

# Springwell Solar Farm

## Consultation Report

### Appendices K-1 to K-3

EN010149/APP/5.2  
November 2024  
Springwell Energyfarm Ltd

APFP Regulation 5(2)(q)  
Planning Act 2008  
Infrastructure Planning  
(Applications: Prescribed Forms  
and Procedure) Regulations 2009

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# Appendix K-1 – List of prescribed consultees consulted during targeted consultation



## Appendix K-1: List of prescribed consultees consulted during targeted consultation

Table K-1: Relevant prescribed consultees consulted during targeted consultation

Organisation	Main consultees
<b>Government</b>	
<b>The Secretary of State for Defence</b>	<ul style="list-style-type: none"> <li>Secretary of State for Defence</li> <li>Assistant Safeguarding Manager (DIO)</li> </ul>
<b>The relevant parish council</b>	
Scopwick and Kirkby Green Parish Council	Clerk
Ashby de la Launde with Bloxholm and Temple Bruer with Temple High Grange Parish Council	Clerk
Blankney Parish Council	Clerk
Navenby Parish Council	Clerk
<b>Environment</b>	
<b>Ecology</b>	
Lincolnshire Wildlife Trust	Conservation Officer
<b>The relevant Internal Drainage Board</b>	
Black Sluice Internal Drainage Board	Chief Executive
Witham First Internal Drainage Board	Head of Technical and Engineering Services
Witham Third Internal Drainage Board	Head of Technical and Engineering Services
Upper Witham Internal Drainage Board	Head of Technical and Engineering Services
<b>Transport</b>	
<b>The relevant highways authority</b>	
Lincolnshire County Council	Development Manager, Lincolnshire Highways

Lincolnshire Road Safety Partnership

Chair

National Highways

- Chief Executive Officer
- Spatial Planner

Active Travel England

Active Travel Commissioner

## Health

NHS Blood and Transport

Chief Executive Officer

## Other

### The relevant police authority

Lincolnshire Police

Chief Constable

### The relevant ambulance service

East Midlands Ambulance Service

Chief Executive

### The relevant fire and rescue authority

Lincolnshire Fire and Rescue Services

Chief Fire Officer

## Local authorities

### Host authorities

North Kesteven District Council

- Chief Executive Officer
- Development Manager
- Assistant Development Manager

Lincolnshire County Council

- Chief Executive Officer
- Head of Planning
- Applications Manager

# Appendix K-2 – Targeted consultation materials



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### **Appendix K-2 – Targeted consultation materials**

Appendix K-2.1 - Sample letter sent to prescribed consultees

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# Appendix K-2.1

## Sample letter sent to prescribed consultees





Address 1

Address 2

Address 3

Address 4

DATE

Dear NAME,

## **Springwell Solar Farm**

**Statutory pre-application consultation: 17 July – 16 August 2024**

**Sections 42 and 43 of the Planning Act 2008: Duty to consult on a proposed application**

### [Overview](#)

We<sup>1</sup> are consulting on changes to the site boundary of the proposed Springwell Solar Farm ('the Order limits') between 17 July 2024 and 16 August 2024. This letter invites you to respond to this targeted, statutory consultation.

### [Why we are writing to you](#)

Springwell Solar Farm is a proposed new solar farm and battery storage facility located between Lincoln and Sleaford in North Kesteven, Lincolnshire. The proposals also include infrastructure to connect Springwell Solar Farm to the National Grid, as well as any necessary supporting site infrastructure and environmental mitigation, including landscaping and ecological planting.

We intend to submit a Development Consent Order ('DCO') application to the Secretary of State for Energy Security and Net Zero under section 37 of the Planning Act 2008 ('the Act') for the construction, operation and decommissioning of Springwell Solar Farm.

This is because Springwell Solar Farm would generate in excess of 50 megawatts ('MW') of electrical capacity and is therefore classed as a Nationally Significant Infrastructure Project under the Act.

You have previously been consulted on our proposals for Springwell Solar Farm as part of our statutory consultation which took place between 11 January – 22 February 2024. We are now consulting with you now as,

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<sup>1</sup> Springwell Energyfarm Ltd (company No. 13484004), whose registered office is at Alexander House 1 Mandarin Road, Rainton Bridge Business Park, Houghton Le Spring, Sunderland, England, DH4 5RA (referred to in this document as Springwell).



since this statutory consultation, we have made changes to the proposed Order limits to include additional land.

We are consulting you under Section 42 of the Act either as a prescribed consultee under Schedule 1 to the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and/or a local authority statutory consultee under Section 42(1)(b) and Section 43 of the Act as we consider that you may have an interest in the proposed changes. We are therefore inviting you to share your feedback as part of this consultation.

The enclosed plan shows the full extent of the Order limits of the proposed Springwell Solar Farm (outlined in red), with the proposed additional land shown in blue.

A copy of this plan is also available to view and download on the project website ([www.springwellsolarfarm.co.uk/category/surveys](http://www.springwellsolarfarm.co.uk/category/surveys)).

The DCO application will contain full details of the proposed Springwell Solar Farm and, as it is classed as an 'environmental impact assessment' ('EIA') development, will be accompanied by an Environmental Statement prepared in accordance with the Infrastructure Planning (EIA) Regulations 2017. As part of our statutory consultation on the proposals, we published a Preliminary Environmental Information Report (PEIR) which summarises the likely significant environmental effects of the proposed Springwell Solar Farm.

## The proposed changes

Feedback from two phases of consultation – between 24 January and 7 March 2023 and between 11 January and 22 February 2024 – has helped to shape our proposals for Springwell Solar Farm. Outputs of ongoing environmental assessments and technical work have also helped us refine our proposals in recent months. This includes looking at how we would build Springwell Solar Farm and how we can enhance the local footpath network.

As a result, we have identified the need for minor works along some parts of the road and footpath network which are described below and shown on the enclosed plan:

### 1. Improvements to the local footpath network

During statutory consultation, we published our proposals for enhancing the existing footpath network, including proposed improvements to existing routes as well as creating new routes for people to enjoy. These plans included a new permissive footpath between RAF Digby and Scopwick, as well as making improvements to the existing network to enhance walking routes to Blankney. In response to feedback we received, we are proposing to undertake the following minor works:

- Connecting the existing public right of way (Blan/737/1) with the B1188 to enhance walking routes to Blankney. This would require minor works such as vegetation management but could also include some surfacing works (Change A); and
  - Extending the route of the proposed new footpath between RAF Digby and Scopwick along the B1191 to connect to the existing pavement at Scopwick (Change B).
-

## 2. Road improvement works

As part of our statutory consultation, we highlighted that there would likely be a requirement for highways improvements to the local road network to ensure construction vehicles can safely travel to and from the proposed site. Feedback from consultation, ongoing engagement with Lincolnshire Highways and outputs of technical work has helped us to identify minor road improvement works along some parts of the road network. These are described below and shown on Plan B:

- Installation of road signage and realignment works close to RAF Digby (Change C&D);
- Realigning the Order limits on Navenby Lane to match up to the highway boundary should any works be required to access the site (Change E);
- Limited vegetation management to improve visibility, including close to Thompson's Bottom (Change F); and
- Road widening and realignment works along and close to the B1191/Main Street junction near Ashby de la Launde (Change G).

These changes would not affect the outcomes of the environmental assessments detailed in the PEIR during statutory consultation. The PEIR – along with other consultation documents published as part of our statutory consultation - are available to view and download free of charge on the project website: [www.springwellsolarfarm.co.uk/downloads](http://www.springwellsolarfarm.co.uk/downloads).

### Share your views

This consultation will be open from **Wednesday 17 July** to **Friday 16 August 2024** and we would welcome your feedback on the proposed changes to the Order limits. If you wish to submit a consultation response, you must do so by the consultation deadline of **11:59pm on Friday 16 August 2024**. You can provide your feedback in the following ways:

- Submitting your comments by email: [info@springwellsolarfarm.co.uk](mailto:info@springwellsolarfarm.co.uk)
- Posting your comments (no stamp required) to: Springwell Solar Farm, FREEPOST SEC Newgate UK LOCAL

Should you have any questions about the proposed changes, please do get in touch by:

- Calling 0800 038 3486 (9:00am to 5:30pm, Monday to Friday)
- Emailing [info@springwellsolarfarm.co.uk](mailto:info@springwellsolarfarm.co.uk)
- Writing to the team at Springwell Solar Farm FREEPOST SEC Newgate UK Local

### Next steps

Following this consultation, we will consider all the feedback we receive and continue refining our proposals for Springwell Solar Farm before submitting a DCO application to the Planning Inspectorate in Q4 2024. The DCO application will include a Consultation Report, which will set out how we have consulted on Springwell Solar Farm, summarise the responses received and explain how we have had regard to them.

Any comments received will be considered by Springwell and any of its appointed agents. Copies may be made available to the Secretary of State, the Planning Inspectorate and other relevant statutory authorities so that feedback can be considered part of the DCO process.

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For those who own an interest in land or are affected by Springwell Solar Farm, we are under a statutory duty to publish names and addresses as part of our DCO application. Further information on the privacy policy can be found on the EDF Renewables website, [www.edf-re.uk/privacy-policy/](http://www.edf-re.uk/privacy-policy/). The Planning Inspectorate has published details of how it manages comments received in a Privacy Notice available on its website: <https://www.gov.uk/government/publications/planning-inspectorate-privacy-notice/customer-privacy-notice>.

Please do get in touch with any questions you may have, and we look forward to receiving your feedback.

Yours sincerely,



Director of Solar, Storage and Private Wire  
EDF Renewables UK

Enc.

Plan showing site boundary



# Appendix K-2.2

## Sample letter sent to new land interests



Address 1

Address 2

Address 3

Address 4

Date

Dear NAME,

## **Springwell Solar Farm**

**Statutory pre-application consultation: 17 July – 16 August 2024**

**Sections 42(1)(d) and 44 of the Planning Act 2008: Duty to consult on a proposed application**

### Overview

We<sup>1</sup> are consulting on changes to the site boundary of the proposed Springwell Solar Farm ('the Order limits') between 17 July 2024 and 16 August 2024. This letter invites you to respond to this targeted statutory consultation.

