- c. VP7: B1398 Middle Street, Glentworth Cliff Farm
- d. VP15: Dog Kennel Lane
- e. VP24: Middle Street above Glentworth Hall

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

		<p>The graveyard and the back of the traditional stone and brick built Peacock Cottages can also be seen from the 'T' junction.</p> <p>A predominant feature is the limestone retaining wall that runs along the edge of the graveyard and curves around the corner running towards the south end of Church Street</p>	<p>The assessment concludes that there will be no significant visual effects on the majority of these viewpoints, except for viewpoint 7, during year 1 and year 15 of operation. The Scheme does not intrude above the skyline, disrupt views with vertical elements, result in overshadowing or give rise to significant noise or movement, and the nearest solar infrastructure is approximately 1.3 km away, therefore the identified significant visual effect will not result in adverse effects on residential visual amenity.</p> <p>The residual significant landscape effects are due to the change in land use and massing of the panels and associated structures, and the residual localised visual effects largely relate to sensitive receptors, such as residential properties where it is not possible to screen views of the Principal Site.</p>
2	Looking west on Church Street towards Church Farm	Was considered beautiful by the group – stone buildings and mature stone walls, enhanced by the trees.	<p>The Scheme has sought to minimise impacts through design iteration and whilst long term, the residual landscape and localised visual effects will be temporary. The substantial benefits and need for the Scheme as set out in Section 5 of the Planning Statement, including the delivery of CNP Infrastructure to contribute towards meeting national energy objectives outweighs the residual landscape effects when applying the planning balancing exercise to the Scheme.</p>
3	Looking south and east from the junction of Church	Views across the open fields towards Fillingham and up to the escarpment/ridge were considered beautiful by the group. It illustrates the rural setting and springline	

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

	Street with Kexby Road	position of the village below the ridge.
4	View east on Kexby Road to Hanover Hill	Looking up Kexby Road towards horse chestnut tree and the sunlit escarpment is particularly beautiful (and was the subject of the winning entry of the children's photographic competition.
5	View west from Hanover Hill towards Northlands and the village.	This "gateway" view of the village across the paddock where horses and chickens currently graze, including the horse chestnut tree at the junction of Hanover Hill, Chapel Lane and Kexby Road provides a first impression of a quiet, rural settlement in a green setting enhanced by mature trees.
6	From the northern end	The view of the limestone ridge is very important,

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

	of Church Street, looking south	showing the characteristic springline setting.
7	From the northern end of Church Street, looking north and east	The view opens up across the track, over paddock and open fields to the woods beyond. The eye travels up the limestone ridge, which is maintained as arable farm land. This view is important to the sense of place as a distinct and well-defined settlement.
8	Southwest from Middle Street to Glentworth Hall and beyond	Superb view of this historic house in its parkland setting with distant views across the Trent in the background.
9	South from Middle Street towards St. Michael's	Provides the best opportunity to appreciate the character and setting of the entire village in one view.

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

	Church and beyond.	
10	Northwest from Middle Street (approaching from the south)	Glimpses of the church, Glentworth Hall and the characteristic pantile roofs, softened and harmonised by the trees. Emphasises the discrete rural setting.

1.2 Development proposals will be supported where they take account of Key Local Views and have demonstrated how they are maintaining and responding positively to such views.

1.3 Development proposals that that would cause harm to Key Local Views will be supported where the benefits of the development outweigh the harm: in such circumstances the harm should be minimised and mitigated

* Note: The direction and scope of the views identified in the maps are for indication only; they are not definitive.

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
Policy 3: Design and Character Development	<p>3. Development proposals will be supported of where their design and detailing complement the established character of the village as described in the Neighbourhood Character Profile Report, taking particular account of:</p> <p>3.1.1 the ways in which the overall form, scale, massing, and proportions of new buildings and extensions relate to neighbouring buildings and impact on the character and appearance of the village as a whole;</p> <p>3.1.2 the layout of the development, and the desirability of echoing the current layout of Glentworth, characterised by a linear development with buildings facing existing roads, large front gardens and large space in between dwellings;</p> <p>3.1.3 the visual impact of materials used for external walls and roofs, and the desirability of selecting these from a locally distinctive palette such as red brick, vernacular limestone, wooden windows and clay pantiles;</p> <p>3.1.4 the ways in which the development impacts on the Conservation Area, including features and Important Buildings listed in the Glentworth Conservation Area Appraisal (1993)(18) , on surrounding and nearby Listed Buildings and Non-designated Heritage Assets as identified in</p>	<p>As set out in the Planning Statement, and Statement of Need [EN010142/APP/7.1] the Scheme will comprise the construction, operation and decommissioning of an onshore solar PV generating station in England exceeding 50 megawatts (MW) and export to the national grid at National Grid's Cottam Substation. The Scheme is a substantial infrastructure asset, capable of delivering large amounts of secure, affordable low carbon electricity to local and national networks.</p> <p>The location and design of the Scheme is the result of a comprehensive site selection process that was environmental, and planning led to avoid and minimise impacts as early as possible. Following this, the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity using solar PV arrays, whilst also being sensitive to the local context and surrounding area within which it is located, avoiding and minimising impacts on the environment as far as practicable.</p> <p>The Scheme comprises a number of additional mitigation and enhancement measures, including woodland planting (also referred to as buffers) and native tree belts to be established to reinforce the retained existing woodland and tree belts, which are characteristic of the existing landscape and provide ecological value. Gaps in currently defunct hedges will be planted with suitable native species to improve the connectivity</p>

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

the Neighbourhood Character Profile Report and on Policy Map 3;

3.1.5 the desirability of echoing and interpreting locally distinctive architecture and building elements of traditional buildings and heritage assets in the design and construction of new buildings and structures;

3.1.6 the visual importance of defining boundaries - particularly boundaries between public and private realms - in ways that are consistent with the mixture of hedges and limestone walls that traditionally contribute to the character and distinctiveness of the village;

3.1.7 the importance of retaining existing mature trees, hedgerows and verges, and to incorporate in new development and roads landscaping solutions such as treelines and wide verges.

3.2 Development proposals should take account of flood risk issues in the immediate locality and incorporate solutions appropriate to local circumstances.

3.3 Development proposals should provide adequate access and off-street parking. Where development includes a garage or any other form of car shelter, it will need to demonstrate that the

of habitats (such as between ancient and other broad-leaved woodland) within and adjacent to the Order limits. New hedgerows with trees will also be established to supplement the existing, retained hedgerows with trees.

The Scheme would not lead to any significant adverse effects on Glentworth Conservation Area. The Scheme has also been refined to minimise impacts on key heritage assets nearest the Scheme, including Glentworth Hall, through the removal of solar infrastructure from the field north of Kexby Road and west of Northlands Road to mitigate heritage impacts and reduce visibility for users and residents of Kexby Road and from viewpoints around Glentworth. This area is now proposed for biodiversity mitigation and enhancement, as the eastern part of BZ 13. With embedded mitigation, there will be no significant effects to designated and non-designated heritage assets as a result of the Scheme.

There are no areas of the Scheme in this neighbourhood plan area within any areas at risk of flooding.

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
	<p>garage or car shelter is able to accommodate the vehicle, leaving enough room for the driver to comfortably get in and out of the vehicle.</p> <p>3.4 Development proposals that meet the higher access standards of Part M Building Regulations (Access to and use of buildings) will be supported.</p>	
Policy 5: Infrastructure	<p>Green 5.1 A development proposal will be supported where it contributes, where practicable, to:</p> <p>5.1.1 the enhancement and management of existing green infrastructure assets, as presented in Policy Map 5, and</p> <p>5.1.2 the provision of new public green spaces and enhances green infrastructure assets</p> <p>5.2 A development proposal that will result in a detrimental impact on the purpose or function of existing green infrastructure will be supported only where it demonstrates that:</p> <p>5.2.1 the detrimental impact on the green infrastructure is unavoidable and is significantly and demonstrably outweighed by the benefit of the development; and</p> <p>5.2.2 the implementation of alternative solutions as part of the development, reinstates the green</p>	<p>The Order limits are not located on all but one of the existing green infrastructure assets as presented on Policy Map 5.</p> <p>The Order limits cover one small area of green infrastructure to the west of Northlands Cottage and the Oil Well, however no infrastructure will be located on this asset, and it will be retained as part of the Scheme.</p> <p>In addition, the Scheme will enhance green infrastructure within this neighbourhood plan area through the provision of biodiversity zones and woodland planting to the west of Northlands cottages and north and south of Kexby Road, and adjacent to Low Farm.</p> <p>These mitigation and enhancement measures within the Order limits will improve the quality and quantity and management of the green infrastructure network, by increasing biodiversity and providing overall net gains in habitat. These measures include woodland, scrub and hedgerow planting, encouraging areas to</p>

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

infrastructure's purpose or function to the previous quality and connectivity.

naturally regenerate, and other habitat restoration and creation within the Order limits. The Scheme will also establish species rich grassland across the Principal Site, which will have a beneficial effect on the quality of the soil. This is outlined in Section 5 of the Planning Statement, the **Framework LEMP [EN010142/APP/7.17]** and the **Design and Access Statement [EN010142/APP/7.3]** and illustrated on the landscape masterplan provided in the latter two documents. The Scheme therefore delivers a minimum of 10% BNG, and significant beneficial impacts on a number of ecological features.

1.11 Table 11: Hemswell and Harpswell Neighbourhood Plan (Adopted March 2023)

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
Policy 5: Protecting the Wider Landscape Character and Setting of the Neighbourhood Plan Area	<ol style="list-style-type: none"> 1. In accordance with the Central Lincolnshire Local Plan policies LP 55 development in the Open Countryside and LP17 Landscape Townscape and Views, development proposals should demonstrate how they have responded positively to the guidance and recommendations contained within the Hemswell & Harpswell Character Assessment 2018 and the Hemswell Village Design Principles 2019. 2. In order to protect the wider landscape character and the Cliff Landscape Character Area, development proposals within the neighbourhood plan area, are required to demonstrate that they have met the following criteria: <ol style="list-style-type: none"> a. it would not represent an unacceptable visual intrusion into the landscape setting and the landscape designations; b. it would not have an unacceptable adverse impact on the publicly accessible views summarised on Map 17 and detailed in the Hemswell & Harpswell Character Assessment; c. it would not have an unacceptable adverse impact on the integrity, character, and 	<p>The Applicant has undertaken an iterative design process which responds to policy requirements, published landscape character assessments and fieldwork analysis, in order to minimise harm to the landscape and reduce the visual effects of the Scheme. This has been achieved through a Scheme that is of good design which balances the need to generate a large amount of renewable energy, whilst responding to the local context and integrating the Scheme into its landscape setting, in accordance with national and local planning policies.</p> <p>As set out in Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] the Scheme has taken account of the guidance and recommendations within the Hemswell and Harpswell Character Assessment 2018.</p> <p>Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1], the Framework LEMP [EN010142/APP/7.17] and the Design and Access Statement [EN010142/APP/7.3] explain the principles used to develop the landscape design for the Scheme, which includes not locating any solar infrastructure near Lincoln Cliff AGLV designation, with only ecological or landscape</p>

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

<p>appearance of the open countryside and the setting of the Area of Great Landscape Value.</p> <p>d. it would use soft landscaping to provide generously planted green edges to site boundaries;</p> <p>e. it would not introduce or expose any prominent built forms along the Lincoln Cliff;</p> <p>f. it has explored opportunities to utilise existing tree planting, or, alternatively, proposes to introduce new tree planting as a means to mitigate against any potential harmful impacts on the landscape character; and</p> <p>g. where new tree planting is proposed, the use of sustainable drainage systems, such as tree pits, should be used to sustainably manage surface water.</p>	<p>mitigation located within the boundary of this local designation.</p> <p>In addition, embedded avoidance, mitigation and enhancement measures are included as set out in Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1], the Framework LEMP [EN010142/APP/7.17] and the Design and Access Statement [EN010142/APP/7.3] which include planting of woodland, scrub and hedgerows, encouraging areas to naturally regenerate, establish species rich grassland across the Principal Site, and other habitat restoration and creation within the Order limits, in order to create new green infrastructure elements and corridors throughout the Scheme, to increase habitat connectivity; enhance landscape condition; and improve visual amenity within sometimes degraded agricultural landscapes.</p> <p>Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] states that any significant impacts on LLCA 2B Lincoln Cliff – Harpswell will be reduced to not significant at year 15 of operation of the Scheme, due to matured planting and ecological mitigation and enhancement which will limit perceptual influences and result in a positive change to some elements of the landscape character, quality and green infrastructure.</p>
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**Relevant
Paragraph/Policy
Reference**

Policy requirement

Compliance with policy

With the exception of the effects on LLCA 3A Till Vale, significant adverse landscape effects predicted at year 1 of operation are anticipated to reduce to a level that is not significant by year 15 of operation, following the establishment of the landscape mitigation and enhancement.

Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] also provides an assessment of the Scheme on a number of viewpoints within the neighbourhood plan area, taking into account those set out on Map 17 and in the Hemswell and Harpswell Character Assessment. The viewpoints the Scheme has assessed that relate to those within the neighbourhood area are:

- a. VP1: A631, Hemswell Road junction
- b. VP2a and b: Common Lane, east of Harpswell (looking east and west)
- c. VP3: Green Space, Harpswell Hall Farm
- d. VP4: B1398 Middle Street, above Harpswell
- e. VP13: Public footpath (Hems/787/82), Millfield, Hemswell
- f. VP14: Harpswell Moat
- g. VP16: Weldon Road, Hemswell, PRow Hems/19/1

The assessment concludes that there will be no significant visual effects on the majority of these viewpoints, except for

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
		<p>viewpoint 13, during year 1 and year 15 of operation. The Scheme does not intrude above the skyline, disrupt views with vertical elements, result in overshadowing or give rise to significant noise or movement, and the nearest solar infrastructure is approximately 1.3 km away, therefore the identified significant visual effect will not result in adverse effects on residential visual amenity.</p> <p>The residual significant landscape effects are due to the change in land use and massing of the panels and associated structures, and the residual localised visual effects largely relate to sensitive receptors, such as residential properties where it is not possible to screen views of the Principal Site.</p> <p>The Scheme has sought to minimise impacts through design iteration and whilst long term, the residual landscape and localised visual effects will be temporary. The substantial benefits and need for the Scheme as set out in Section 5 of the Planning Statement, including the delivery of CNP Infrastructure to contribute towards meeting national energy objectives outweighs the residual landscape effects when applying the planning balancing exercise to the Scheme.</p>
Policy 6: Design Principles	Part 1: Applicable to Hemswell & Harpswell 1. As appropriate to their scale, nature and location, development proposals within the Parishes of Hemswell & Harpswell should:	The eastern extend of the Principal Site of the Scheme is located within the Harpswell area of the Hemswell and Harpswell neighbourhood plan area. This area comprises solar PV panels, with areas of ecological mitigation called

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

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| <p>a. recognise and seek to reinforce the distinct local character in relation to the height, scale, spacing, layout and orientation of new buildings;</p> <p>b. be designed to maintain the rustic, rural appearance of the approaches to the settlements;</p> <p>c. draw inspiration from local vernacular architecture and recognised buildings of heritage value and positive character as defined on Maps 18 and 19 that have a scale and mass that provides views to the wider landscape;</p> <p>d. seek to retain and enhance key views, as identified on Maps 17, 18 and 19, and explore opportunities to create new, distinct views within the village;</p> <p>e. seek to utilise either stone walling or hedgerows (or a combination of both) as the primary boundary treatments;</p> <p>f. demonstrate within the planning proposals how the development has taken into consideration the Hemswell & Harpswell Character Assessment 2018 and the Hemswell Village Design Principles 2019;</p> | <p>biodiversity zones providing a buffer between the Scheme and Harpswell.</p> <p>The location and design of the Scheme is the result of a comprehensive site selection process that was environmental, and planning led to avoid and minimise impacts as early as possible. Following this, the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity using solar PV arrays, whilst also being sensitive to the local context and surrounding area within which it is located, avoiding and minimising impacts on the environment as far as practicable.</p> <p>Design objectives were developed at an early stage and have guided the Scheme's design response to the local context to develop a good design that balances the need to maximise renewable energy generation from the Scheme, whilst minimising potential adverse impacts and providing mitigation and enhancement measures where practicable, as set out in the Design and Access Statement [EN010142/APP/7.3]. This has included:</p> <p>a. delivering a design which carefully integrates the Scheme into the local and surrounding landscape, taking consideration of Lincoln Cliff AGLV early on, to</p> |
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Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

- g. demonstrate that all surface-water discharges have been carried out in accordance with the principles laid out within the drainage hierarchy, so that a discharge to the public sewerage system is avoided, where possible;
- h. not prevent the continuation of existing natural or man-made drainage features; where watercourses or dry ditches are present within a development site, these should be retained and where possible enhanced;
- i. retain access to drainage features for maintenance, and ownership of land should be clearly defined as part of the overall site maintenance plan;
- j. prior to the alteration of any alignment, carry out an assessment to ensure that all connections into the watercourse are retained and that exceedance flows are not then directed away from the watercourse channel towards properties;
- k. ensure that sustainable drainage systems (SuDS) for the management of surface water run-off are put in place unless demonstrated to be inappropriate;
- l. demonstrate they have considered all four aspects of good SuDS design: quantity, quality, amenity and biodiversity, and that the SuDS

- reduce the Scheme's visibility and its landscape and visual impacts as far as practicable;
- b. avoiding and retaining existing ecological features and habitats, and increasing the biodiversity value of the Order limits through embedded and additional mitigation and enhancement measures to provide a minimum of 10% BNG;
- c. Improvements to the connectivity of PRow through the provision of permissive paths within the Order limits; and
- d. Reducing impacts as far as practicable on the setting of designated heritage assets and excluding infrastructure on sensitive archaeological sites.

As set out in **Chapter 12: Landscape and Visual Amenity** of the ES [EN010142/APP/6.1] the Scheme has taken account of the guidance and recommendations within the Hemswell and Harpswell Character Assessment 2018.

Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] states that any significant impacts on LLCA 2B Lincoln Cliff – Harpswell will be reduced to not significant at year 15 of operation of the Scheme, due to matured planting and ecological mitigation and enhancement

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
	<p>and development will fit into the existing landscape; and</p> <p>m. the completed SuDS schemes should be accompanied by a maintenance schedule detailing maintenance boundaries, responsible parties and arrangements to ensure that the SuDS are maintained in perpetuity.</p>	<p>which will limit perceptual influences and result in a positive change to some elements of the landscape character, quality and green infrastructure.</p> <p>With the exception of the effects on LLCA 3A Till Vale, significant adverse landscape effects predicted at year 1 of operation are anticipated to reduce to a level that is not significant by year 15 of operation, following the establishment of the landscape mitigation and enhancement.</p> <p>Chapter 12: Landscape and Visual Amenity of the ES [EN010142/APP/6.1] also provides an assessment of the Scheme on a number of viewpoints within the neighbourhood plan area, taking into account those set out on Map 17 and in the Hemswell and Harpswell Character Assessment. The viewpoints the Scheme has assessed that relate to those within the neighbourhood area are:</p> <ol style="list-style-type: none"> a. VP1: A631, Hemswell Road junction b. VP2a and b: Common Lane, east of Harpswell (looking east and west) c. VP3: Green Space, Harpswell Hall Farm d. VP4: B1398 Middle Street, above Harpswell e. VP13: Public footpath (Hems/787/82), Millfield, Hemswell f. VP14: Harpswell Moat

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

g. VP16: Weldon Road, Hemswell, PRow Hems/19/1

The assessment concludes that there will be no significant visual effects on the majority of these viewpoints, except for viewpoint 13, during year 1 and year 15 of operation. The Scheme does not intrude above the skyline, disrupt views with vertical elements, result in overshadowing or give rise to significant noise or movement, and the nearest solar infrastructure is approximately 1.3 km away, therefore the identified significant visual effect will not result in adverse effects on residential visual amenity.

The proposed surface water drainage design set out in the **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])** demonstrates that sustainable drainage techniques have been designed into the Scheme and will be maintained by the Applicant, or another private operator to be confirmed and secured through the DCO.

Policy 7: Protecting Non-Designated Heritage Assets

1. The plan identifies the built and landscape assets listed below (as shown on Maps 18 & 19) as non-designated heritage assets for the two settlements.

Chapter 8: Cultural Heritage of the ES [EN010142/APP/6.1] provides an assessment of the impact of the Scheme on heritage assets including non-designated heritage assets in Hemswell and Harpswell.

Hemswell	Harpswell
→ 1-15 Brook Street**	→ Earthworks~ → Moated Site~

The Scheme design has been carefully considered to avoid, reduce, or mitigate potentially significant effects on cultural heritage and archaeology assets as set out in **Chapter 4: Alternatives and Design Evolution** of the ES

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

<p> Brook Cottage, 17 Brook Street* Former Blacksmith's Forge 17B Brook Street~ * Former Shoeing House, 17B Brook Street~ * Village Pinfold, Brook Street~ Blacksmith's Cottage, 19 Brook Street* 21/23 Brook Street* 25-35 Brook Street** </p>	<p> Prospect Mound~ The Serpentine~ Holy Spring (behind Church of St Chad)~ Church Farm and Yard~ Hermitage Farm Barns (now Hermitage Lodge)~ Low Road - Routeway between Hemswell/Harpswell/Glentworth** Site of Brick Kiln~ Routeway with Ermine Street Junction~ Old Stables, Hall Farm~ Hermitage Low Farm and Barn (farmstead) ~ Harpswell Grange Farm~ Billyards Farm~ Hall Farm** Hall Farm Workshop** Hall Farm Outbuildings** Hall Farm Cottage** Bellwood Cottage** Church Farm Cottage** </p>	<p> [EN010142/APP/6.1] and the Design and Access Statement [EN010142/APP/7.3]. Following embedded mitigation there will not be any residual significant effects to non-designated heritage assets within the Neighbourhood Plan Area. </p>
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Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

<p> ↪ Spring Cottage, 1&3 Bunkers Hill* ↪ Groom's Cottage, 2 Bunkers Hill* ↪ Two cottages adjacent to Lilac Cottage (4A & 6A Bunkers Hill)* ↪ Lilac Cottage, 6 Bunkers Hill* ↪ Low Farm, Church Street~ ↪ Barn & Outbuildings, Low Farm, Church Street~ ** ↪ Laburnum Cottage, 1 </p>	<p> ↪ Hermitage Farmhouse** ↪ 1-4 (inc.) Hillfoot Cottages** ↪ 1-4 (inc.) Church Lane** ↪ Victorian Post Box** ↪ Low limestone wall – to the east of Church Farmyard entrance** ↪ High limestone wall to the west of Church Farmyard entrance** ↪ Limestone wall defining all four sides of St Chad's churchyard** ↪ Ancient Track/Holloway (behind the Church of St Chad)** ↪ Remains of the Village Pinfold** ↪ Remains of Harpswell Hall Parklands (outside the scheduled monument)** ↪ Limestone rubble wall surrounding Harpswell Hall Parklands** </p>	
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Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

<p>Church Street*</p> <p>└ Elm House, 2 Church Street*</p> <p>└ The Barn, 3b Church Street**</p> <p>└ Millers Garth, 4 Church Street*</p> <p>└ Rose Cottage, 5 Church Street*</p> <p>└ 7 Church Street & Outbuildings*</p> <p>└ Former Schoolhouse & School, 9 Church Street~ *</p>	
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Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

<p> - 11 - 15 Church Street* - The Old Vicarage, 17 Church Street* </p>	
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~ Non designated heritage assets previously identified in the LHER

* 'Buildings of Interest' as denoted within the Hemswell Conservation Area Appraisal (1985)

** 'Buildings of Interest' and landscape assets as identified by NPSG & heritage consultants during development of NP

2. The effect of a proposal on the significance of non-designated heritage assets, including their setting, will be taken into consideration when determining planning applications. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

Policy 8: Designated Local Green Space

1. The plan designates the following sites (as shown on Maps 20 and 21) as local green spaces.

The Scheme is not located within any designated local green spaces within the neighbourhood plan and will have no impact on them.

Hemswell	Harpwell
<ul style="list-style-type: none"> → Beck Lane → Hemswell Cemetery 	<ul style="list-style-type: none"> → Hallowed Lands and adjoining trees within Hilltop Bungalow boundary → Hermitage Woods → Church Bank → Historic parkland and scheduled monument

2. Development proposals within the designated local green spaces will only be supported in very special circumstances.

Policy 10: Public Rights of Way and Footpath Network

1. As relevant to their scale, nature and location, development proposals should respond positively to, and where practicable enhance, existing public rights of way (as identified on Maps 9, 10 & 23) and the route of the footpath

There are no PRoW within this neighbourhood plan area within the Order limits, and as such they will not be affected by the Scheme.