### Why we are writing to you

Springwell Solar Farm is a proposed new solar farm and battery storage facility located between Lincoln and Sleaford in North Kesteven, Lincolnshire. The proposals also include infrastructure to connect Springwell Solar Farm to the National Grid, as well as any necessary supporting site infrastructure and environmental mitigation, including landscaping and ecological planting.

We intend to submit a Development Consent Order ('DCO') application to the Secretary of State for Energy Security and Net Zero under section 37 of the Planning Act 2008 ('the Act') for the construction, operation and decommissioning of Springwell Solar Farm.

This is because Springwell Solar Farm would generate in excess of 50 megawatts ('MW') of electrical capacity and is therefore classed as a Nationally Significant Infrastructure Project under the Act. More guidance on the pre-application process and the Act can be found on the Planning Inspectorate's website:

<http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/>.

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<sup>1</sup> Springwell Energyfarm Ltd (company No. 13484004), whose registered office is at Alexander House 1 Mandarin Road, Rainton Bridge Business Park, Houghton Le Spring, Sunderland, England, DH4 5RA (referred to in this document as Springwell).



Statutory consultation on the proposed Springwell Solar Farm took place between 11 January – 22 February 2024. We are consulting with you now as, since this statutory consultation, we have made changes to the proposed Order limits to include additional land. We consider that you may be a person who is either: (1) an owner, lessee, tenant or occupier of the land included within the proposed Order limits; or (2) a person who has the power to sell and convey the land or release the land within the proposed Order limits.

The enclosed plans show:

- Your affected area(s) of interest (outlined in blue) in relation to the Order limits (shaded pink); and
- The full extent of the Order limits of the proposed Springwell Solar Farm (outlined in red), with the proposed additional land shown in blue.

A copy of the full extent of the Order limits and proposed additional land is also available to view and download on the project website:

[www.springwellsolarfarm.co.uk/category/surveys](http://www.springwellsolarfarm.co.uk/category/surveys)).

The DCO application will contain full details of the proposed Springwell Solar Farm and, as it is classed as an 'environmental impact assessment' ('EIA') development, will be accompanied by an Environmental Statement prepared in accordance with the Infrastructure Planning (EIA) Regulations 2017. As part of our statutory consultation on the proposals, we published a Preliminary Environmental Information Report (PEIR) which summarises the likely significant environmental effects of the proposed Springwell Solar Farm.

## The proposed changes

Feedback from two phases of consultation – between 24 January and 7 March 2023 and between 11 January and 22 February 2024 – has helped to shape our proposals for Springwell Solar Farm. Outputs of ongoing environmental assessments and technical work have also helped us refine our proposals in recent months. This includes looking at how we would build Springwell Solar Farm with the need for minor works along some parts of the road network, and how we can enhance the local footpath network.

As a result, we have identified the need for minor works along some parts of the road and footpath network, described below and shown on the enclosed Order limits plan:

### **1. Improvements to the local footpath network**

During statutory consultation, we published our proposals for enhancing the existing footpath network, including proposed improvements to existing routes as well as creating new routes for people to enjoy. These plans included a new permissive footpath between RAF Digby and Scopwick, as well as making improvements to the existing network to enhance walking routes to Blankney. In response to feedback we received, we are proposing to undertake the following minor works:

- Connecting the existing public right of way (Blan/737/1) with the B1188 to enhance walking routes to Blankney. This would require minor works such as vegetation management but could also include some surfacing works (Change A); and
  - Extending the route of the proposed new footpath between RAF Digby and Scopwick along the B1191 to connect to the existing pavement at Scopwick (Change B).
-

## 2. Road improvement works

As part of our statutory consultation, we highlighted that there would likely be a requirement for highways improvements to the local road network to ensure construction vehicles can safely travel to and from the proposed site. Feedback from consultation, ongoing engagement with Lincolnshire Highways and outputs of technical work has helped us to identify minor road improvement works along some parts of the road network. These are described below and shown on Plan B:

- Installation of road signage and realignment works close to RAF Digby (Change C&D);
- Realigning the Order limits on Navenby Lane to match up to the highway boundary should any works be required to access the site (Change E);
- Limited vegetation management to improve visibility, including close to Thompson's Bottom (Change F); and
- Road widening and realignment works along and close to the B1191/Main Street junction near Ashby de la Launde (Change G).

These changes would not affect the outcomes of the environmental assessments detailed in the PEIR during statutory consultation. The PEIR – along with other consultation documents published as part of our statutory consultation - are available to view and download free of charge on the project website: [www.springwellsolarfarm.co.uk/downloads](http://www.springwellsolarfarm.co.uk/downloads). This includes a consultation questionnaire that you can use to provide your feedback on the proposals for Springwell Solar Farm.

## Share your views

This consultation will be open from **Wednesday 17 July** to **Friday 16 August 2024** and we would welcome your feedback on the proposed changes to the Order limits. If you wish to submit a consultation response, you must do so by the consultation deadline of **11:59pm on Friday 16 August 2024**. You can provide your feedback in the following ways:

- Submitting your comments or completed questionnaire by email: [info@springwellsolarfarm.co.uk](mailto:info@springwellsolarfarm.co.uk)
- Posting your comments or completed questionnaire (no stamp required) to: Springwell Solar Farm, FREEPOST SEC Newgate UK LOCAL

Should you have any questions about the proposed changes, or wish to arrange a briefing to discuss the proposals, please do get in touch by:

- Calling 0800 038 3486 (9:00am to 5:30pm, Monday to Friday)
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Please do get in touch with any questions you may have, and we look forward to receiving your feedback.

Yours sincerely,



Director of Solar, Storage and Private Wire  
EDF Renewables UK

Enc.

Plan A - Land interest(s) plan

Plan B - showing site boundary



# Appendix K-2.3

## Sample letter sent to existing land interests



Address 1

Address 2

Address 3

Address 4

Date

Dear NAME,

## **Springwell Solar Farm**

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Yours sincerely,



Director of Solar, Storage and Private Wire  
EDF Renewables UK

Enc.

Land interest(s) plan

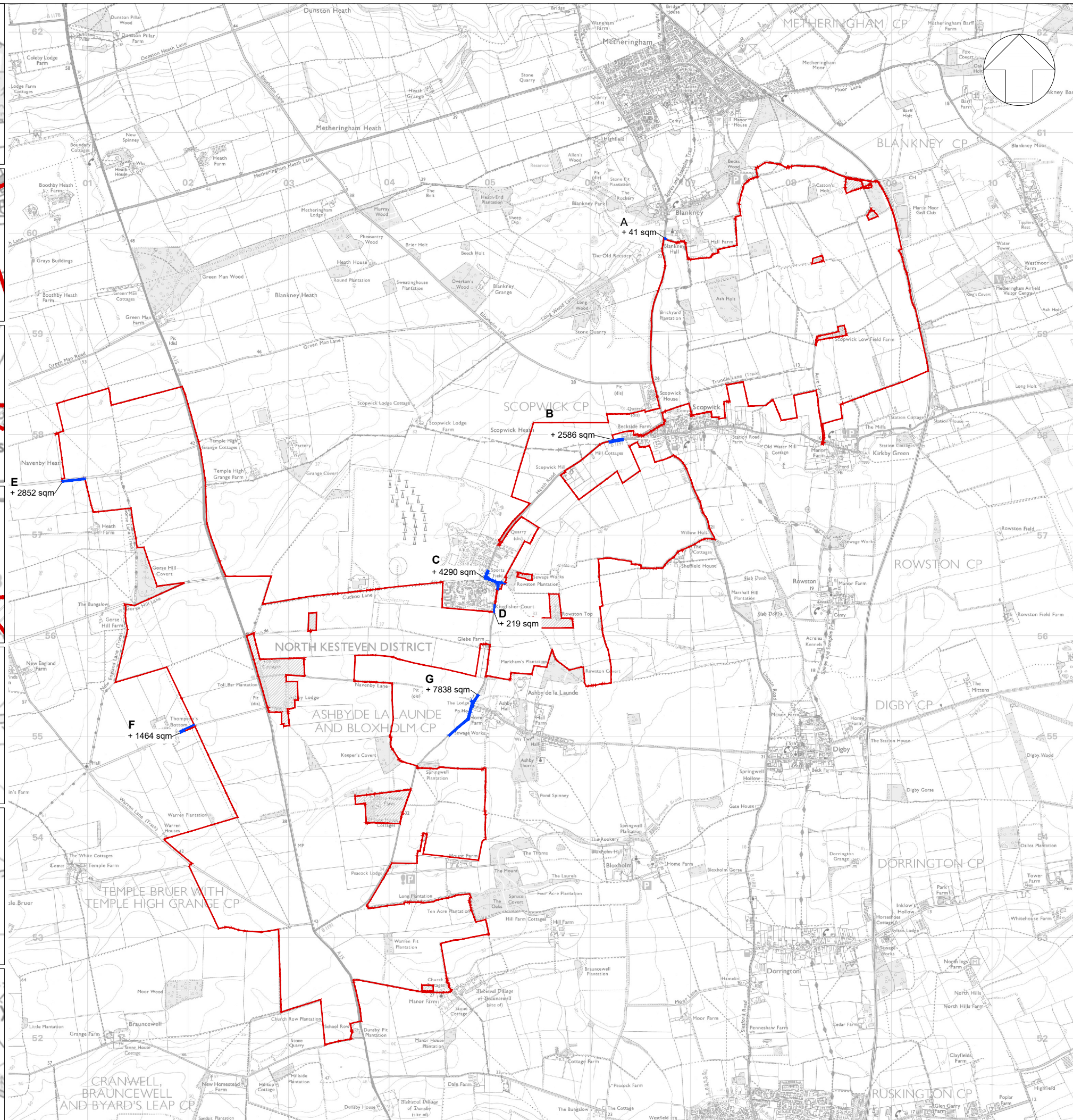
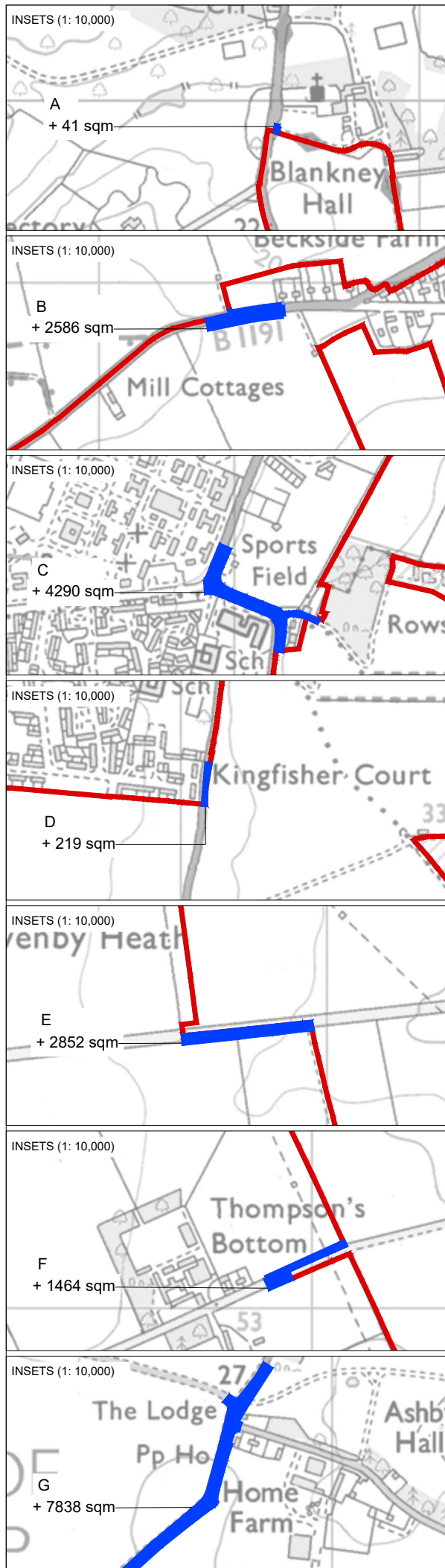
Plan showing the full extent of the Order limits of the proposed Springwell Solar Farm and proposed additional land