All PRoWs within the Principal Site will remain open with access managed or will be subject to temporary diversions.

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
	<p>from Glentworth to Harpswell as shown on Extract 1.</p>	<p>The Framework PRow Management Plan [EN010142/APP/7.16] explains the details of the temporary short-term diversions and appropriate measures for the management of PRow during the various stages of the Scheme.</p>
	<p>2. Where appropriate, development proposals should contribute towards the protection, enhancement, and provision of new public rights of way for the benefit of the community.</p>	
	<p>2. Development proposals for new public rights of way will be supported where they are safe and accessible paths and complement existing connections between the two parishes and where practicable provide direct linkages to other villages.</p>	<p>In addition, although these are not within this neighbourhood plan area, the Scheme is proposing to enhance access through the Principal Site, with the provision of two permissive paths connecting Common Lane to Kexby Road and Common Land to Northlands Road. These permissive paths will connect with the existing PRow network in the area and informal recreational routes along existing minor roads. The Principal Site only has one designated PRow located off Kexby Road to the south. The permissive paths will increase public access thereby enhancing access to open space for local residents supporting health and well-being. The permissive paths will be up to 25m wide also allowing safe use by pedestrians and horse riders. These routes will be available during the operational life of the Scheme and are described in more detail section 5.6 of this Planning Statement.</p>
	<p>3. The reinstatement of the PRow linking Glentworth to Harpswell as shown on Extract 1 will be supported.</p>	
	<p>4. Development proposals for the creation of a new footway between Harpswell and Hemswell Cliff along the A631 as shown on Extract 2 will be supported.</p>	

1.12 Table 12: Treswell and Cottam Neighbourhood Plan Referendum Version (Adopted Feb 2019)

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
Policy 1: Development in Treswell and Cottam	<ol style="list-style-type: none"> 1. Proposals for the extension or conversion of existing buildings will be supported where they are well-designed and contribute positively to the character of the area. 2. Proposals for rural enterprise will be supported where they can demonstrate that such development would support the economic sustainability of Treswell or Cottam 3. Developments shall be located within areas at least risk of flooding. Proposals that are located within either flood zones 2 or 3 should undertake a sequential assessment to identify whether there are areas at a lower risk of flooding than the one proposed. 4. Where there is an identified local need for affordable housing, over the plan period, an exception may be made for the development of affordable housing schemes that help meet the identified local need and are within or are adjacent 	<p>Chapter 10: Water Environment of the ES [EN010142/APP/6.1] and Appendix 10-3: Flood Risk Assessment (FRA) of the ES [EN010142/APP/6.2] provides an assessment of flood risk to and from the Scheme from all sources of flooding. The FRA (Appendix 10-3 of the ES [EN010142/APP/6.2]) demonstrates how residual flood risk will be managed during construction, operation and decommissioning of the Scheme and how the requirements of the Sequential Test and Exceptions Test are satisfied.</p> <p>Part of the Cable Route Corridor is located in Flood Zone 3a. As discussed in section 3.5 of this Planning Statement in relation to site selection, a key consideration with respect to the siting requirements of solar schemes is their proximity to a grid connection point with sufficient capacity for the electricity generated. In terms of the Scheme, this grid connection is available at the National Grid Cottam Substation. This is located in Flood Zone 2 and is surrounded by areas of Flood Zone 3 (see fluvial flood risk map alongside the Order limits in Figure 10-5 of the ES [EN010142/APP/6.3]). As set out in Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1], whilst alternative cable route corridors were considered, these alternatives also included areas of the corridor located in Flood Zone 3. Therefore, there are no</p>

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

- to the built-up areas of Treswell and Cottam.
5. All development will be designed having regard to the policies and supporting evidence set out in this Neighbourhood Plan and will be located to ensure that the development does not significantly and adversely affect the:
- a) Amenity of nearby residents;
 - b) Character and appearance of the area in which it is located;
 - c) Social, built, historic cultural and natural assets of the parish

available alternative routes that avoid Flood Zones 2 and 3. In addition, from the early inception of the Scheme, a shared Cable Route Corridor with the other NSIP projects located within this area was sought to minimise environmental effects. This demonstrates that there were no alternative routes at a lower risk of flooding other than the Cable Route Corridor. In policy terms, the Sequential Test has been applied, but it is not possible for the Cable Route Corridor to be located within an area of lower flood risk and therefore it is necessary to apply the Exception Test.

The Cable Route Corridor considered to pass the Exception Test because, it has wider sustainability benefits, including contributing to the critical and urgent need to decarbonise electricity generation in the UK as established in NPS EN-1, the Net Zero Strategy: Build Back Greener (October 2021), and the British Energy Security Strategy (April 2022), as well as habitat creation and enhancement. In addition, mitigation measures and an **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])**, informing a detailed strategy to be secured by a requirement of the DCO, will be implemented, in order to ensure that the Scheme is safe for its lifetime and that there will be no increases in flooding elsewhere.

The Cable Route Corridor will not increase the rates of surface water runoff or increase flood risk in the area. The proposed surface water drainage design set out in the **Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2])**

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
		<p>demonstrates that sustainable drainage techniques have been designed into the Scheme and will be maintained by the Applicant, or another private operator to be confirmed and secured through the DCO.</p> <p>The cable would be located underground and would have no impacts on the amenity of nearby residents, the character and appearance of the area in which it is located, or the social, built, historic cultural and natural assets of the parish.</p>
Policy 2: Design Principles	<p>1. Developments should create places or character based upon an appreciation of the site and surrounding area, responding positively to its natural and built context. This policy should be read in conjunction with the most recent Treswell and Cottam Character Assessment (Appendix 1). To achieve this, development proposals will where appropriate consider the following principles:</p> <ul style="list-style-type: none"> a) Developments shall take inspiration from the identified character area concerned, as identified within the most up-to-date Treswell and Cottam Character Assessment; b) Development shall be designed to sustain significant views that 	<p>The Cable Route Corridor will pass through the neighbourhood plan area and connect into a spare bay at the National Grid Cottam Substation. The cable will be underground and will have no impacts on the local character or views within the Treswell and Cottam Character Assessment, or any designated or non designated heritage assets during operation.</p> <p>During construction, The Scheme has the potential to result in significant effects on non-designated archaeological assets within the Neighbourhood Plan Area. These are not significant following embedded mitigation including the implementation of a programme of archaeological excavation and recording undertaken in accordance with a Written Scheme of Investigation (WSI) that has been agreed with the relevant Local Authorities. This programme of excavation and recording would compensate the loss of these heritage assets by preserving them by record, thereby allowing their continued study and greater understanding and appreciation of their heritage value. The substantial public</p>

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

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- contribute to the character and appearance of the area. These views include (but not limited to) are those identified on figures 8 and 5, and applications shall include an assessment of the impact of the proposal on the positive qualities of such views, explaining the rationale of design choices used;
- c) Development shall respect existing plot boundaries, ratios, orientation and the historic or traditional forms and grain of development within its character area;
 - d) Developments shall respect the predominant materials used in the immediate area which include red-brick and clay pantile;
 - e) Architectural design shall reflect high quality standards and, where possible, reflect local design references in both the natural and built environment and reflect and reinforce local distinctiveness;
 - f) The height of new buildings shall be in-keeping with the height of
- benefits and need for the Scheme, as set out in Section 5 and Section 6.2 of this **Planning Statement**, including the delivery of CNP infrastructure to contribute towards meeting national energy security objectives and carbon reduction commitments, clearly and demonstrably outweigh any harm to non-designated heritage assets.
- It is therefore in accordance with the aims of this policy.

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

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- neighbouring properties and demonstrate how heights of the development will not be over-bearing or dominant in the existing street-scene;
- g) Existing green spaces shall be protected from unsympathetic development where this would have an adverse impact on the spacious character of the existing site and the area;
 - h) Developments shall take inspiration from the existing predominant boundary treatments appropriate to the immediate buildings and wider character of that part of the village. These consist of low brick walls, low wooden fences or hawthorn hedging;
 - i) The plan areas listed buildings and non-designated heritage assets are shown on figures 7 and 10. Proposals affecting the listed buildings and/ or its setting will be expected to preserve and, if possible, enhance the listed

**Relevant
Paragraph/Policy
Reference**

Policy requirement

Compliance with policy

building and its setting proposals affecting non-designated heritage assets will be judged against the scale of harm or loss to the significance of the asset.

- j) Proposals should maximise opportunities for solar gain through an appropriate orientation of the dwelling(s). Any incorporation of renewable energy materials shall consider their impact on both the character of the building and the wider area.
2. Proposals that do not have regard to the key features of the character area concerned and would create demonstrable harm to its key features and attributes, will not be supported.

1.13 Table 13: Treswell and Cottam Neighbourhood Plan Review (Submission Draft February 2024)

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
Policy 6: Design Principles	<p>1. All new development within Treswell and Cottam will be design-led and comprise of development and spaces that are high quality and distinctive to the Parish. To ensure that growth across the Plan Area is delivered in a coherent and coordinated way, development should positively address the relevant principles in the Treswell and Cottam Character Assessment for each of the identified character areas;</p> <p>All development should:</p> <ul style="list-style-type: none"> a) take inspiration from the identified character area concerned, as identified within the most up-to-date Treswell and Cottam Character Assessment; b) be designed to sustain significant views that contribute to the character and appearance of the area. These views include (but not limited to) those identified on figures 8 and 5, and applications shall include an assessment of the impact of the proposal on the positive qualities of 	<p>The Cable Route Corridor will pass through the neighbourhood plan area and connect into a spare bay at the National Grid Cottam Substation. The cable will be underground, and will have no impacts on the local character or views or any designated or non-designated heritage assets, during operation.</p> <p>During construction, The Scheme has the potential to result in significant effects on non-designated archaeological assets within the Neighbourhood Plan Area. These are not significant following embedded mitigation including the implementation of a programme of archaeological excavation and recording undertaken in accordance with a Written Scheme of Investigation (WSI) that has been agreed with the relevant Local Authorities. This programme of excavation and recording would compensate the loss of these heritage assets by preserving them by record, thereby allowing their continued study and greater understanding and appreciation of their heritage value. The substantial public benefits and need for the Scheme, as set out in Section 5 and Section 6.2 of this Planning Statement, including the delivery of CNP infrastructure to contribute towards meeting national energy security objectives and carbon reduction commitments, clearly and demonstrably outweigh any harm to non-designated heritage assets.</p>

such views, explaining the rationale of design choices used;

It is therefore in accordance with the aims of this policy.

- c) respect existing plot boundaries, ratios, orientation and the historic or traditional forms and grain of development within its character area;
 - d) respect the predominant materials used in the immediate area which include red-brick and clay pantile;
 - e) reflect high quality standards and, where possible, reflect local design references in both the natural and built environment and reflect and reinforce local distinctiveness;
 - f) be in-keeping with the height of neighbouring properties and demonstrate how heights of the development will not be overbearing or dominant in the existing street-scene;
 - g) protected green spaces from unsympathetic development where this would have an adverse impact on the spacious character of the existing site and the area;
 - h) take inspiration from the existing predominant boundary treatments appropriate to the immediate buildings and wider character of that part of the village. These consist of low brick walls, low wooden fences or hawthorn hedging;
1. Proposals affecting the listed buildings and/ or its setting will be expected to

preserve and, if possible, enhance the listed building and its setting. Proposals affecting non-designated heritage assets will be judged against the scale of harm or loss to the significance of the asset.

2. Proposals should maximise opportunities for solar gain through the orientation of the building(s). Any incorporation of renewable energy materials should consider their impact on both the character of the building and the wider area.
3. Proposals that do not have regard to the key features of the character area concerned and would result in demonstrable harm to its key features and attributes, will not be supported.