# Appendix K-2.4

## Targeted consultation map





**KEY:**

- Springwell Solar Farm current site boundary ('the Order limits')
- Proposed additional land to be included within the Order limits
- Areas outside the Order limits

**DESCRIPTION OF PROPOSED CHANGES:**

**A:** Extension of the Order limits to allow for improvements to the existing public right of way at the junction of the B1188.

**B:** Extension of the Order limits to accommodate a new footpath linking to the existing footpath in Scopwick along the B1191.

**C & D:** Extension of the Order limits to accommodate installation of road signage and potential realignment works to improve safety on Heath Road.

**E:** Realignment of Order limits to match the highways boundary to enable any works required for access.

**F:** Extension of the Order limits to accommodate limited vegetation clearance to improve visibility.

**G:** Extension of the Order limits to accommodate road widening and realignment works close to the B1191/Main Street junction to improve safety.

**NOTES:**

- The location of features shown are indicative only. Exact locations to be confirmed on site.
- Additional features may be present on site that have not been identified on the topographical plan.
- The Plan based on OS MasterMap information.

App	Date	Description	Drn	Chk	App
<b>Springwell Solar Farm</b>					
<b>DOCUMENT:</b> SPRINGWELL SOLAR FARM					
<b>TITLE:</b> Proposed Increases to the proposed Springwell Solar Farm Site Boundary ('the Order Limits')					
<b>SCALE:</b> 1:40,000 @ A3					<b>REV:</b>



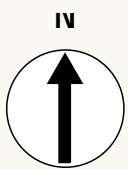
# Appendix K-2.5

## Example land interest plan





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**Notes**  
 1. DO NOT SCALE FROM THIS DRAWING. USE ONLY PRINTED DIMENSIONS  
 2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE  
 3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION

**Key to Symbols**  
 Area of Interest  
 Springwell Solar Farm Proposed Current Site Boundary

P01	First Issue	15/07/2024	CG SM	YL
Rev	Description	Date	By Check	Approved

**Purpose of Issue**  
 TARGETED S42 CONSULTATION



**Client**  
 SPRINGWELL ENERGYFARM LIMITED

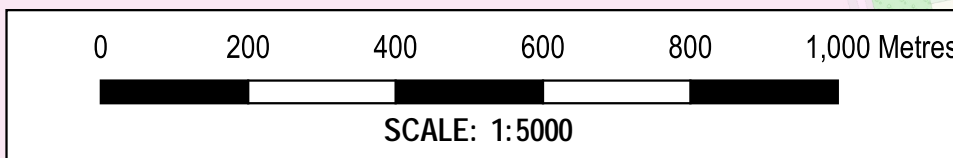
**Project Title**  
 SPRINGWELL SOLAR FARM

**Drawing Title**  
 TARGETED S42 PLAN FOR CONSULTATION - PARCEL 655  
 SHEET 1 OF 1

Drawn <b>AH</b>	Checked <b>SM</b>	Approved <b>YL</b>	Date 15/07/2024
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GH Project Number  
**201581.00001**      Scale at A3  
**1: 5000**

Drawing Number  
**GH-20158100001-S42-655**      Revision  
**P01**



# Appendix K-2.6

## Screenshot of targeted consultation website post





On-site surveys

# Targeted consultation on road and footpath improvements (17 July – 16 August)



Consultation team

17 July 2024





### Targeted consultation on road and footpath improvements (17 July – 16 August)

We are conducting a targeted consultation on minor additions to the proposed Springwell Solar Farm site boundary to enable us to deliver improvements to the road and footpath network. This involves consulting with people with a legal interest in this land and relevant bodies such as local councils, National Highways and Active Travel England.

Feedback from consultation, along with ongoing environmental assessments and technical work has identified the need for minor works along some parts of the road and footpath network which are described below:

#### 1. Improvements to the local footpath network

During phase two consultation, we published our proposals for enhancing the existing footpath network, including proposed improvements to existing routes as well as creating new routes for people to enjoy. These plans included a new permissive footpath between RAF Digby and Scopwick, as well as making improvements to the existing network to enhance walking routes to Blankney. In response to the feedback we received, we are proposing to undertake the following minor works:

- Connecting the existing public right of way (Blan/737/1) with the B1188 to enhance walking routes to Blankney. This would require minor works such as vegetation management but could also include some surfacing works; and
- Extending the route of the proposed new footpath between RAF Digby and Scopwick along the B1191 to connect to the existing pavement at Scopwick.

#### 2. Road improvement works

During phase two consultation, we highlighted that there would likely be a requirement for highway improvements to the local road network to ensure construction vehicles can safely travel to and from the proposed site. Feedback from consultation, ongoing engagement with Lincolnshire Highways and outputs of technical work have helped us to identify minor road improvement works along some parts of the road network:

- Installation of road signage and realignment works close to RAF Digby;
- Realigning the Order limits on Navenby Lane to match up to the highway boundary should any works be required to





## 2. Road improvement works

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- Installation of road signage and realignment works close to RAF Digby;
- Realigning the Order limits on Navenby Lane to match up to the highway boundary should any works be required to access the site;
- Limited vegetation management to improve visibility, including close to Thompson's Bottom; and
- Road widening and realignment works along and close to the B1191/Main Street junction near Ashby de la Launde.

A plan showing the proposed changes can be found [here](#).

If you would like more information, please get in touch via email: [info@springwellsolarfarm.co.uk](mailto:info@springwellsolarfarm.co.uk) or by phoning 0800 038 3486.

[On-site surveys](#) [No Comments](#)

 **Consultation team**



# Appendix K-3 – Summary of responses from targeted consultation and consideration by topic



## Appendix K-3: Summary of responses to targeted consultation and consideration by topic

Table K-3: Summary of responses to targeted consultation and consideration by topic

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
<b>B1188/B1191 junction</b>	Comment that the B1191/B1188 junction is already dangerous.	Land interest	<p>The Applicant has assessed the likely significant effects arising from the construction, operation (including maintenance) and decommissioning of the Proposed Development on traffic and transport, including in relation to the B1191/B1188 junction.</p> <p>In undertaking its assessments, the Applicant has followed the IEMA 2023 guidelines which outlines assessment requirements pursuant to road safety. This included assessment of accident clusters in consultation with LCC as the Local Highways Authority and review of the most recent Personal Injury Collision (PIC) data available as provided by the Authority. One collision has occurred in this location within the five-year period subject to LCC data. <b>ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]</b> and <b>ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3]</b> outline these assessments.</p>	N



Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>The Applicant has also liaised with the Local Highways Authority with respect to this junction has been undertaken throughout the pre-application stage.</p> <p>The assessments show that, with the proposed embedded mitigation, and management across the Order Limits in place (set out in <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>), there would be no material impacts in terms of capacity or significant effects in relation to road safety at the B1188/B1191 junction.</p>	
<p><b>B1191</b></p>	<p>Comment that Ashby de la Launde Parish Council is currently seeking speed restrictions on the B1191 due to accidents and damage to properties.</p>	<p>Ashby de la Launde Parish Council</p>	<p>The Applicant is not aware of the Parish Council's proposals, and this has not been raised as part of discussions. A speed limit reduction is proposed by the Applicant along a small section of the B1191 entering Scopwick, associated with the new proposed Public Right of Way route in this location as outlined in the <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b>. These have been discussed and agreed with Lincolnshire County Council.</p>	<p>N</p>
<p><b>B1191</b></p>	<p>Comment that RAF Digby sits on a Z bend which requires extreme care to navigate and is not built for HGVs or speeding and that this would</p>	<p>Ashby de la Launde Parish Council</p>	<p>A detailed assessment of construction traffic has been undertaken on the road network, including the potential for HGVs to travel along the B1191. Where necessary, junction mitigation and other minor works has been agreed with the Local Highway Authority.</p>	<p>N</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
	<p>be exacerbated by Changes C and D.</p> <p>Specific concerns include impact on safety of schoolchildren using the bus stop and travelling to RAF Digby Primary School/the playing fields.</p>		<p>Road marking and alignment improvements are proposed at the B1191/RAF Digby junction to ensure safe two-way movement of construction traffic. Full assessment and vehicular Swept Path Analysis has been undertaken of the proposed alterations, as outlined in the <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b> which demonstrates the benefits of these changes and indicates that there are no significant residual effects from construction traffic.</p> <p>Within <b>ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]</b> and <b>ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3]</b> consideration of road safety aligning to the IEMA 2023 guidance, and collision clusters has been undertaken. Consideration of any existing safety concerns has been discussed with LCC as the Local Highways Authority.</p> <p>The assessments show that, with the proposed embedded mitigation, and management across the Order Limits in place (set out in <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>), there would be no significant residual effects from construction traffic from the Proposed Development.</p>	