1.14 Table 14: Sturton By Stow and Stow Neighbourhood Plan (Adopted July 2022)

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
Policy 1: Sustainable Development	<p>1. To support and enhance the sustainability of the Parishes of Sturton by Stow and Stow, development will be supported where it is consistent with the following principles as appropriate to the proposal's scale, nature and location within the neighbourhood area:</p> <ul style="list-style-type: none"> a. new homes are of size, type and tenure that meet local housing requirements; b. through local provision of commercial, public and community services of suitable types and scale, Sturton by Stow and Stow's residents are enabled to meet a large proportion of their daily requirements within the Parishes; c. any necessary physical or social infrastructure or improvements to such infrastructure that may be required to make a particular development proposal acceptable in planning terms are delivered in association with that development; d. development outside the existing or planned built-up areas of 	<p>The Cable Route Corridor passes through Normanby by Stow within the Stow area of the neighbourhood plan area. The cable will be buried underground and as such will have no impacts on the neighbourhood area.</p> <p>The location of the Scheme in the countryside is justified due to the scale of the land required to deliver the substantial renewable energy generation capacity that the Scheme will provide, and the need to be in sufficient proximity of the connection point to the National Electricity Transmission System (NETS), and the contribution the Scheme would make to meeting the established urgent need for renewable energy generation infrastructure.</p> <p>The Scheme will contribute to the national target of bringing the United Kingdom's greenhouse gas emissions to net zero by 2050, in accordance with this policy.</p> <p>The Cable Route Corridor in this area would not increase the risk of flooding here or elsewhere.</p> <p>As explained in the Statement of Need [EN010142/APP/7.1], and summarised in Section 5 of the Planning Statement, the Scheme is a substantial infrastructure asset, which if consented will deliver large amounts of cheap, secure and low-carbon electricity both during and beyond the critical 2020s timeframe.</p>

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
	<p>Sturton by Stow and Stow villages will only be supported if it:</p> <ul style="list-style-type: none"> i. is required for agricultural purposes; or ii. is required to support an existing agricultural or non-agricultural use; or iii. makes sustainable use of a previously developed site; or iv. is infrastructure provision required by a utility provider and consistent with the objectives and policies of this Neighbourhood Plan; e. development does not increase the risk of flooding and should reduce such risk where possible; f. developments in Sturton by Stow and Stow are located, designed, constructed and operated so as to be consistent with the national target of bringing the United Kingdom's greenhouse gas emissions to net zero by 2050; g. development is located and designed so that any potential negative impact on climate change 	<p>The Scheme will deliver a substantial reduction in greenhouse gas emissions over its lifetime, as explained by Chapter 7: Climate Change of the ES [EN010142/APP/6.1]. In addition, it has taken other opportunities to provide enhancements, including by providing BNG and habitat creation, and two new permissive paths. As such, the Scheme will contribute to the overall objectives of this policy.</p>

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
	<p>such as increased carbon emissions or flood risk is mitigated.</p> <p>h. developments should incorporate clear measures for adaptation and resilience to climate change.</p>	
Policy 3: Area of Separation between Sturton by Stow and Stow	<p>The Plan identifies an Area of Separation between Sturton By Stow and Stow, as shown on Policy Map 3.</p> <p>Proposed developments that would have an unacceptable impact on the open character of the Area of Separation will not be supported.</p>	<p>The Scheme would utilise access on Stow Park Road, however it would not be located within the Area of Separation.</p> <p>The Cable Route Corridor would be underground and would not have any impact on the open character of the Area of Separation during its operation.</p>
Policy 5: Delivering Good Design	<p>1. As appropriate to their scale, nature and location, developments should demonstrate good quality design and respect the character and appearance of the surrounding area. All development proposals will be assessed to ensure that they effectively address the following matters, as described in detail in each Character Area chapter of the Neighbourhood Profile:</p> <ol style="list-style-type: none"> a. siting and layout; b. density, scale, form and massing; c. detailed design and materials; 	<p>The Applicant has undertaken an iterative design process which responds to policy requirements, published landscape character assessments and fieldwork analysis, in order to minimise harm to the landscape and reduce the visual effects of the Scheme.</p> <p>The location and design of the Scheme is the result of a comprehensive site selection process that was environmental, and planning led to avoid and minimise impacts as early as possible. Following this, the Scheme has undergone an iterative design process which has resulted in the delivery of a functional and efficient Scheme design which will deliver a large amount of renewable and low carbon electricity using solar PV arrays, whilst also being sensitive to the local context and surrounding</p>

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

- d. landscaping and streetscape.
- 2. Development proposals will be supported if it is demonstrated that their design solutions:
 - a. apply principles of good design to ensure that both neighbouring users and occupiers of the proposed development will benefit from reasonable standards of amenity, unimpaired by unacceptable overlooking, loss of privacy, loss of light, pollution (including contaminated land, light pollution or emissions), odour, noise and other forms of disturbance;
 - b. promote safe and secure neighbourhoods, with natural surveillance and protection, following Secure by Design principles;
 - c. minimise the waste of resources (e.g. electricity, gas and water) and promote renewable energy generation and energy efficiency, minimise risk of flooding, the design of all aspects of the development should mitigate for

area within which it is located, avoiding and minimising impacts on the environment as far as practicable.

Design objectives were developed at an early stage and have guided the Scheme's design response to the local context as set out in the **Design and Access Statement [EN010142/APP/7.3]**. This has included:

- a. delivering a design which carefully integrates the Scheme into the local and surrounding landscape, to reduce the Scheme's visibility and its landscape and visual impacts as far as practicable;
- b. avoiding and retaining existing ecological features and habitats, and increasing the biodiversity value of the Order limits through embedded and additional mitigation and enhancement measures to provide a minimum of 10% BNG;
- c. Improvements to the connectivity of PRow through the provision of permissive paths within the Order limits; and
- d. Reducing impacts as far as practicable on the setting of designated heritage assets and excluding infrastructure on sensitive archaeological sites.

The **FRA (Appendix 10-3 of the ES [EN010142/APP/6.2])** and **Chapter 10: Water Environment of the ES [EN010142/APP/6.1]** confirm that the construction, operation and decommissioning of the Scheme, with mitigation and control

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
	<p>climate change impacts and incorporate climate change adaptation and resilience measures that ensure there is no increase in carbon emissions (preferably a reduction), they promote renewable energy generation and energy efficiency and do not increase the risk of local and nearby flooding (including the use of Sustainable Urban Drainage Solutions, permeable surfaces etc).;</p> <p>d. avoid adversely impacting on Heritage Assets listed in Policy 6 and/or the Protected Views of Policy 9</p> <p>e. ensure off-street vehicle and cycle parking is adequate for the needs of the proposed development (ensuring that where garages are proposed, they are able to accommodate a vehicle leaving sufficient space for the driver to step in and out of the vehicle);</p> <p>f. where practicable, provide for the introduction of electric car</p>	<p>measures, will remain safe for its lifetime and will not increase flood risk elsewhere, taking into account climate change. The proposed surface water drainage design set out in the Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2]) demonstrates that sustainable drainage techniques have been designed into the Scheme and will be maintained by the Applicant, or another private operator to be confirmed and secured through the DCO.</p> <p>The Scheme design has been carefully considered to avoid, reduce, or mitigate potentially significant effects on cultural heritage and archaeology assets as set out in Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1] and the Design and Access Statement [EN010142/APP/7.3]. This has resulted in a Scheme that directly avoids direct physical impact on any designated heritage assets.</p> <p>The Scheme has the potential to result in significant effects on non-designated archaeological assets within the Neighbourhood Plan Area. These are not significant following the implementation of a programme of archaeological excavation and recording undertaken in accordance with a Written Scheme of Investigation (WSI) that has been agreed with the relevant Local Authorities. This programme of excavation and recording would compensate the loss of these heritage assets by preserving them by record, thereby allowing their continued</p>

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

<p>charging points in off-street parking spots;</p> <p>g. promote safe access by vehicles, pedestrians, wheelchair users and cyclists, and promote connectivity across and around the development for pedestrians, pushchairs, wheelchair users, cyclists and mobility vehicles;</p> <p>h. will secure as many green lights and as few red lights as practicable against Building for A Healthy Life design code.</p> <p>3. All development proposals will need to consider the following aspects in terms of infrastructure provision and impact on community facilities:</p> <p>a. ensuring that infrastructure (gas, electricity, water, drainage and sewerage, internet, road capacity and parking) is adequate for each new development, or that firm, approved and funded plans are in place for delivery in a timely manner, to serve the development without overall unacceptable impact on Sturton by Stow and Stow;</p>	<p>study and greater understanding and appreciation of their heritage value.</p> <p>The Cable Route Corridor would be located underground and would therefore have no impacts on any of the Protected Views identified in the neighbourhood plan.</p> <p>The TA (Appendix 16-2 of the ES [EN010142/APP/6.2]) has informed the assessment methodology and baseline conditions of Chapter 16: Transport and Access of the ES [EN010142/APP/6.1] to assess the potential effects of the Scheme. Chapter 16: Transport and Access of the ES [EN010142/APP/6.1] confirms that with the implementation of mitigation measures proposed for construction, the Scheme will not result in residual adverse effects upon highway safety or generate any highway capacity issues. During construction, only one significant residual adverse effect is anticipated on severance, pedestrian delay and non motorised users amenity. This is in relation to severance, pedestrian delay (incorporating delay to all non-motorised users) on the B1241 (ATC 23). The significant adverse effect on the B1241 will only occur in the worst-case scenario for a short period of time if activity on the construction of the Cable Route Corridor is concentrated on the B1241 north of Fleets Road.</p> <p>These impacts will be temporary and localised and do not result in severe highway impacts or are because of a lack of capacity on the road network.</p>
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Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

- b. having no overall unacceptable impact on existing community services, and, where necessary, delivering additional ones to meet any need created by the development;
- c. having no overall unacceptable impact on existing outdoor play areas and open amenity space and where necessary deliver additional ones;
- d. ensuring that, taking account of on-street parking, streets are sufficiently wide to allow for emergency vehicles to proceed in a safe and acceptable manner.

There will be the temporary closure of PRow NT|Rampton|BOAT13 for up to four weeks, where there is no viable diversion possible. However, measures will be taken prior to construction to reduce this period as far as possible, and once works are completed, the PRow will be reinstated. All other PRow will remain open with access managed or will be subject to temporary diversions. The **Framework PRow Management Plan [EN010142/APP.7.16]** explains the measures for the management of PRow during the various stages of the Scheme. No significant effects are anticipated on any PRow.

Chapter 14: Socio-economic and Land Use of the ES **[EN010142/APP/6.1]** concludes that there would be no significant impact on access to existing community services.

The Scheme would have no impact on existing outdoor play areas and open amenity space.

Policy 6: Historic Environment

- 1. Proposed developments will be supported where they preserve or enhance the character or appearance of the historic settlements, listed buildings and their settings and any features of special architectural or historic interest, including locally important heritage assets, all as identified in Policy Map 6.

Chapter 8: Cultural Heritage of the ES **[EN010142/APP/6.1]** concludes there will be no residual significant effects on any designated heritage assets or their setting as a result of the Scheme. Embedded mitigation measures have reduced any significant adverse effects on heritage assets.