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
B1191	Comment that the B1191/A15 is a concern due to safety concerns in crossing the A15.	Ashby de la Launde Parish Council	<p>The highway network would be improved at specific locations to mitigate the impact of additional construction traffic. This would involve improving the A15/B1191 junction as shown in <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b>.</p> <p>The Applicant is proposing a new PRow from Temple Road (north of Brauncewell) to the Bloxholm Woods Car Park to provide a connection across the A15 (approx. length 990m) would link AshL/11/1 and Brau/8/1). This would be inclusive of a pedestrian refuge area ensuring a dedicated non-motorised user crossing point in this location where such a facility was not previously available. This is likely to improve the safety of non-motorised users crossing the A15 in this location. Details of the proposed highway improvements are shown on the <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b>.</p>	N
B1191	Comment that widening parts of the B1191 would exacerbate safety issues due to users increasing their speed.	Land interest Ashby de la Launde Parish Council	<p>The proposed road improvements along the B1191 would not exacerbate safety issues and have been proposed to ensure safe two-way movement of construction traffic. The Applicant discussed and agreed the proposed changes with the Local Transport Authority during the targeting consultation.</p> <p>Road widening is proposed in one small area along the B1191 south of Ashby-de-la-Launde, with revised</p>	N

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>junction road markings proposed at Navenby Lane and RAF Digby to improve the safety of articulated HGV vehicles. Therefore, vehicle speeds are not expected to increase due to the minor changes proposed. Details of the proposed highway improvements are shown on the <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b>.</p> <p>Within <b>ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]</b> and <b>ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3]</b> consideration of road safety aligning to the IEMA 2023 guidance, and collision clusters has been undertaken. Consideration of any existing safety concerns has been discussed with LCC as the Local Highways Authority.</p> <p>The assessments show that, with the proposed embedded mitigation, and management across the Order Limits in place (set out in <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>), there would be no significant residual effects from construction traffic from the Proposed Development.</p>	
<p><b>B1191</b></p>	<p>Comment that the B1191 is not suitable for heavy traffic generated by the construction</p>	<p>Land interest Ashby de la Launde</p>	<p>A detailed assessment of the suitability of the local road network for construction traffic, including the potential for HGV movements along B1191, has been undertaken in consultation with the Local Highways</p>	<p>N</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
	<p>of the Proposed Development.</p>	<p>Parish Council</p>	<p>Authority. Where necessary, and following discussions with the Local Highways Authority, junction mitigation and other minor works are proposed.</p> <p>This would involve improving; the A15/B1191 junction, widening the carriageway on B1191 south of Ashby de la Launde, road marking improvements at B1191/Navenby Lane junction and B1191/RAF Digby junction. The details of the proposed highway improvements are outlined in the <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b>.</p> <p>The assessments show that, with the proposed embedded mitigation, and management across the Order Limits in place (set out in <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>), there would be no significant residual effects from construction traffic, which are summarised in <b>ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]</b> and <b>ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3]</b>.</p> <p>The Principal Contractor would be responsible for undertaking condition surveys on the road network used by construction traffic associated with the Proposed Development before, during and after the construction phase. Should any damage be attributed to the construction activities associated with the Proposed Development, remedial repairs would be</p>	

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>undertaken to return the infrastructure to the same condition as before the Proposed Development to the reasonable satisfaction of the LHA as detailed in the <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>.</p>	
<b>B1191</b>	<p>Comment that there have been many accidents on the B1191 and Springwell plantation bend.</p>	<p>Land interest</p>	<p>A detailed assessment of construction traffic (including road safety) has been undertaken on the road network, including along the B1191 and the plantation bend. Where necessary, junction mitigation and other minor works has been agreed with the Local Highway Authority. The assessments indicate that there are no significant residual effects from construction traffic, which are summarised in <b>ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]</b> and <b>ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3]</b>.</p> <p>In undertaking its assessments, the Applicant has followed the IEMA 2023 guidelines which outlines assessment requirements pursuant to road safety. This included assessment of accident clusters in consultation with LCC as the Local Highways Authority and review of the most recent Personal Injury Collision (PIC) data available as provided by the Authority. Both <b>ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]</b> and <b>ES Volume 3, Appendix</b></p>	<p>N</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
<b>B1191</b>	Request for the Applicant to confirm that Changes C & D would not make it easier for HGVs to go faster around the bends in the road.	Land interest	<p><b>14.1: Transport Assessment [EN010149/APP/6.3]</b> outline these assessments.</p> <p>Revised junction road markings are proposed at the Navenby Lane and RAF Digby base entrance (Changes C &amp; D) to ensure safe two-way movement of construction traffic. Given the minor nature of the proposed changes, vehicle speeds are not expected to increase. Details of the proposed highway improvements are shown on the <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b>.</p> <p>Within <b>ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]</b> and <b>ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3]</b> consideration of road safety aligning to the IEMA 2023 guidance, and collision clusters has been undertaken. Consideration of any existing safety concerns has been discussed with LCC as the Local Highways Authority.</p> <p>The assessments show that, with the proposed embedded mitigation, and management across the Order Limits in place (set out in <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>), there would be no significant residual effects from construction traffic from the Proposed Development.</p>	N

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
<p><b>B1191</b></p>	<p>Comment that the speed limit should be reduced from 30mph to 20mph around RAF Digby on the B1191. Other comments suggest an average speed check camera system.</p> <p>Comments that a reduction in speed would help to reduce noise and air pollution from traffic generated by construction of the Proposed Development.</p>	<p>Land interest</p>	<p>Speed limits are strictly controlled based on criteria to be applied by highway authorities. The Applicant has engaged with LCC Highways to discuss and agree appropriate speed mitigation measures associated with the Proposed Development where these are required. The Applicant is proposing some speed limit changes as part of its DCO, and this is shown on the <b>Traffic Regulations Plans [EN010149/APP/2.6]</b> and <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b>. A change to the 30mph speed limit was not considered necessary at the section of the B1191 near RAF Digby. Minor changes are proposed to road markings by RAF Digby to ensure safe two-way movement of HGV traffic.</p> <p>The Applicant has assessed potential impacts of the Proposed Development during the construction phase across all topic chapters (Chapters 6-17) within the <b>Environmental Statement [EN010149/APP/6.1]</b>, including <b>Chapter 6: Air Quality, Chapter 12: Noise and Vibration</b> and <b>Chapter 14: Traffic and Transport</b>.</p> <p>No significant traffic, air quality or noise impacts are anticipated during the construction phase of the Proposed Development. Measures to minimise impacts and disruption to the local community are outlined and secured within the <b>Outline Construction Environmental Management Plan</b></p>	<p>N</p>



Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p><b>[EN010149/APP/7.7] and Outline Construction Traffic Management Plan [EN010149/APP/7.8].</b></p> <p>The Applicant would minimise impacts to the local community associated with construction traffic through the implementation of an <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>. This plan intends to ensure that construction traffic does not adversely impact local residents. Measures would include keeping to agreed construction working hours, optimising deliveries to reduce congestion and preparing a routeing strategy to minimise disruption for highway users and avoid built up areas.</p>	
<p><b>B1191</b></p>	<p>Comment expressing concern about safety entering and leaving the respondent's property due to extra traffic on the B1191.</p>	<p>Land interest</p>	<p>Within <b>ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]</b> and <b>ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3]</b> consideration of road safety aligning to the IEMA 2023 guidance, and collision clusters has been undertaken. Consideration of any existing safety concerns has been discussed with LCC as the Local Highways Authority.</p> <p>The assessments show that, with the proposed embedded mitigation, and management across the Order Limits in place (set out in <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>), there would be no significant residual effects from</p>	<p>N</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>construction traffic on the B1191 from the Proposed Development.</p> <p>The predicted increase in traffic flows along the B1191 would be focused on peak hours, with the majority of construction workers travelling outside of these periods. HGVs would only represent one additional vehicle every 15 minutes in each direction, which would be imperceptible for users turning in and out of properties.</p>	
<b>B1191/Navenby Lane</b>	Comment that the B1191/Navenby Lane junction is prone to flooding.	Land interest	<p>No changes to the paved area of this junction are proposed, with only minor changes to road markings proposed in this location. No further changes to the design of the Proposed Development were required following consultation. Existing flooding issues will be the responsibility of LCC Highways. Details of the proposed highway improvements are shown on the <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b>.</p>	N
<b>Change D</b>	Comment welcoming that there would be no change to the spur road off the B1191 and that this would formalise the footpath already in use.	Land interest	<p>It should be noted that following targeted consultation and correspondence with LCC, the formalisation of this track to a Public Right of Way is no longer proposed. This track does not form part of the <b>Order Limits [EN010149/APP/2.1]</b>, and no works are required as part of the Proposed Development.</p>	N

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
<b>Change C</b>	Comment that Change C (modification of give way markings at B1191 to accommodate passing HGVs) is accepted.	Land interest	This comment has been noted.	N
<b>Change G</b>	Comment that Change G (proposed moving back of give way markings) requires further assessment on visibility impacts, as visibility is assumed over third party land. Request for assessments to be undertaken on the change to visibility within the highway boundary.	Lincolnshire County Council	Visibility checks have been carried out within the highways boundary and the Applicant can confirm that visibility would not worsen as a result of the proposed highways improvements. These are shown on <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b> .	N
<b>Change C</b>	Comment that Change C (proposed road widening on bend of the B1191) is acceptable in principle.	Lincolnshire County Council	This comment has been noted and the Applicant thanks LCC for its engagement on highways matters throughout the pre-application period.	N
<b>Consultation materials</b>	Comment that targeted consultation documents do not have much detail.	Lincolnshire County Council	Changes made to the Proposed Development following Phase Two Consultation required minor additions to be made to the Order Limits. The Applicant therefore conducted targeted, statutory consultation on the	N

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>changes. The Applicant designed a consultation that was proportionate to the likely effects of the proposed changes - given the limited nature of the proposed changes, and that there were no new or different likely significant potential environmental effects expected as a result of the proposed changes. More information is provided in Chapter 7 of the <b>Consultation Report [EN010149/APP/5.1]</b>.</p>	
<p><b>Footpath</b></p>	<p>Comment that the extension to the proposed RAF Digby – Scopwick footpath is welcomed.</p>	<p>Lincolnshire County Council</p>	<p>The Applicant considers that the introduction of a new PRoW between RAF Digby and Scopwick would improve accessibility for non-motorised users in this location, providing a dedicated, safe off-road route between these two settlements that does not currently exist.</p> <p>Details of the proposed PRoW extension are shown on the <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b>.</p>	<p>N</p>
<p><b>Footpath</b></p>	<p>Comment that proposed extension of the 30mph zone at Scopwick is agreed in principle, and clarification is sought as part of the DCO Application about the process and legal implications of</p>	<p>Lincolnshire County Council</p>	<p>The Applicant considers that the introduction of a new PRoW between RAF Digby and Scopwick would improve accessibility for non-motorised users in this location, providing a dedicated, safe off-road route between these two settlements that does not currently exist.</p>	<p>Y</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
	changing a TRO under a DCO.		The PRoW would be behind the existing hedgerow, connecting to the existing footpath at Scopwick and 30mph zone with a speed limit reduction extension included within the DCO. The Applicant has provided for the change in speed limit in its <b>Draft DCO [EN010149/APP/3.1]</b> with justification for the approach and precedent for the drafting included in the <b>Explanatory Memorandum [EN010149/APP/3.2]</b> .	
<b>General comment</b>	Comment that lack of visibility and speed of traffic has been ignored completely.	Ashby de la Launde Parish Council	<p>A detailed assessment of construction traffic has been undertaken on the road network, including the potential for HGVs to travel along the B1191. Where necessary, junction mitigation and other minor works has been agreed with the Local Highway Authority and the assessments indicate that, following these measures, there would be no significant residual effects from construction traffic. These assessments are summarised in <b>ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]</b> and <b>ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3]</b>.</p> <p>The highway network would be improved at specific locations to mitigate the impact of additional construction traffic. This would involve widening the carriageway on B1191 south of Ashby de la Launde, road marking improvements at B1191/Navenby Lane junction and B1191/RAF Digby junction. The details of</p>	N

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>the proposed highway improvements are outlined in the <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b>. No further improvements are considered necessary.</p>	
<b>General comment</b>	<p>Comment that North Kesteven District Council has no objections to the proposed changes on the basis that the changes seek to facilitate improvements to the local footpath and road network.</p>	<p>North Kesteven District Council</p>	<p>The Applicant considers that the introduction of a new PRoW between RAF Digby and Scopwick would improve accessibility for non-motorised users in this location, providing a dedicated, safe off-road route between these two settlements that does not currently exist.</p> <p>The highway network would also be improved at specific locations to mitigate the impact of additional construction traffic. This would involve improving; the A15/B1191 junction, A15/Gorse Hill Lane junction, providing two passing bays on Temple Road, widening the carriageway on B1191 south of Ashby de la Launde, road marking improvements at B1191/Navenby Lane junction and B1191/RAF Digby junction.</p> <p>Details of the proposed highway and footpath improvements are outlined in the <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b>.</p>	<p>N</p>
<b>General comment</b>	<p>Comment that North Kesteven District Council</p>	<p>North Kesteven</p>	<p>The Applicant engaged with NKDC and LCC on the proposed changes prior to targeted consultation (as</p>	<p>N</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
	defers to statutory and non-statutory bodies consulted as part of the consultation to make specific comments on impacts within their specialist areas.	District Council	well as its approach to targeted consultation) through its programmed Planning and Communications Meetings (see Chapter 3 of the <b>Consultation Report [EN010149/APP/5.1]</b> ). The Applicant received comments from LCC as the Local Highways Authority to targeted consultation.	
<b>General comment</b>	Comment that the Scopwick and Kirkby Green Parish Council maintains its objection to the Proposed Development as no significant alterations have been made to make it more appealing for residents.	Scopwick and Kirkby Green Parish Council	Following Phase Two Consultation, the Applicant consulted on minor additions to the proposed Order Limits to enable footpath and highways improvements. The Applicant has made a number of changes to the design of the Proposed Development following Phase Two Consultation as a result of further assessments and feedback from Phase Two Consultation (see <b>Chapter 6</b> of the <b>Consultation Report [EN010149/APP/5.1]</b> ). More information about these changes is provided in the <b>Design Approach Document [EN010149/APP/7.3]</b> .	N
<b>General comment</b>	Comment that the proposed changes are described as minor works which is dismissive and when linked to the scale of Proposed Development is misleading.	Ashby de la Launde Parish Council	The proposed changes subject to targeted consultation involved minor additions to the Order Limits to facilitate highways and footpath improvements. With specific reference to those changes closest to Ashby de la Launde, this included minor widening in one location and the relocation of give-way markings at Navenby Lane. These would be short duration works during construction and once complete would have a	N

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			negligible effect on normal traffic flows on the B1191. Details of the proposed highway improvements are shown on the <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b> .	
<b>General comment</b>	Comment noting that the exact placement of street furniture and nature of works proposed at Change C and D would be confirmed within the DCO Application.	Land interest	Change C relates to the proposed changes to road markings near to the RAF Digby base entrance. Change D relates to a minor addition to the Order Limits south of RAF Digby to accommodate temporary signage for traffic approaching the bends, should this be required. Therefore, there would be no impacts to street furniture at these locations.  Details of the proposed highway improvements are shown on the <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b> .	N
<b>Impact on residents</b>	Comment that the proposed changes would have an extremely detrimental effect on residents living in and around Ashby de la Launde and RAF Digby.	Ashby de la Launde Parish Council	The proposed highways and footpath improvements would have a negligible effect on local residents and normal traffic flows in these locations. The proposed changes consist of minor road widening and/or changes to road markings to ensure safe two-way movement of construction traffic during the construction phase of the Proposed Development. These improvements are also anticipated to benefit agricultural traffic.	N



Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>Details of the proposed highway improvements are shown on the <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b>.</p>	
<p><b>Land plans</b></p>	<p>Comment that the additional proposals for Land Parcels 215, 195 and 350 are of serious concern as they are too close to properties and would dominate views from all houses south of Ashby. Other comments suggest other areas of land should be used to the north of the Proposed Development.</p>	<p>Land interest</p>	<p>No additional areas of solar development were proposed following Phase Two Consultation.</p> <p>As part of the targeted consultation, the Applicant consulted on minor additions to the proposed Order Limits to facilitate improvements to the highways and footpath network. The Applicant wrote to consultees identified under s42(1)(d) of the PA 2008 to confirm their land interest. This included sharing a plan of their affected interest (an example is included in <b>Appendix K-2.5 of the Consultation Report [EN010149/APP/5.1]</b>). These plans - which showed identified Land Parcels - did not represent areas of further proposed solar development.</p> <p>The design response to residential properties and settlements has been a key design consideration as summarised in the <b>Design Approach Document [EN010149/APP/7.3]</b> and informed by technical analysis, professional advice and stakeholder engagement. Assessment of potential effects to residential visual amenity is provided in <b>ES Volume 3, Appendix 10.5: Residential Visual Amenity Assessment [EN010149/APP/6.3]</b>.</p>	<p>N</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>The Applicant has checked the location of the Land Parcels raised in this specific comment, which are south of Ashby de la Launde. The Applicant can confirm that in this location, three fields in this area (Fields Bcd110, Bcd111 and Bcd120) have been removed from the Order Limits and no development is proposed at this location (see <b>Location, Order Limits and Grid Coordinate Plans [EN010149/APP/2.1]</b>).</p>	
<p><b>Main Street</b></p>	<p>Comments that the proposed changes would be adjacent to Main Street which is unsuitable for increased traffic. Specific concerns felt that it was too narrow, already had issues with speeding and heavy traffic and that increased traffic would put children and elderly residents at risk.</p>	<p>Ashby de la Launde Parish Council</p>	<p>The Applicant is not proposing to use Main Street for HGV traffic. Routes used for HGV construction traffic would be controlled via the Principal Contractor through monitoring and enforcement measures secured within supplier contracts, as outlined within the <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>. The proposed highways improvements would have a negligible effect on local residents and normal traffic flows in these locations. The proposed changes consist of minor road widening and/or changes to road markings to ensure safe two-way movement of construction traffic. These improvements are also anticipated to benefit agricultural traffic.</p> <p><b>ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]</b> considers assessment against IEMA 2023 guidance regarding traffic impact, notably severance, driver delay and road safety. Additionally,</p>	<p>N</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>the <b>Transport Assessment (ES Volume 3 Appendix 14.1 [EN010149/APP/6.3])</b> considers detailed junction analyses within the study area. The assessments show that, with the proposed embedded mitigation, and management across the Order Limits in place (set out in <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>), there would be no significant residual effects from construction traffic on the B1191 from the Proposed Development.</p> <p>The Applicant has engaged with LCC Highways to discuss and agree appropriate speed mitigation measures associated with the Proposed Development where these are required. The Applicant is proposing some speed limit changes as part of its DCO, and this is shown on the <b>Traffic Regulations Plans [EN010149/APP/2.6]</b> and <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b>.</p>	
<p><b>Navenby Lane</b></p>	<p>Comment that more HGVs on Navenby Lane would increase already common road accidents. Comment references data from the Lincolnshire Road Safety Partnership which shows a</p>	<p>Ashby de la Launde Parish Council</p>	<p>Navenby Lane would not be used by HGV traffic, except to cross between fields to the north and south. Routes used for HGV construction traffic would be controlled via the Principal Contractor through monitoring and enforcement measures secured within supplier contracts, as outlined within the <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>.</p>	<p>N</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
	<p>total of 7 accidents involving 17 casualties over five years.</p>		<p>The Applicant has assessed the likely significant effects arising from the construction, operation (including maintenance) and decommissioning of the Proposed Development on traffic and transport.</p> <p>In undertaking its assessments, the Applicant has followed the IEMA 2023 guidelines which outlines assessment requirements pursuant to road safety. This included assessment of accident clusters in consultation with LCC as the Local Highways Authority and review of the most recent Personal Injury Collision (PIC) data available as provided by the Authority. Both <b>ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]</b> and <b>ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3]</b> outline these assessments.</p> <p>The assessments show that, with the proposed embedded mitigation, and management across the Order Limits in place (set out in <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>), there would be no material impacts in terms of capacity or significant effects in relation to road safety.</p>	
<p><b>Road safety</b></p>	<p>Comment that HGVs are the cause for a majority of fatalities on roads.</p>		<p>The road safety data for the local area, considered within <b>ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3]</b>, does not indicate that HGVs are responsible for a disproportionate</p>	<p>N</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
<b>Speed limit</b>	<p>Comment with regard to Change B that the speed limit between RAF Digby and Scopwick should be reduced from 60mph to 40mph. Other comments suggest that this would help to reduce noise and air pollution from traffic generated by the Proposed Development.</p>	<p>Land interest</p>	<p>number of collisions. HGV construction traffic would be managed through measures outlined within the <b>Outline Construction Transport Management Plan [EN010149/APP/7.8]</b> which would include driver training and behaviour standards.</p> <p>Speed limits are strictly controlled based on criteria to be applied by highway authorities. The Applicant has engaged with LCC Highways to discuss and agree appropriate speed mitigation measures associated with the Proposed Development where these are required. The Applicant is proposing some speed limit changes as part of its DCO – including a speed limit reduction extension on the B1191 near to Scopwick - and this is shown on the <b>Traffic Regulation Plans [EN010149/APP/2.6]</b> and <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b>. A change to the speed limit was not considered necessary at this section of the B1191 near RAF Digby.</p> <p>The Applicant has assessed potential impacts of the Proposed Development during the construction phase across all topic chapters (Chapters 6-17) within the <b>Environmental Statement [EN010149/APP/6.1]</b>, including <b>Chapter 6: Air Quality, Chapter 12: Noise and Vibration</b> and <b>Chapter 14: Traffic and Transport</b>.</p>	<p>N</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>No significant traffic, air quality or noise impacts are anticipated during the construction phase of the Proposed Development. Measures to minimise impacts and disruption to the local community are outlined and secured within the <b>Outline Construction Environmental Management Plan [EN010149/APP/7.7]</b> and <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>.</p> <p>The Applicant would minimise impacts to the local community associated with construction traffic through the implementation of an <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>. This plan intends to ensure that construction traffic does not adversely impact local residents. Measures would include keeping to agreed construction working hours, optimising deliveries to reduce congestion and preparing a routeing strategy to minimise disruption for highway users and avoid built up areas.</p>	
<p><b>Speed limit</b></p>	<p>Comment with regard to Change G that the speed limit on the B1191 between RAF Digby and the A15 should be lowered from 60mph to 40mph. Other comments suggest that this would help to reduce noise and air</p>	<p>Land interest</p>	<p>Speed limits are strictly controlled based on criteria to be applied by highway authorities. The Applicant has engaged with LCC Highways to discuss and agree appropriate speed mitigation measures associated with the Proposed Development where these are required. The Applicant is proposing some speed limit changes as part of its DCO, and this is shown on the <b>Traffic Regulations Plans [EN010149/APP/2.6]</b> and <b>Streets,</b></p>	<p>N</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
	<p>pollution from traffic generated by the Proposed Development.</p>		<p><b>Rights of Way and Access Plans [EN010149/APP/2.4].</b> A change to the speed limit was not considered necessary at this section of the B1191.</p> <p>The Applicant has assessed potential impacts of the Proposed Development during the construction phase across all topic chapters (Chapters 6-17) within the <b>Environmental Statement [EN010149/APP/6.1]</b>, including <b>Chapter 6: Air Quality, Chapter 12: Noise and Vibration</b> and <b>Chapter 14: Traffic and Transport</b>.</p> <p>No significant traffic, air quality or noise impacts are anticipated during the construction phase of the Proposed Development. Measures to minimise impacts and disruption to the local community are outlined and secured within the <b>Outline Construction Environmental Management Plan [EN010149/APP/7.7]</b> and <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>.</p> <p>The Applicant would minimise impacts to the local community associated with construction traffic through the implementation of an <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>. This plan intends to ensure that construction traffic does not adversely impact local residents. Measures would include keeping to agreed construction working hours, optimising deliveries to reduce congestion and</p>	

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
<b>Point Vegetation</b>	<p>Comment that information should be provided as to how the proposed changes would affect existing vegetation as it is not clear the extent of any pruning/ lopping /clearance works or extent of any removals. Request that any works affecting existing vegetation are clearly identified and mitigation proposals clearly presented.</p>	<p>Lincolnshire County Council</p>	<p>preparing a routing strategy to minimise disruption for highway users and avoid built up areas.</p> <p>Vegetation management and vegetation removal required to construct the Proposed Development have been investigated and identified on the vegetation removal and management schedules presented in <b>ES Volume 2, Figure 3.11: Vegetation Removal Parameters [EN010149/APP/6.2]</b>. The required vegetation removal has been assessed within the ES, presented in <b>ES Volume 1 [EN010149/APP/6.1]</b>. <b>Vegetation Removal Parameters</b> are also included as <b>Appendix 2</b> of the <b>Outline Landscape and Ecology Management Plan [EN010149/APP/7.9]</b>. It is anticipated that this represents the maximum extent of vegetation removal, and this would be confirmed in the detailed Landscape and Ecology Management Plan(s) submitted for approval.</p>	<p>N</p>



Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
<b>Other comments on the Proposed Development not relevant to the proposed changes<sup>1</sup></b>				
<b>Alternatives</b>	Comment that solar is inefficient when compared to other technologies, such as offshore wind. Other comments felt that solar generation is intermittent and restricted by weather which is not the case for other technologies.	Land interest	<p><b>ES Volume 1, Chapter 4: Reasonable Alternatives Considered [EN010149/APP/6.1]</b> sets out alternatives considered by the Applicant and concludes that there are no suitable alternative technologies to deliver the project objectives within the same timescales at this location.</p> <p>The Applicant acknowledges that solar generation is intermittent, in common with other technologies such as wind. The inclusion of BESS as part of the Proposed Development allows for this intermittency to be mitigated to some extent by storing electricity for use when the solar panels are not generating.</p> <p>The <b>Statement of Need [EN010149/APP/7.1]</b> provides evidence that solar generation contributes to UK security of electricity supply as part of a multi-technology aggregated generation portfolio.</p> <p>Historically, electricity peak demand has tended to occur on winter weekday evenings, when industrial and</p>	N

<sup>1</sup> The Applicant identified 21 newly affected land interests (i.e. who had not been consulted under s42(1)(d) during Phase Two Consultation) who were given the opportunity to comment on the Proposed Development (including the PEIR) as part of targeted consultation. The Applicant has responded to feedback received from targeted consultation not relevant to the proposed changes below, noting that more detail on how the Applicant has responded to feedback on the Proposed Development is available in **Appendices J-1** and **J-2** of the **Consultation Report [EN01049/APP/5.2]**.