The Scheme has the potential to result in significant effects on non-designated archaeological assets within the Neighbourhood

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
	<p>2. When considering the impact of a proposed development on the significance of a designated and non-designated heritage asset (as shown on Policy Map 6), great weight will be given to the asset's conservation. The more important the asset, the greater the weight will be.</p>	<p>Plan Area. These are not significant following the implementation of a programme of archaeological excavation and recording undertaken in accordance with a Written Scheme of Investigation (WSI) that has been agreed with the relevant Local Authorities. This programme of excavation and recording would compensate the loss of these heritage assets by preserving them by record, thereby allowing their continued study and greater understanding and appreciation of their heritage value. The substantial public benefits and need for the Scheme, as set out in Section 5 and Section 6.2 of this Planning Statement, including the delivery of CNP infrastructure to contribute towards meeting national energy security objectives and carbon reduction commitments, clearly and demonstrably outweigh any harm to non-designated heritage assets.</p>
<p>Policy 9: Protected Views</p>	<p>The Plan identifies Protected Views as shown on Policy Maps 9.1 and 9.2. Development proposals should be located and designed to take account of the identified Protected Views and, where practicable, to enhance or provide greater accessibility to the views concerned. Development proposals which would have an unacceptable impact on a Protected View will not be supported.</p>	<p>The Cable Route Corridor would be located underground and would therefore have no impacts on any of the Protected Views identified in the neighbourhood plan.</p>

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
Policy 11: Green Infrastructure	<ol style="list-style-type: none"> 1. As appropriate to the scale, nature and location, development proposals should: <ol style="list-style-type: none"> a. contribute to the enhancement and management of existing green corridors and infrastructure assets, where practicable; and b. contribute to the provision of new public green spaces and enhance green infrastructure linkages, where practicable. 2. Development proposals that result in an unacceptable impact on the purpose or function of existing green infrastructure will not be supported unless they: <ol style="list-style-type: none"> a. demonstrate that the impact on the purpose or function of the green infrastructure is unavoidable and significantly and demonstrably outweighed by the benefits of the development; and b. provide for the implementation of alternative solutions, as part of the development, to reinstate the green infrastructure's purpose or function to the previous quality and connectivity. 3. Development proposals that result in unacceptable harm to the biodiversity of existing green infrastructure and that 	<p>There would be no impact on any green infrastructure assets within the neighbourhood plan area.</p> <p>As set out in Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] the Scheme has been designed to avoid, maintain and mitigates all significant adverse effects on internationally, nationally and locally designated sites and other important ecological features such as protected species and habitats, ancient and veteran trees, and green infrastructure during the construction, operation and decommissioning phases. This has been achieved through a considered and iterative design, that has considered and integrated green and blue infrastructure into the design from the outset, informed by a design team with qualified professional ecologists, which includes embedded avoidance and mitigation measures that are to be secured by the DCO.</p> <p>In addition to protecting existing green infrastructure, the Applicant has also taken opportunities to provide additional mitigation and enhancement measures within the Order limits to improve the quality and quantity and management of the green infrastructure network, by increasing biodiversity and providing overall net gains in habitat. These measures include woodland, scrub and hedgerow planting, encouraging areas to naturally regenerate, establish species rich grassland across the Principal Site, and other habitat restoration and creation within the Order limits. This is outlined in Section 5 of the Planning Statement, the Framework LEMP [EN010142/APP/7.17] and the Design</p>

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
	<p>cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, will not be supported.</p> <p>4. Developments that enhance and/or connect existing or create new Green Infrastructure will be supported, in particular where they clearly demonstrate mitigation, adaptation and resilience to climate change.</p> <p>5. Proposals for development that create/make provision for new green space (in addition to and not a replacement for existing green space) will be supported. Where practicable, such proposals should provide amenity for residents, be of value for wildlife and provide climate change mitigation, adaptation and resilience.</p>	<p>and Access Statement [EN010142/APP/7.3] and illustrated on the landscape masterplan provided in the latter two documents. The Scheme therefore delivers a minimum of 10% BNG, and significant beneficial impacts on a number of ecological features.</p> <p>Although not within this neighbourhood plan area, the Scheme also includes the provision of two new permissive paths connecting Common Lane to Northlands Road and Common Lane to Kexby Road, offering recreational access in an area where PRoW are limited and also improving north-south off-road links. The paths will be located within 25 m wide corridors that will allow sufficient space for planting such as hedgerows to screen solar infrastructure and offer and visual interest to users.</p> <p>The new routes have had regard to existing networks and has the potential to connect in with the claimed Glentworth and Harpswell Definitive Map Modification Order (DMMO 371) PRoW (bridleway) that runs north-south between Harpswell and Glentworth, should this be confirmed.</p> <p>The new routes will connect with and link to the existing PRoW network and other informal recreational routes within the area, providing increased access for local residents to open space. The proposed width of the permissive paths mean they are suitable for pedestrians and horse riders thereby also increasing access to the countryside by multiple users given that the</p>

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

		majority of the Principal Site is not currently accessible to the public.
Policy 12: Environmental Protection	<ol style="list-style-type: none"> 1. Development proposals will be supported where the primary objective is to conserve or enhance biodiversity or geodiversity of the environment. 2. All developments, projects and activities will be supported which: <ol style="list-style-type: none"> a. provide a practicable level of protection to legally protected sites and species; b. protect irreplaceable habitats, such as ancient woodlands and ancient or veteran trees, except where there are wholly exceptional reasons and a suitable compensation strategy exists; c. maintain and where practicable enhance conditions for priority habitats; d. maintain and where practicable enhance recognised geodiversity assets; e. maintain and where practicable enhance other sites, features, species; f. identify, protect, maintain and expand as appropriate networks of ecological 	<p>As set out in Chapter 9: Ecology and Nature Conservation of the ES [EN010142/APP/6.1] the Scheme has been designed to avoid, maintain and mitigates all significant adverse effects on internationally, nationally and locally designated sites and other important ecological features such as protected species and habitats, ancient and veteran trees, and green infrastructure during the construction, operation and decommissioning phases. This has been achieved through a considered and iterative design, that has considered and integrated green and blue infrastructure into the design from the outset, informed by a design team with qualified professional ecologists, which includes embedded avoidance and mitigation measures that are to be secured by the DCO.</p> <p>In addition to protecting existing green infrastructure, the Applicant has also taken opportunities to provide additional mitigation and enhancement measures within the Order limits to improve the quality and quantity and management of the green infrastructure network, by increasing biodiversity and providing overall net gains in habitat. These measures include woodland, scrub and hedgerow planting, encouraging areas to naturally regenerate, establish species rich grassland across the Principal Site, and other habitat restoration and creation within the Order limits. This is outlined in Section 5 of the Planning Statement, the Framework LEMP [EN010142/APP/7.17] and the Design</p>

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
	<p>interest and provide for appropriate management;</p> <p>g. identify measures to avoid and/or reduce any potentially adverse impacts on the natural environment to acceptable levels (commensurate with the status of specific sites where applicable);</p> <p>h. mitigate against any necessary impacts through appropriate habitat creation, restoration or enhancement on site or elsewhere.</p> <p>i. seek and exploit opportunity to conserve, augment and reinstate the stock of trees, hedges, woodlands, wetlands and countryside as wildlife habitat and for aesthetic enjoyment, in both the rural and urban environment;</p> <p>3. As appropriate to their scale, nature and location, development proposals should incorporate environmental protection measures, which clearly demonstrate mitigation, adaptation and resilience to climate change.</p>	<p>and Access Statement [EN010142/APP/7.3] and illustrated on the landscape masterplan provided in the latter two documents. The Scheme therefore delivers a minimum of 10% BNG, and significant beneficial impacts on a number of ecological features.</p> <p>An Outline Drainage Strategy (Appendix 10-4 of the ES [EN010142/APP/6.2]) has been prepared which sets out measure that the Scheme has taken in its design and embedded mitigation measures to ensure the Scheme is adaptable and resilient to climate change.</p>
Policy 13: Flood Risk	1. Development proposals, including those within areas that have experienced flooding, as shown on accredited flood	Chapter 10: Water Environment of the ES [EN010142/APP/6.1] and Appendix 10-3: Flood Risk Assessment (FRA) of the ES [EN010142/APP/6.2] provides an

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

<p>risk maps, should demonstrate that the proposal has considered the risk of flooding from all sources and will not have an unacceptable impact on existing foul and surface water drainage infrastructure. Development proposals should make use of sustainable drainage systems to manage surface water, wherever practicable.</p>	<p>assessment of flood risk to and from the Scheme from all sources of flooding. The FRA (Appendix 10-3 of the ES [EN010142/APP/6.2]) demonstrates how residual flood risk will be managed during construction, operation and decommissioning of the Scheme and how the requirements of the Sequential Test and Exceptions Test are satisfied.</p>
<p>2. Development proposals should not increase the rates of surface water runoff or increase flood risk in the area.</p>	<p>Part of the Cable Route Corridor is located in Flood Zone 3a. As discussed in section 3.5 of this Planning Statement in relation to site selection, a key consideration with respect to the siting requirements of solar schemes is their proximity to a grid connection point with sufficient capacity for the electricity generated. In terms of the Scheme, this grid connection is available at the National Grid Cottam Substation. This is located in Flood Zone 2 and is surrounded by areas of Flood Zone 3 (see fluvial flood risk map alongside the Order limits in Figure 10-5 of the ES [EN010142/APP/6.3]). As set out in Chapter 4: Alternatives and Design Evolution of the ES [EN010142/APP/6.1], whilst alternative cable route corridors were considered, these alternatives also included areas of the corridor located in Flood Zone 3. Therefore, there are no available alternative routes that avoid Flood Zones 2 and 3. In addition, from the early inception of the Scheme, a shared Cable Route Corridor with the other NSIP projects located within this area was sought to minimise environmental effects. This demonstrates that there were no alternative routes at a lower risk of flooding other than the Cable Route Corridor. In policy terms, the Sequential Test has been applied, but it is not</p>
<p>3. Development proposals that include de-culverting any culverted watercourses within the development boundary will be particularly supported.</p>	
<p>4. Development proposals for new dwellings should be designed to minimise the discharge of surface water. Proposals that include the provision of permeable parking spaces and driveways will be particularly supported.</p>	
<p>5. Drainage strategies for the management of surface water run-off from new development should incorporate Sustainable Drainage Systems and be designed to incorporate ecological benefits where practicable.</p>	

**Relevant
Paragraph/Policy
Reference**

Policy requirement

Compliance with policy

possible for the Cable Route Corridor to be located within an area of lower flood risk and therefore it is necessary to apply the Exception Test.

The Cable Route Corridor considered to pass the Exception Test because, it has wider sustainability benefits, including contributing to the critical and urgent need to decarbonise electricity generation in the UK as established in NPS EN-1, the Net Zero Strategy: Build Back Greener (October 2021), and the British Energy Security Strategy (April 2022), as well as habitat creation and enhancement. In addition, mitigation measures and an **Outline Drainage Strategy (Appendix 10-4** of the ES **[EN010142/APP/6.2]**), informing a detailed strategy to be secured by a requirement of the DCO, will be implemented, in order to ensure that the Scheme is safe for its lifetime and that there will be no increases in flooding elsewhere.

The Cable Route Corridor will not increase the rates of surface water runoff or increase flood risk in the area. The proposed surface water drainage design set out in the **Outline Drainage Strategy (Appendix 10-4** of the ES **[EN010142/APP/6.2]**) demonstrates that sustainable drainage techniques have been designed into the Scheme and will be maintained by the Applicant, or another private operator to be confirmed and secured through the DCO.

1.15 Table 15: Rampton and Woodbeck Neighbourhood Plan (Adopted May 2021)

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
Policy 5: Development Principles	<p>1. New developments, including the extension to and alteration of existing buildings, should create places of distinct character based upon an appreciation of the site and its surrounding area by responding positively to its natural and built context. Development proposals should be designed to take account of the following development principles insofar as they relate to the scale, nature and location of the development in the neighbourhood area:</p> <ul style="list-style-type: none"> a. development should take inspiration from the identified key characteristics and features as identified within the Rampton and Woodbeck Character Assessment; b. development should be designed to safeguard “views in both Rampton and Woodbeck” that contribute to the character and appearance of the area. These views include (but not limited to) the views, as identified on Maps 6 and 7, and applications shall include an assessment of the impact of the 	<p>The Cable Route Corridor crosses the neighbourhood plan area where it will connect to National Grid Cottam Substation. The cable will be underground and as such will have no impacts on the local landscape character or views during its operation.</p> <p>It is therefore in accordance with this policy.</p>

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

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- proposal on the positive qualities of such view(s), explaining the rationale of design choices used;
- c. development should respect existing plot boundaries, ratios, orientation and the historic or traditional forms and grain of development within its character area;
 - d. development should respect the predominant materials used in the area;
 - e. architectural design should reflect high quality standards and, where possible, reflect local design references in both the natural and built environment and reflect and reinforce local distinctiveness;
 - f. the height of new buildings should be in-keeping with the height of neighbouring properties and demonstrate how heights of the development will not be over-bearing or dominant in the existing street-scene;
 - g. existing private gardens in Woodbeck, should be protected from unsympathetic development where

Relevant Paragraph/Policy Reference	Policy requirement	Compliance with policy
	<p>this would have an adverse impact on the spacious character of the existing properties within the settlement; and</p> <p>h. the development respects the character of the historic and distinct walling as identified on Map 6.</p>	
<p>Policy 6: Heritage Assets in Rampton and Woodbeck</p>	<p>1. Development will be supported where it conserves or enhances the significance of designated and non-designated heritage assets and their setting, through high quality and sensitive design, taking into consideration appropriate scale, siting and materials</p>	<p>The Cable Route Corridor crosses the neighbourhood plan area where it will connect to National Grid Cottam Substation. The cable will be underground and is not located in proximity to any designated or non designated heritage assets and their setting, therefore there will be no impacts during its operation.</p> <p>It is therefore in accordance with this policy.</p>
<p>Policy 10: The Protection of the Parish Landscape</p>	<p>1. Insofar as they relate to the scale, nature and the location of the proposed development, proposals for new development within the wider Parish should demonstrate the following:</p> <p>a. Well-designed proposals which seek to enhance distinctive character, in particular the soft edges of the village, will be supported. All proposals for new development should integrate into the village's landscape setting and avoid</p>	<p>The Cable Route Corridor crosses the neighbourhood plan area where it will connect to National Grid Cottam Substation. Within the Cable Route Corridor the proposed cable route alignment has, where possible, taken into account significant archaeological remains. As set out within the Framework CEMP [EN010142/APP/7.8], Embedded mitigation within the Cable Route Corridor will include a 20m buffer zone in which no construction activity will take place will be established along the northern side of the Fleet Plantation schedule monument.</p>

Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

<p>creating unsatisfactory, overly hard edges to the villages. The retention of existing planting and vegetation will be particularly supported;</p> <p>b. Proposals which incorporate soft landscaping on boundaries will be supported in general, and southern and eastern boundaries of the Woodbeck Estate in particular;</p> <p>c. Development proposals should be designed to maintain the rural appearance of the villages' approaches through sensitive siting and the retention of existing roadside planting and important frontages, as identified on Map 11;</p> <p>d. Outside of the established settlements of Rampton and Woodbeck, new development forms, such as agricultural buildings, should be carefully sited and designed so as to minimise their visual impact on the landscape setting. New development should explore opportunities to utilise existing tree planting to partially screen the development and help it better integrate into its setting and/or</p>	<p>The cable will be underground and as such will have no impacts on the local landscape character or views during its operation.</p> <p>It is therefore in accordance with this policy.</p>
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Relevant Paragraph/Policy Reference

Policy requirement

Compliance with policy

introduce new tree planting as a means to mitigate against any potential harmful impacts on the landscape character;

- e. The areas identified as local wildlife sites, as identified on Map 12 are safeguarded as areas for nature conservation. Development at these sites will not be supported unless other material considerations outweigh those of nature conservation or that its impact can be appropriately mitigated against on a new or adjoining site.
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Appendix C Heritage Harm Statement

**Tillbridge Solar Project
EN010142**

**Volume 7
Planning Statement
Appendix C: Heritage Harm Statement
Document Reference: EN010142/APP/7.2**

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

**April 2024
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tillbridgesolar.com

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1. Introduction

- 1.1.1 The Tillbridge Solar Project (the Scheme) will comprise the construction, operation (including maintenance), and decommissioning of ground-mounted solar photovoltaic (PV) arrays. The Scheme will also include associated development to support the solar PV arrays.
- 1.1.2 The Scheme is made up of the Principal Site, the Cable Route Corridor and works to the existing National Grid Cottam Substation. The Principal Site comprises the solar PV arrays, electrical substations, grid balancing infrastructure, cabling and areas for landscaping and ecological enhancement.
- 1.1.3 The associated development element of the Scheme includes but is not limited to access provision; a Battery Energy Storage System (BESS), to support the operation of the ground mounted solar PV arrays; the development of on-site substations; underground cabling between the different areas of solar PV arrays; and areas of landscaping and biodiversity enhancement.
- 1.1.4 The Scheme also includes a 400kV underground Cable Route Corridor of approximately 18.5km in length connecting the Principal Site to the National Electricity Transmission System (NETS) at the existing National Grid Cottam Substation. The Scheme will export and import electricity to the NETS.
- 1.1.5 A full description of the Scheme is included in **Chapter 3: Scheme Description** of the Environmental Statement (ES) [EN010142/APP/6.1]. An overview of the Scheme and its environmental impacts is provided in the Environmental Statement **Non-Technical Summary** [EN010142/APP/6.4].
- 1.1.6 Legislation and national planning policy, considered relevant to the determination of the DCO application, identifies the need to present an assessment of harm to designated heritage assets affected by the Scheme and consider this in the decision as to whether to grant a DCO. The purpose of this Heritage Harm Statement is to set out the assessment of harm that the Scheme may have upon designated heritage assets, and those assets considered to be demonstrably of national significance (see paragraph 2.2.5 below). This is then used in the planning balance relating to the heritage national planning policy tests in the **Planning Statement** submitted alongside the DCO application [EN010142/APP/7.2]. This Heritage Harm Statement therefore includes the following:
- a. The legislative and planning policy framework context for the assessment.
 - b. A summary of the results of the Environmental Impact Assessment (EIA) undertaken, which is presented in the ES [EN010142/APP/6.1], to establish those assets affected by the Scheme with resultant harm to their significance; and for those assets where there is the potential for that harm to be substantial, a statement of significance is provided to explain the potential scale of the harm.

- c. A conclusion as to whether substantial harm is caused.
 - d. **Table 1** presents the level of harm for each designated heritage asset affected by the Scheme.
- 1.1.7 The EIA relating to Cultural Heritage is presented in **Chapter 8: Cultural Heritage** of the ES **[EN010142/APP/6.1]**. This Heritage Harm Statement draws upon the information presented in the ES.

2. Legislation, Planning Policy and Guidance

2.1 The Infrastructure Planning (Decisions) Regulation 2010 (as amended)

- 2.1.1 The Infrastructure Planning (Decisions) Regulations 2010 (as amended) (Ref. 1) apply to the determination of DCO applications under the Planning Act 2008. Regulation 3 requires the Secretary of State to have regard to the following when deciding an application:
- a. For an application which affects a listed building or its setting, the Secretary of State 'must have regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses'.
 - b. For an application relating to a conservation area, the Secretary of State 'must have regard to the desirability of preserving or enhancing the character or appearance of that area'.
 - c. For an application for development consent which affects or is likely to affect a scheduled monument or its setting, the Secretary of State 'must have regard to the desirability of preserving the scheduled monument or its setting'.

2.2 Overarching National Policy Statement for Energy (EN-1)

- 2.2.1 The overarching NPS for Energy (NPS EN-1) (Ref. 4) was updated in November 2023 and came into force in January 2024. The NPS sets out national planning policy for the consideration of energy infrastructure, which includes setting out how the Secretary of State (SoS) will have expected applicants to have assessed their schemes and how the SoS will consider environmental effects in decision making.
- 2.2.2 Part 5 of the statement sets out guidance on generic impacts for the Applicant's assessment and decision-making on the application. These impacts concern, amongst other matters, the historic environment. The document sets out a phased progression to the heritage assessment, emphasising the need to understand the significance of a heritage asset and the contribution of its setting to that significance (paragraph 5.9.3), before assessing the extent to which that significance is impacted.
- 2.2.3 When assessing impact, NPS EN-1 paragraph 5.9.10 identifies that the Applicant, *'should provide a description of the significance of the heritage assets affected by the proposed development, including any contribution made by their setting. The level of detail should be proportionate to the importance of the heritage assets and no more than is sufficient to understand the potential impact of the proposal on their significance'*.
- 2.2.4 With regard to decision making, when assessing the impact of a proposed development on the significance of a designated heritage asset, paragraph 5.9.27 identifies that the Secretary of State should *'give great weight to the asset's conservation. The more important the asset, the greater the weight*

should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss, or less than substantial harm to its significance’.

- 2.2.5 Paragraph 5.9.28 notes that the Secretary of State should give ‘considerable importance and weight to the desirability of preserving all heritage assets’, and that ‘any harm or loss of significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification’. While the emphasis is on designated assets, paragraph 5.9.6 makes it clear that *‘non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to Scheduled Monuments or Protected Wreck Sites should be considered subject to the policies for designated heritage assets’¹*.
- 2.2.6 Paragraph 5.9.29 is clear that *‘substantial harm to or loss of significance of a grade II Listed Building or a grade II Registered Park or Garden should be exceptional’*. While paragraph 5.9.30 extends this further stating that *‘substantial harm to or loss of significance of assets of the highest significance, including Scheduled Monuments; Protected Wreck Sites; Registered Battlefields; grade I and II* Listed Buildings; grade I and II* Registered Parks and Gardens; and World Heritage Sites, should be wholly exceptional’*.
- 2.2.7 In the event that a proposed development would result in substantial harm, or the total loss of a designated heritage asset’s significance, paragraph 5.9.31 asserts that *‘the Secretary of State should refuse consent unless it can be demonstrated that the substantial harm to, or loss of, significance is necessary to achieve substantial public benefits that outweigh that harm or loss’*. Paragraph 5.9.31 then provides four alternative criteria which must be met to enable consent of the proposed development causing substantial harm or loss of significance.
- 2.2.8 Where less than substantial harm to the significance of a designated heritage asset would result from a proposed development paragraph 5.9.32 states that the *‘harm should be weighed against the public benefits of the proposal, including, where appropriate securing its optimum viable use’*.
- 2.2.9 With respect to weighing applications that directly or indirectly affect non-designated heritage assets paragraph 5.9.33 identifies that *‘a balanced judgement will be required having regard to the scale of any harm or loss and the significance’*.

2.3 National Planning Policy Framework

- 2.3.1 The National Planning Policy Framework (NPPF) (Ref. 5) was originally published in 2012 and most recently updated in December 2023. This document provides more detail regarding the assessment of harm to heritage assets and is supported by the Planning Practice Guidance. In the

¹ Paragraph 5.9.5 defines what constitutes a non-designated asset of equivalent significance, including ‘those that have yet to be formally assessed by the Secretary of State, but which have potential to demonstrate equivalent significance to Scheduled Monuments or Protected Wreck Sites’.

case of energy projects, the NPPF is superseded by the NPS for Energy (NPS EN-1) (Ref. 4) which applies the same tests

2.4 Planning Practice Guidance

- 2.4.1 Further clarity on the interpretation of harm is provided within the Planning Practice Guidance (PPG) (Ref. 6). Although relating to the policy outlined within the NPPF, it is transferable to the policy contained within the National Policy Statement for Energy as both require the same assessment with regard to the historic environment and apply the same planning tests.
- 2.4.2 The Planning Practice Guidance expands on terms such as '*significance*' and its importance in decision making. Paragraph 018 states '*What matters in assessing whether a proposal might cause harm is the impact on the significance of the heritage asset. As the National Planning Policy Framework makes clear, significance derives not only from a heritage asset's physical presence, but also from its setting. Proposed development affecting a heritage asset may have no impact on its significance or may enhance its significance and therefore cause no harm to the heritage asset. Where potential harm to designated heritage assets is identified, it needs to be categorised as either less than substantial harm or substantial harm (which includes total loss) in order to identify which policies in the NPPF (paragraphs 200-202) apply. Within each category of harm (which category applies should be explicitly identified), the extent of the harm may vary and should be clearly articulated*'.
- 2.4.3 Paragraph 018 emphasises that substantial harm is a high test and it is important to consider whether an adverse impact '*seriously affects a key element*' of an asset's significance. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed (paragraph 018).
- 2.4.4 The PPG states that in relation to setting, a thorough assessment of the impact on setting needs to take in to account, and be proportionate to, the significance of the heritage asset under consideration and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it (paragraph 013).
- 2.4.5 The NPPF indicates that the degree of harm should be considered alongside any public benefits that can be delivered by development. The PPG states that these benefits should flow from the Scheme and should be of a nature and scale to be of benefit to the public and not just a private benefit and would include securing the optimum viable use of an asset in support of its long-term conservation (paragraph 020).

2.5 Historic England Guidance

- 2.5.1 Managing Significance in Decision Taking in the Historic Environment: Historic Environment Good Practice Advice Note 2 (GPA2, 2015; Ref. 7) contains Historic England's guidance on implementing historic environment policy contained within the NPPF and PPG. GPA2 emphasises the importance of having a knowledge and understanding of the significance of heritage assets likely to be affected by the development and that the '*first step for all applicants is to understand the significance of any affected*

heritage asset and, if relevant, the contribution of its setting to its significance' (paragraph 4). With regard to harm, the document clarifies that change to heritage assets is inevitable, but that the change is only harmful when significance is damaged and that *'[t]he nature and importance of the significance that is affected will dictate the proportionate response to assessing that change'* (paragraph 29). The document reiterates that substantial harm is a high test (paragraph 27).