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>commercial demand overlaps with residential. However, NGENSO state that “as the share of renewable electricity supply increases, electricity peaks could occur at other times” [Future Energy Scenarios (2024), p101]. This is an important point which is further evidenced in the Statement of Need in relation to UK solar generation contributing to delivering secure electricity supplies at all times of the year.</p> <p>The solar sector is proven in operation with over 16GW of installed capacity already reliably delivering zero-carbon electricity to the UK’s electricity system.</p>	
<p><b>Biodiversity</b></p>	<p>Comment that wildlife has not been considered. Other comments note the abundance of wildlife in Springwell West.</p>	<p>Land interest</p>	<p>The Applicant has considered wildlife in the design of the Proposed Development. An assessment of effects and mitigation is detailed in the <b>ES Volume 1, Chapter 7: Biodiversity [EN010149/APP/6.1]</b>.</p> <p>Information relating to surveys has been provided in <b>ES Volume 3, Appendices 7.1 - 7.14 [EN010149/APP/6.3]</b>. There is anticipated to be no significant adverse impacts on biodiversity due to embedded design and mitigation measures. Further, there is anticipated to be significant beneficial effect on hedgerows, notable arable flora and birds from habitat creation and improvement measures, which are detailed in the <b>Outline Landscape and Ecology Management Plan [EN010149/APP/7.9]</b>.</p>	<p>N</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>In addition, the Proposed Development would deliver a minimum 10% Biodiversity Net Gain from habitat creation and enhancement proposals, with potential to deliver a higher BNG, as detailed in <b>ES Volume 3, Appendix 7.14: Biodiversity Net Gain Assessment [EN010149/APP/6.3]</b>.</p>	
<b>Climate</b>	<p>Comment that the manufacturing and installation of solar panels emit CO2 in higher quantities than wind turbines.</p>	<p>Land interest</p>	<p>Potential emissions from the construction phase (which includes those of manufacturing and installation) are set out in <b>ES Volume 1, Chapter 8: Climate [EN010149/APP/6.1]</b>.</p> <p>The GHG savings of the Proposed Development outweigh the emissions associated with its construction, operation (including maintenance and replacement), and decommissioning, resulting in net GHG savings of over 9.6 million tonnes of CO<sub>2</sub>e. Further information concerning the whole lifecycle emissions of the Proposed Development, as well as GHG savings and carbon payback period, are presented in <b>ES Volume 1, Chapter 8: Climate [EN010149/APP/6.1]</b>.</p>	<p>N</p>
<b>Community benefit</b>	<p>Comment that there is no benefit for electricity consumers.</p>	<p>Land interest</p>	<p>The Applicant has accepted a Connection Offer from National Grid to connect the Proposed Development to the National Electricity Transmission System (NETS) at a proposed new National Grid 400kV substation at Navenby.</p>	<p>N</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>Para 3.3.12 of NPS EN-1 explains that connection to the NETS is of significant importance, enabling the pooling of generation and demand and enables an unencumbered and efficient transfer of bulk power across the country, to provide clean electricity to consumers both locally and nationally, wherever it is needed.</p> <p>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. By generating low carbon electricity at a low marginal cost, large-scale solar power reduces the energy generated by more expensive and more carbon intensive forms of generation. Solar therefore decarbonises the electricity system and lowers the market price of electricity.</p>	
<p><b>Construction traffic</b></p>	<p>Comment that the impact on the local area from construction traffic from the Proposed Development has not been considered.</p>	<p>Land interest</p>	<p>A detailed assessment of the suitability of the local road network for construction traffic, including HGV movements, has been undertaken in consultation with the Local Highways Authority. Where necessary, and following discussions with the Local Highways Authority, junction mitigation and other minor works are proposed.</p> <p>The location of improvements include the A15/B1191 junction, A15/Gorse Hill Lane junction, provision of two</p>	<p>N</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>passing bays on Temple Road, widening the carriageway on B1191 south of Ashby de la Launde, road marking improvements at B1191/Navenby Lane junction and B1191/RAF Digby junction and are outlined in the <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b>.</p> <p>Assessments presented in <b>ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]</b> and <b>ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3]</b> conclude that there would be no significant residual effects from construction traffic. HGV routes and details of improvements are set out and controlled through the <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>.</p>	
<b>Consultation</b>	Comment that the Applicant is not interested in local opinions.	Land interest	The Applicant viewed gathering feedback from the local community as critical to developing its proposals for the Proposed Development and has had regard to all comments received through pre-application consultation. The <b>Consultation Report [EN010149/APP/5.1]</b> sets out how the Applicant undertook consultation and engagement on the Proposed Development and summarises how feedback has helped to shape the proposals.	N
<b>Consultation</b>	Comment that the principle of the consultation highlights	Scopwick and Kirkby	A detailed assessment of construction traffic has been undertaken in consultation with the Local Highways	N

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
	that a significant increase in traffic is envisaged which Scopwick and Kirkby Green Parish Council objects to.	Green Parish Council	<p>Authority. Where necessary, and following discussions with the Local Highways Authority, junction mitigation and other minor works have been proposed. This includes works to mitigate the impact of the increase in HGVs along the B1191 (which equates to just one additional vehicle every 15 minutes during the working day).</p> <p>Assessments presented in <b>ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]</b> and <b>ES Volume 3, Appendix 14.1: Transport Assessment [EN010149/APP/6.3]</b> conclude that there would be no significant residual effects from construction traffic. HGV routes and details of improvements are set out and controlled through the <b>Outline Construction Traffic Management Plan [EN010149/APP/7.8]</b>.</p>	
<b>Cultural heritage</b>	Comment that the area's history and links to the Knights Templars is being ignored.	Land interest	<p>All designated heritage assets within 5km have been included individually in the gazetteer of the <b>Archaeological Desk Based Assessment (ES Volume 3, Appendix 9.1 [EN010149/APP/6.3])</b> along with the rationale for including or excluding them from the assessment. This includes the remains of the Templar Preceptory at Temple Bruer (NHLE references: 1007686 and 1254328) and related heritage assets including Temple Farmhouse (NHLE reference: 1261359) and how they draw significance from their setting. The design of the Proposed</p>	N

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>Development has taken account of this to reduce visibility of the Proposed Development from the scheduled monument and listed building. No significant effects are predicted on these assets.</p>	
<p><b>Decommissioning</b></p>	<p>Comment that it is not believed that the panels would be removed. Other comments note that solar panels cannot be recycled and would be disposed of in landfill.</p>	<p>Land interest</p>	<p>The DCO (see <b>Draft DCO [EN010149/APP/3.1]</b>) would include a requirement that each phase of the Proposed Development must be decommissioned after 40 years of operation, and the land within the Order Limit would be returned to the Landowner, expected to return to agricultural use.</p> <p>At decommissioning all below-ground infrastructure, including cabling, within 1m of the ground surface would be removed. The reason to leave in situ any infrastructure below 1m is to reduce unnecessary handling of soil (details are provided in the <b>Outline Decommissioning Environmental Management Plan [EN010149/APP/7.13]</b>).</p> <p>The Proposed Development is anticipated to generate some Waste Electrical and Electronic Equipment (WEEE) during the operation (and maintenance) phase, and a substantive amount of WEEE at decommissioning which would include Solar PV, BESS, and Substation equipment, as well as other smaller quantities of WEEE from supporting electrical infrastructure.</p>	<p>N</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>As such, these materials would be recovered and recycled by an authorised reprocessor as required by the WEEE Regulations 2013 at the end of their life. To ensure that this is done to “Best Available Treatment Recovery and Recycling Techniques,” a list of up-to-date authorised reprocessors should be established prior to the operational phase of the Proposed Development and kept up to-date throughout the operation and decommissioning phases of the Proposed Development. This is secured through the <b>Outline Operation Environment Management Plan [EN010149/APP/7.10]</b> and <b>Outline Decommissioning Environment Management Plan [EN010149/APP/7.13]</b>, both of which would be secured by Requirement in the DCO.</p>	
<p><b>Employment</b></p>	<p>Comment that the Proposed Development would have a detrimental impact on local jobs and employment.</p>	<p>Land interest</p>	<p>An assessment of employment including agricultural jobs and agricultural land holdings is addressed within <b>ES Volume 1, Chapter 13: Population [EN010149/APP/6.1]</b>.</p> <p>There would be no significant adverse effects on agricultural operations or land holdings as a result of the Proposed Development. There are two agricultural operations within the study area. Engagement with the agricultural operators has confirmed that during the operational period the employment supported by the agricultural activities within the Site would continue and</p>	<p>N</p>



Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>be redistributed on the operator's other sites nearby. The temporary reduction of agricultural land would not result in the net loss of employment.</p> <p>During the construction phase, a gross peak number of 650 construction staff could be onsite at one time. It is expected that the workforce would spend in the local economy which would help sustain to jobs across various sectors during the construction phase.</p> <p>Based on the average Gross Value Added per construction worker of £67,823, it is estimated the gross value added during the construction phase of the Proposed Development would equal around £27.1 million per year of construction. The decommissioning phase is anticipated to give rise to similar effects as those experienced during the construction phase. <b>ES Volume 1, Chapter 13: Population [EN010149/APP/6.1]</b> presents a full analysis of Gross Value Added to the local economy as a result of the Proposed Development.</p> <p>The Applicant intends to promote economic benefits for the community through the activities set out in the <b>Outline Employment, Skills and Supply Chain Plan [EN010149/APP/7.20]</b>. The plan describes activities that would promote access to employment, upskilling and re-skilling opportunities for local people. These could include work experience placements, access to</p>	

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>jobs, and joint Apprenticeships across industry partners.</p> <p>The Plan also includes provision for working with schools to promote career opportunities available to young people within renewable industries, including, importantly, those available local to their place or residence. This would support the objective, shared by regional and local stakeholders, to encourage young people to invest their careers and futures within Lincolnshire rather than seek opportunities in other parts of the UK.</p>	
<b>Footpaths</b>	<p>Comment that there are a lot of footpaths and bridleways that would be affected by the Proposed Development. Other comments state that the public is losing freedom to walk the fields and footpaths.</p>	Land interest	<p>An assessment of pedestrian amenity is presented in <b>ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]</b>.</p> <p>All existing permissive pathways and PRoW would be retained during the operation of the Proposed Development. The Applicant has produced an <b>Outline Public Rights of Way and Permissive Paths Management Plan [EN010149/APP/7.12]</b> which sets out how the Applicant is proposing to manage PRoW and permissive pathways to ensure they are safe and accessible throughout the lifetime of the Proposed Development.</p> <p>During the construction phase there may be a requirement to temporarily close PRoW for a duration of</p>	N

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p>up to six months. Any diversion requirements would be outlined at detailed design, in line with the potential routes identified within the <b>Outline Public Rights of Way and Permissive Paths Management Plan [EN010149/APP/7.12]</b>. The Applicant has engaged with LCC Highways and PRoW officers on requirements for PRoW crossings and temporary closures during construction and potential diversion options in Springwell East.</p> <p>In addition, the Applicant has developed the design of the Proposed Development to create an enhanced and better-connected footpath and cycle network. This includes approximately 3.49km of additional PRoW and approximately 8.58km of additional permissive paths, as shown on the <b>ES Volume 2, Figure 3.3: Green Infrastructure Plan [EN010149/APP/6.2]</b> and secured in the <b>Streets, Rights of Way and Access Plans [EN010149/APP/2.4]</b>. The Proposed Development would also include a permanent upgrade to the existing PRoW between Scopwick and Blankney (Spires and Steeples Trail) to bridleway status (approx. length 2,090m). This would include an upgrade of the existing surface conditions of the PRoW to better allow user access and enjoyment to 'all-weather' standard allowing year-round accessibility for non-motorised users. The</p>	