3. Methodology

- 3.1.1 All assets which have been identified as experiencing an adverse effect in the EIA have been considered within this document and are identified in **Table 1** of this report. This effect can be experienced as a direct physical impact on historic fabric or an effect as a result of changes to an asset's setting. Effects can also be experienced during the construction of the Scheme as short-term or long-term impacts, or as a result of the operation of the Scheme.
- 3.1.2 While there is no direct correlation between the significance of effect in EIA terms and the degree of harm referenced in national planning policy, it is acknowledged that those assets which are identified as experiencing a significant adverse effect are more likely to experience substantial harm. This note, therefore, provides further assessment of those heritage assets where significant effects have been identified in order to understand where on the harm spectrum this impact falls. The emphasis is placed on the level of impact for the purposes of this Heritage Harm Statement. This is consistent with the NPS and the NPPF. 'Effect' is a purely EIA term which balances the impact of a development on the heritage significance of an asset. Harm is associated with the impact on the asset and is not influenced by an asset's heritage value.
- 3.1.3 For the majority of assets, the effect presented in the ES has been assessed as being not significant (negligible to minor adverse effects) due to the scale of the impact. As such, it is concluded that the harm caused to these assets falls within the less than substantial category and at the lower level of the spectrum, or that no harm is caused. In accordance with planning guidance and Historic England advice, a proportionate approach has been taken and these assets are not discussed further. However, they are included in the summary in **Table 1**. The reader is directed to **Chapter 8: Cultural Heritage** of the ES [EN010142/APP/6.1] for a full consideration of the impacts to these assets and **Table 1** of this Statement for the categorisation of harm.
- 3.1.4 In addition, this note discusses harm in relation to designated assets and non-designated assets of 'schedulable quality'. Non-designated assets are discussed in **Chapter 8: Cultural Heritage** of the ES [EN010142/APP/6.1].
- 3.1.5 This note considers the significance of the assets to enable an understanding of how the impact is experienced. In particular, it establishes the degree to which designated assets can potentially be physically impacted by the Scheme as well as the degree to which the setting of an asset makes a contribution to significance. There follows a discussion of the impact of the Scheme on the identified significance, or on the ability to perceive that significance, and the resultant level of harm. This takes into consideration embedded mitigation within the Scheme.
- 3.1.6 The conclusion outlines the level of harm and the significance of the designated heritage assets affected by the Scheme, in accordance with national planning policy and guidance.

4. Statement of Significance

- 4.1.1 As reported within **Chapter 8: Cultural Heritage** of the ES [EN010142/APP/6.1], no designated assets have been identified as experiencing a significant adverse effect; therefore, any harm caused by the proposals is considered to be less than substantial (see **Table 1**). One asset considered to be of schedulable quality, in accordance with footnote 72 of the NPPF, has been identified as experiencing significant adverse effects on their heritage value:
- a. The Winter Camp of the Viking Great Army at Torksey [MLI125067].
- 4.1.2 The ES reduces the potential moderate adverse (significant) effect on this asset to a residual minor adverse (not significant) effect following the implementation of additional mitigation in the form of strip, map and sample excavation prior to construction. However, mitigation does not reduce the harm caused to the asset through loss of significance, therefore, the level of harm caused to this asset is assessed in this Statement.
- 4.1.3 The winter camp of the Viking Great Army [MLI125067] is a non-designated heritage asset located on a prominent ridge and bluff overlooking a curve in the River Trent, just to the west of the A156.
- 4.1.4 An entry for the year 872, in the 9th century Anglo-Saxon Chronicle, records that the Viking Great Army overwintered at Torksey and archaeological evidence, confirming the location of the winter camp, was recorded during a five-year programme of archaeological investigation by the Torksey Viking Project. The Winter Camp consists of substantial areas of temporary settlement, evidenced by archaeological features identified during the Torksey Viking Project. This includes extensive scatters of early medieval metal artefacts, in particular a large number of early medieval coins which include a group of English pennies dated to the years 860 to the early 870s, an unusually large number of Northumbrian coins, and 9th century Arabic dirhams. Evidence to suggest the processing of hack-gold and hack-silver into bullion and tentative evidence for the minting of coins has also been recorded, alongside evidence for textile working and sails/tent repair in the form of spindle-whorls, needles, punches and awls. A large number of gaming pieces have also been recovered from the area. The evidence suggests that several thousand individuals overwintered in the camp between AD 872 and 873, including warriors, traders and craftworkers.
- 4.1.5 In addition to the artefactual evidence, a surface scatter of approximately 70 fragments of human bone, recovered from a small area on the western side of the camp, indicate the presence of a small cemetery overlooking the River Trent approximately 485m southwest of the Order limits. Archaeological investigation of this area did not find any evidence of graves, possibly due to disturbance from modern ploughing, however, radiocarbon dating of the bone fragments provided a 9th century date. The archaeological remains of the winter camp are buried by a build-up of wind-blown sand, which varies in depth, but in places reaches a depth of three to four metres.
- 4.1.6 Following the departure of the Viking Great Army, Torksey remained inhabited with numerous pottery kilns recorded within the area, producing

Torksey ware pottery dated the 9th to 11th centuries, indicating that the site was used as an industrial centre after its use as the Viking winter camp.

- 4.1.7 The position of the winter camp on a naturally defensible, prominent landscape feature, overlooking the navigable stretch of the River Trent, and its relationship with associated early medieval settlement, form part of the asset's setting and contribute to its significance, despite the dominating presence of Cottam Power Station to the west. The extensive archaeological remains and artefactual evidence associated with the winter camp, although not protected through designation as a scheduled monument, have considerable archaeological and historic interest and the asset forms one of a small number of historically documented sites able to provide evidence for how the Viking army functioned, moved through the landscape, the economy, lifestyles and material culture of those in the army, in addition to early medieval settlement and industrial activity. The value of the asset is derived from its considerable archaeological and historic interest, which have the potential to be of national importance.
- 4.1.8 Historic England's Scheduling Guidance for military sites pre-dating 1500 notes that due to their rarity and associations with elite sections of society and historical events, Viking camps amongst other defensive sites of the period, will be strong candidates for designation (Ref. 8). However, it should be noted that the closest comparative site, the 873-874 winter camp of the Viking Great Army at Repton, Nottinghamshire, also located on a bend in the River Trent and referenced in Historic England's guidance, is not currently designated, despite extensive archaeological investigation.

5. Harm Assessment

Winter Camp of the Viking Great Army

- 5.1.1 The Scheme will require the construction of a temporary access road connecting the A156 and the Cable Route Corridor (Cable Route Corridor Access 6). The proposed works for Cable Route Corridor Access 6 would, as a worst case, include excavation to create a temporary access road and associated drainage within a working corridor 6m wide, across a 310m length of northern part of the asset.
- 5.1.2 Surveys undertaken by the Torksey Viking Project suggest that archaeological remains may also extend further north beyond the current extent of the asset and into the Cable Route Corridor.
- 5.1.3 These works have the potential to disturb or remove any surviving archaeological remains in Cable Route Corridor Access 6, within the confines of the more extensive 26 ha Viking winter camp site. This physical impact to the asset would slightly affect our ability to understand and appreciate its archaeological and historic interest.
- 5.1.4 The construction of the Scheme has the potential to result in the disturbance or loss of a small section of surviving archaeological remains, if they survive within the Order limits. This will cause harm to the significance of the asset, but, given the location of the impact towards the periphery of the winter camp and not within the core of settlement activity, as it is currently understood, that harm will be less than substantial with the asset's heritage significance not being significantly lost or altered.

6. Conclusion

- 6.1.1 Both the NPS EN-1 and NPPF require an assessment of harm to heritage significance. Both the NPS and the NPPF further categorise that harm into 'substantial' and 'less than substantial'. The PPG which supports the NPPF heritage policies expects potential harm to designated heritage assets to be categorised as either less than substantial harm or substantial harm (which includes total loss) and that within each category of harm identified, the extent of the harm should be clearly articulated.
- 6.1.2 **Chapter 8: Cultural Heritage** of the ES [EN010142/APP/6.1] has identified effects to designated and non-designated assets as a result of the proposals. The majority of these are not significant and, in the case of the designated heritage assets affected, can be reasonably equated with less than substantial harm, at the lower end of the spectrum.
- 6.1.3 The ES identifies a significant effect to the Winter Camp of the Viking Great Army at Torksey [MLI125067], a non-designated asset potentially of schedulable quality.
- 6.1.4 The ES identifies a residual minor adverse effect, following the implementation of additional mitigation. However, both the NPS-EN1 paragraph 5.9.16 and NPPF paragraph 211 clearly direct that the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted. Accordingly, the significance of the asset and the potential harm resulting from construction of the Scheme have been presented in this statement.
- 6.1.5 The Winter Camp of the Viking Great Army of AD 872-873 [MLI125067], although not protected as a scheduled monument, has considerable archaeological and historic interest and forms one of a small number of historically documented sites able to provide evidence for how the Viking army functioned, moved through the landscape, the economy, lifestyles and material culture of those in the army, in addition to early medieval settlement and industrial activity. The Scheme has the potential to result in physical impacts to the buried archaeological remains which comprise part of this asset. However, the focus of the settlement activity and associated cemetery lie to the southwest of the Order limits towards the highest point of the bluff. Therefore, the works are not considered to represent substantial harm to their significance. The temporary access route will not result in a significant loss of archaeological remains, with those elements key to the understanding and appreciation of the assets heritage interests surviving beyond the Order limits. It is therefore concluded that the Scheme will result in less than substantial harm to the significance of the asset.

7. References

- Ref. 1 HMSO (2010) Infrastructure Planning (Decisions) Regulations 2010.
- Ref. 2 HMSO (1979); Ancient Monuments and Archaeological Areas Act 1979.
- Ref. 3 HMSO (1990) Planning (listed Buildings and Conservation Areas) Act 1990.
- Ref. 4 DECC (2011) National Policy Statement for Energy (EN-1).
- Ref. 5 Ministry of Housing, Communities and Local Government (MHCLG) (2019) National Planning Policy Framework.
- Ref. 6 Ministry of Housing, Communities and Local Government (2019) Planning Practice Guidance.
- Ref. 7 Historic England (2015) Historic Environment Good Practice Advice in Planning Note 2. Managing Significance in Decision Taking in the Historic Environment.
- Ref. 8 Historic England (2018) Pre-1500 Military Sites: Scheduling Selection Guide. Swindon Historic England. [Available at [HistoricEngland.org.uk/listing/selection-criteria/scheduling-selection](https://historicengland.org.uk/listing/selection-criteria/scheduling-selection) [https://historicengland.org.uk/images-books/publications/dssg-pre1500-military/heag250-pre-1500-military-sites-ssg/#:~:text=This%20selection%20guide%20offers%20an,those%20scheduling%20may%20be%20appropriate [Accessed 04 March 2024]

Table 1: Effects as reported in Environmental Statement and Harm Category Assessment Summary

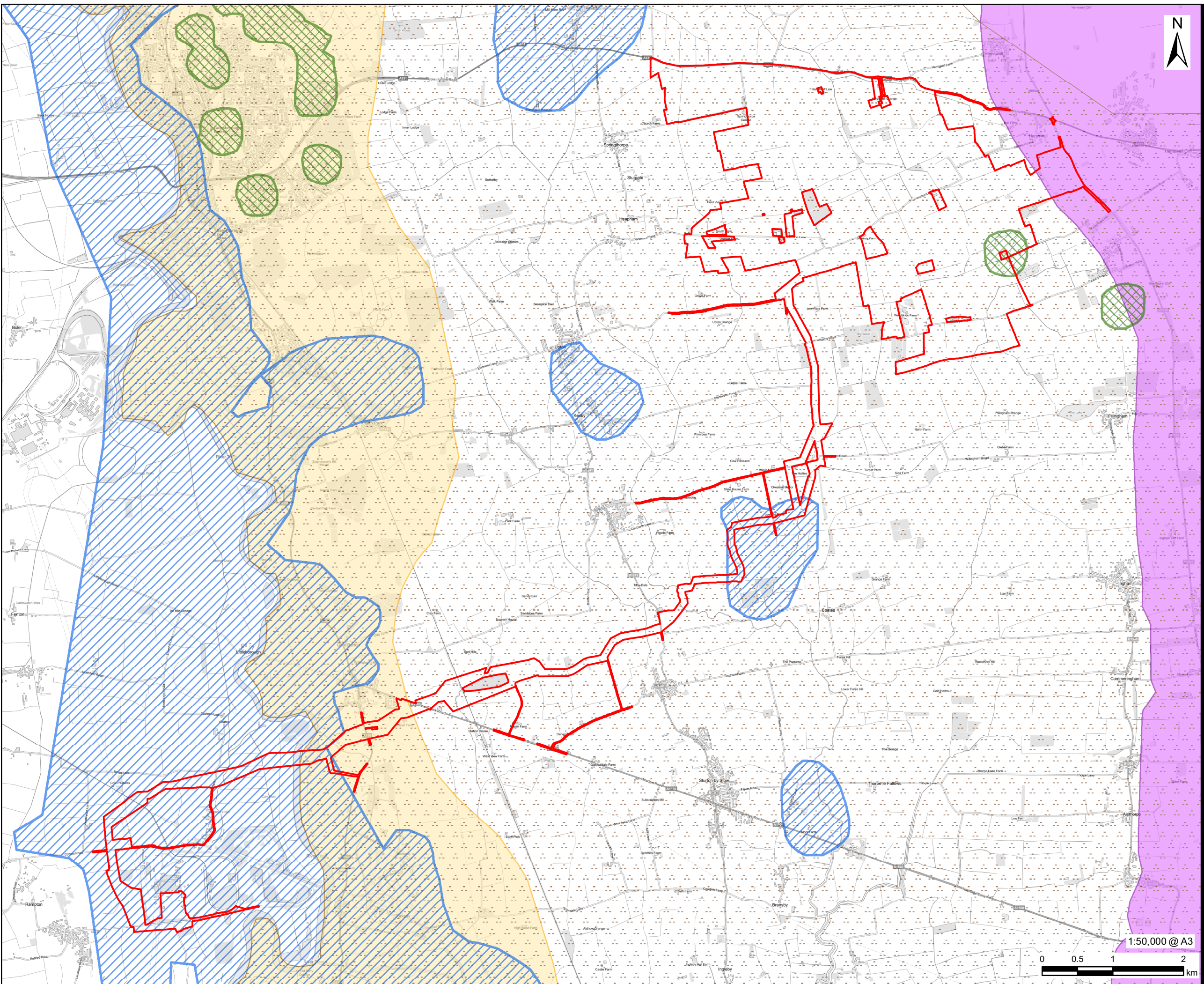
Designation	Description	Description of impact	Description of Additional Mitigation Enhancement measure	/ Residual effect after mitigation	Harm category
Designated Asset - Scheduled monument	Harpswell Hall NHLE 1019068	Temporary and long-term change of setting and alteration of views	Embedded mitigation has been integrated into the design with removal of Scheme infrastructure in fields closest to the asset, biodiversity zones and enhancement planting. No further mitigation identified.	Minor Adverse Not Significant	Less than substantial
Designated Asset – Scheduled Monument	Moated Manorial Complex at Elm Tree Farm NHLE 1016920	Temporary and long-term change of setting	Embedded mitigation has been integrated into the design of the Scheme through the removal of Solar PV panels from the western boundary of the Order limits, the creation of species rich grassland (BZ4 and BZ5) and proposed native woodland to screen the Scheme in views from the west (e.g. along the western side of Solar PV areas 12, 14 and 32). No additional mitigation required.	Minor Adverse Not Significant	Less than substantial
Designated Asset – Scheduled Monument	Medieval Bishop's Palace and Deer Park, Stow Park NHLE 1019229	Temporary and long-term change of setting	None identified.	Minor Adverse Not Significant	Less than substantial
Designated Asset –	Roman fort, south of Littleborough Lane	Temporary change of setting	None identified.	Minor Adverse	Less than substantial

Designation	Description	Description of impact	of Additional Enhancement	Mitigation measure	/ Residual effect after mitigation	Harm category
Scheduled Monument	NHLE 1004935				Not Significant	
Designated Asset – Scheduled Monument	<i>Segelocum</i> Roman Town, Littleborough NHLE 1003669	Temporary change of setting	None identified.		Minor Adverse Not Significant	Less than substantial
Designated Asset – Scheduled Monument	Fleet Plantation Moated Site NHLE 1008594	Temporary change of setting	None identified.		Minor Adverse Not Significant	Less than substantial
Designated Asset – Listed Building Grade I	Church of St Chad NHLE 1309029	Temporary and long-term change of setting and alteration of views	Embedded mitigation has been integrated into the design with removal of Scheme infrastructure in fields closest to the asset, biodiversity zones and enhancement planting. No further mitigation identified.		Minor Adverse Not Significant	Less than substantial
Designated Asset – Listed Building Grade II*	Glentworth Hall NHLE 1063348	Temporary and long-term change of setting and alteration of views	Embedded mitigation has been integrated into the design with removal of Scheme infrastructure in fields closest to the asset, biodiversity zones and enhancement planting. No further mitigation identified.		Minor Adverse Not Significant	Less than substantial
Designated Asset – Listed Building Grade	Nos 1 to 4 Hall Cottages (former stable block at Glentworth)	No change to the setting or significance of	Embedded mitigation has been integrated into the design with removal of Scheme infrastructure		Neutral Not Significant	No Change

Designation	Description	Description of impact	of Additional Enhancement measure	Mitigation	/ Residual effect after mitigation	Harm category
II	Hall) NHLE 1166094	the asset.	in fields closest to the asset, biodiversity zones and enhancement planting. No further mitigation identified.			
Designated Asset – Listed Building Grade II	Corringham Windmill NHLE 1359417	Temporary and long-term change of setting and alteration of views	Any mitigation has been integrated into the design through enhancement planting along the Scheme’s eastern edge. No further mitigation identified.		Negligible Adverse Not Significant	Less than substantial
Designated Asset – Listed Building Grade I	Church of St Margaret of Antioch, Marton NHLE 1359484	Temporary change of setting	None identified.		Minor Adverse Not Significant	Less than substantial
Designated Assets – Listed Buildings Grade II	Group of listed assets in Marton – Cross [NHLE 1146582] 25, Gainsborough Road [NHLE 1308917] Thornleigh House [NHLE 1359485] Wapping Lane Farmhouse [NHLE 1146611] Berfoston Cottage [NHLE 1064060] Ingelby Arms Public house [NHLE 1064057]	Temporary change of setting	None identified.		Negligible Adverse Not Significant	Less than substantial

Designation	Description	Description of impact	of Additional Enhancement	Mitigation measure	/ Residual effect after mitigation	Harm category
Designated Asset – Listed Building Grade II	Windmill, Marton NHLE 1064059	No change to the setting or significance of the asset.	None identified.		Neutral	No Change
Designated Asset – Listed Building Grade II	14 High Street, Willingham by Stow NHLE 1064029	No change to the setting or significance of the asset.	None identified.		Neutral	No Change
Designated Asset – Listed Building Grade II	Manor Farmhouse, Stow NHLE 1359486	No change to the setting or significance of the asset	None identified.		Neutral	No Change
Designated Assets – Listed Buildings Grade II	Stow Park Station NHLE 1064058 Signal Box NHLE 1146606	No change to the setting or significance of the asset	None identified.		Neutral	No Change
Designated Assets – Listed Buildings Grade II	Church of Holy Trinity, Cottam NHLE 1212380 Font NHLE 1370089	No change to the setting or significance of the asset	None identified.		Neutral	No Change
Not Designated	Winter Camp of the Viking Great Army at Torksey [MLI125067]	Permanent physical impact	Programme of archaeological strip, map and sample excavation, assessment and reporting.		Minor Adverse	Less than substantial

Appendix D Minerals Policy Map



- LEGEND**
- Order limits
 - Minerals and Waste Core Strategy 2016**
 - Limestone Minerals Safeguarding Area
 - Petroleum Exploration Development License Block
 - Sand and Gravel Area of Search
 - Sand and Gravel Minerals Safeguarding Area
 - Site Specific Minerals Safeguarding Area

NOTES
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Minerals and Waste Core Strategy 2016 data digitalised from Central Lincolnshire Local Plan

ISSUE PURPOSE
Planning Statement
PROJECT NUMBER
60677969

FIGURE TITLE
Minerals Policy Map

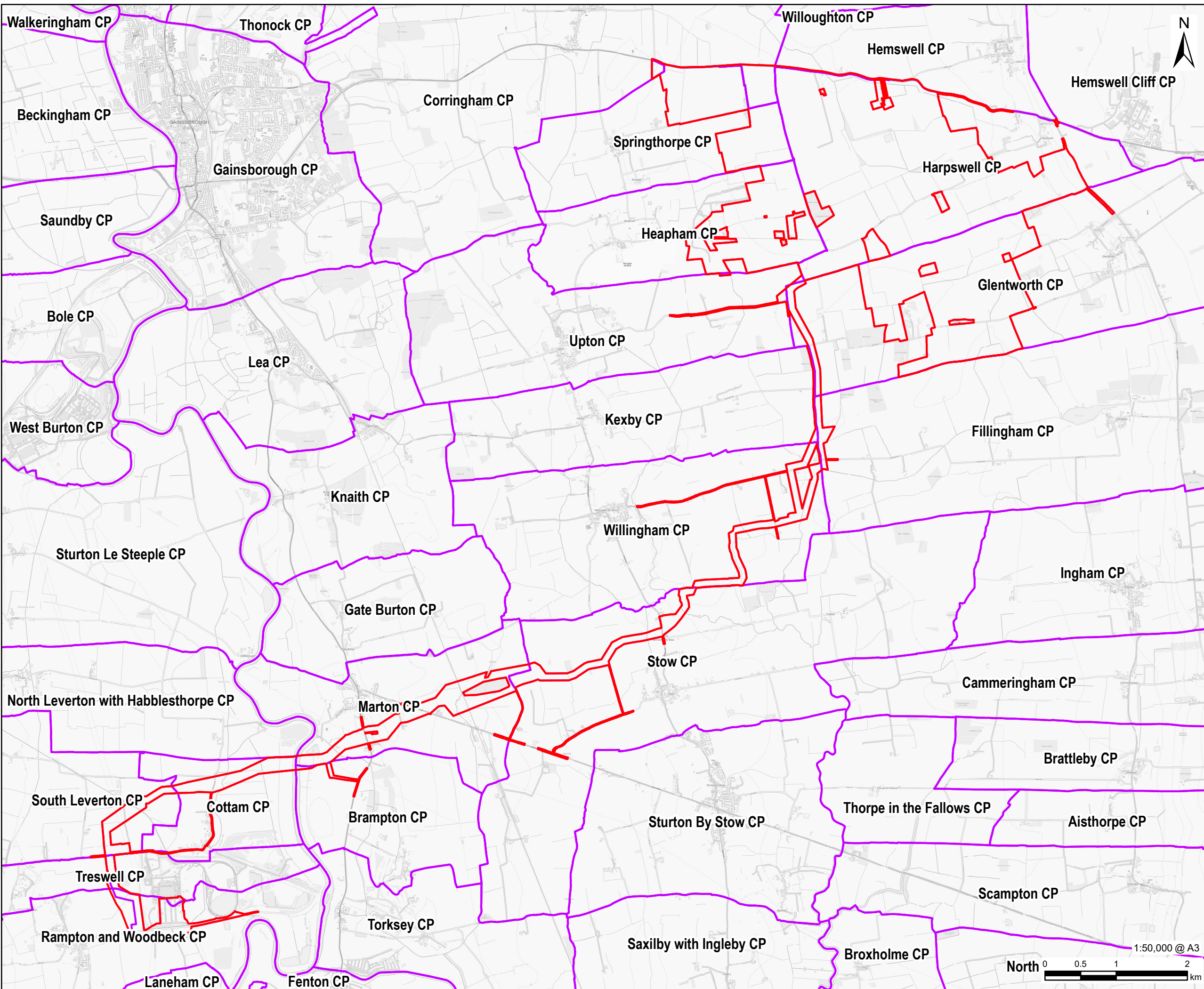
FIGURE NUMBER
Appendix D



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Appendix E Neighbourhood Plan Area Map

Revision: 0 Drawn: LL Checked: CR Approved: CW Date: 2024-03-26
Filename: I:\na.aecom\com\GIS\EMEA\London-UK\London\Legacy\UKLON06\PPPSW001-V1\DPPE\Library\GIS_DATA\Projects\Tillbridge Solar\PlanningStatement\231221_TillbridgeSolar_PlanAreas.mxd



PROJECT
Tillbridge Solar Project

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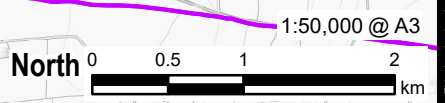
LEGEND
Order limits
Parish Region Boundary

NOTES
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ISSUE PURPOSE
Planning Statement
PROJECT NUMBER
60677969

FIGURE TITLE
Neighbourhood Plan Areas Map

FIGURE NUMBER
Appendix E



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