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
<b>General comment</b>	<p>The Parish Council still maintains that this development is the wrong solution in the wrong area. It is our responsibility to protect our Parish in order that future generations will also have the benefits of the beautiful landscape and wildlife that we are blessed with. The current plans will fundamentally damage the environment surrounding our communities for a generation and we can't with all conscience support your application.</p>	<p>Scopwick and Kirkby Green Parish Council</p>	<p>surface enhancements would be secured via the <b>Design Commitments [EN010149/APP/7.4]</b>.</p> <p>Throughout the pre-application stage, the Applicant has sought feedback on its proposals from anyone with an interest in the Proposed Development to improve its proposals, irrespective of their overall opinion on the Proposed Development. This has included two phases of formal consultation and a targeted consultation on footpath and highways improvements, alongside a continuous programme of stakeholder engagement.</p> <p>The Applicant has had regard to all responses received to consultation in finalising its proposals, with feedback received throughout the pre-application stage resulting in a number of changes being made to the Proposed Development.</p> <p>A summary of changes made due to feedback from consultation, along with how the Applicant has complied with legislation, guidance and advice notes in carrying out pre-application consultation are set out in the <b>Consultation Report [EN010149/APP/5.1]</b>.</p>	<p>N</p>
<b>Landscape and visual impact</b>	<p>Comment opposing the perceived industrialisation of the countryside.</p>	<p>Land interest</p>	<p>Effects on landscape character have been considered from the outset and avoided, mitigated or minimised wherever reasonably practicable. Good design as outlined in the <b>Design Approach Document</b></p>	<p>N</p>

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
			<p><b>[EN010149/APP/7.3]</b> has been adopted to minimise effects on the landscape.</p> <p>An assessment of landscape and visual effects is presented in <b>ES Volume 1, Chapter 10: Landscape and Visual [EN010149/APP/6.1]</b>.</p> <p>The assessment acknowledges that some significant effects on landscape character would arise principally from a localised change in land cover and the introduction of new Solar PV development, Satellite Collector Compounds, BESS, Springwell Substation and ancillary infrastructure such as fencing and CCTV into fields which are currently in agricultural land use. The Solar PV development would, however, be underlain by grassland and mitigated by extensive new hedgerow and woodland planting as outlined in the <b>Outline Landscape and Ecology Management Plan [EN010149/APP/7.9]</b>. The design of the Proposed Development and the new planting proposed is considered to be adequate to mitigate potentially adverse effects of the Proposed Development.</p>	
<b>Landscape and visual impact</b>	Comment that there has been no attempt to screen the solar panels. Other comments felt that planting to screen the	Land interest	The potential visual effects of the Proposed Development have been considered from the outset and mitigation measures have been developed to screen or soften the appearance of the Solar PV development where appropriate.	N

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
	<p>Proposed Development would be insufficient.</p>		<p>Proposed planting is a key component of the design of the Proposed Development and is illustrated by the Green Infrastructure Parameters in <b>Appendix 1</b> of the <b>Outline Landscape and Ecology Management Plan [EN010149/APP/7.9]</b>.</p> <p>The Proposed Development seeks to provide new planting where it is needed based on the results of environmental assessments, advice from technical specialists and in response to consultation feedback.</p> <p>Following Phase Two Consultation and targeted consultation, the amount of new planting has increased and now equates to 15,563m of new hedgerow and 16ha of new tree belts. This includes additional planting to mitigate views from residential properties and in response to consultation feedback.</p> <p>Further information on the design evolution of the Proposed Development and the rationale for new planting is provided in the <b>Design Approach Document [EN010149/APP/7.3]</b>.</p> <p>It is acknowledged that it would not be possible to screen all views of the Proposed Development and residual effects are reported in <b>ES Volume 1, Chapter 10: Landscape and Visual [EN010149/APP/6.1]</b>.</p>	

Topic	Summary of comment	Consultee	Applicant's response	Change (Y/N)
<b>Location</b>	<p>Comment that the Proposed Development is located too close to villages and alternative locations have not been considered. Other comments state that the only justification for choosing the site is the cheap connection to the National Grid.</p>	<p>Land interest</p>	<p><b>ES Volume 1, Chapter 4: Reasonable Alternatives Considered [EN010149/APP/6.1]</b> sets out the Applicant's approach to alternatives, including locations and technologies. The Chapter concludes that there were no reasonable alternatives that could deliver the Applicant's objectives within the same timeframe which accords with the intent of NPS EN-1 para. 4.3.22.</p> <p>The Applicant considers it reasonable for the site selection process to focus on land in close proximity to a potential connection point as this represents one of the three core attributes required to deliver a NSIP scale solar farm. Without a point of connection, the electricity generated would effectively have nowhere to go. This approach is supported in NPS EN-3 and helps reduce energy loss, potential environmental impacts in comparison to shorter cable routes and deliverability based on the potential additional number of land interests. The Applicant's <b>Site Selection Report</b> is included within <b>Appendix 1</b> of the <b>Planning Statement [EN010149/APP/7.2]</b>.</p> <p>The design of the Proposed Development has been guided by Project Principles. These are set out with the <b>Design Approach Document [EN010149/APP/7.3]</b> and include the provision of appropriate offsets to local settlements and dwellings on a case-by-case basis (Principle 1.2) and maintaining the rural separation</p>	<p>N</p>

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			<p>between the villages of Ashby de la Launde, RAF Digby, Scopwick, Kirkby Green and Blankney (Principle 2.3).</p> <p>Following Phase Two Consultation, the design of the Proposed Development was reviewed which included amendments to the Order Limits and potential areas for Solar PV development to provide appropriate offsets to local settlements and dwellings and to provide a sensitive response to sequential views and the experience of people using the local road and PRow network between settlements. As a result of these changes additional offsets have been incorporated to Scopwick, Blankney, Ashby de la Launde and RAF Digby which would be secured by the spatial extents shown on the <b>Works Plans [EN010149/APP/2.3]</b>.</p> <p>As a result of the design changes that have been incorporated into the Proposed Development, <b>ES Volume 1, Chapter 10: Landscape and Visual [EN010149/APP/6.1]</b> concludes that the Proposed Development would not impact the character of local villages and would not be visible from any locations within them except for potentially glimpsed views from RAF Digby. Along the B1191 (Heath Road) and B1181 (Lincoln Road) Solar PV Development would generally be set well back or screened by existing vegetation and new planting. Along local footpaths, offsets and new</p>	



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<p><b>Principle of development</b></p>	<p>Comment that the Applicant is only motivated by profit.</p>	<p>Land interest</p>	<p>hedgerows would help to screen and integrate the Proposed Development with the rural landscape.</p> <p>The Applicant is bringing forward the Proposed Development to meet an urgent national need for clean, secure sources of electricity. Further information on this is provided within the <b>Statement of Need [EN010149/APP/7.1]</b> submitted as part of the Application.</p>	
<p><b>Scale</b></p>	<p>Comment that the proposal for Springwell West is out of proportion with the area as it surrounds villages and uses agricultural land.</p>	<p>Land interest</p>	<p>The design of the Proposed Development has been informed by stakeholder engagement, technical assessment and advice, and the outcomes of the Environmental Impact Assessment as detailed within the <b>Design Approach Document [EN010149/APP/7.3]</b>.</p> <p>The inclusion of land within Springwell West has been reviewed at each stage of the design process. This has resulted in changes to the layout of the Proposed Development to reduce potential impacts on local receptors.</p> <p>Specific reasons why land within Springwell West is included within the design of the Proposed Development includes:</p>	<p>N</p>

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			<ul style="list-style-type: none"> <li>• Close proximity to the existing National Grid overhead transmission line.</li> <li>• Close proximity to the A15 to facilitate access and avoid impact on the local road network.</li> <li>• The scale of the landscape (on both sides of the A15), which is larger and less intimate than Springwell Central and Springwell East, and therefore more suited to large scale infrastructure.</li> <li>• The presence of existing infrastructure including prominent pylons.</li> <li>• Relatively few sensitive visual receptors (on both sides of the A15) compared to Springwell Central and Springwell East.</li> <li>• Notably less PRoW compared to Springwell Central and Springwell East.</li> </ul> <p>It is the Applicant's view the design as submitted represents a suitable design response.</p> <p>The assessment presented in <b>ES Volume 1, Chapter 10: Landscape and Visual [EN010149/APP/6.1]</b> acknowledges that the Proposed Development would not be entirely screened in Springwell West. This has been taken into account in the assessment.</p>	

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			<p>Extensive planting of new green infrastructure is proposed and illustrated in <b>ES Volume 2, Figure 3.3: Green Infrastructure Parameters [EN010149/APP/6.2]</b>.</p>	
<p><b>Use of agricultural land</b></p>	<p>Comment that the Proposed Development utilises high-quality agricultural farmland and shouldn't be used for solar development. Other comments note the locally and nationally important role of Lincolnshire in producing food.</p>	<p>Land interest</p>	<p>The Applicant has sought to reduce impacts on BMV land and preferably use land in areas of poorer quality except where this would be inconsistent with other sustainability considerations. This has influenced both the initial site selection process and the subsequent design evolution of the Proposed Development. This includes retaining fields for arable production that comprise solely of Grade 1 or 2 land.</p> <p>The quality of the soil would not be adversely affected by the Proposed Development (and may undergo improvement due to a period of not being used for agricultural purposes), despite the temporary time scale over which it would not be available for agricultural use.</p> <p>NPS EN-3 states that the use of lower-grade agricultural land is preferred to the use of BMV, with the position in EN-3 being that applicants should seek to utilise, where possible, "<i>suitable previously developed land, brownfield land, contaminated and industrial land</i>". The significant caveat is that paragraph 2.10.29 of EN-3 states that "<i>land type should not be a</i></p>	<p>N</p>

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			<p><i>predominating factor in determining the suitability of the site location".</i></p> <p>A <b>Site Selection Report</b> has also been prepared. It is included in <b>Appendix 1</b> to the <b>Planning Statement [EN010149/APP/7.2]</b>. It explains the Applicant's approach to the selection of an appropriate site to take forward as part of an application for an NSIP scale solar project. The report explains that initially, there are three fundamental attributes required to develop NSIP scale solar: suitable irradiance and topography, a connection to the National Grid, and available land.</p> <p>The Applicant's understanding of the land in and around the now Order Limits was also supplemented by initial conversations with Blankney Estate regarding the quality and viability of the Order Limits for agriculture. This understanding helped direct the availability of the land within the landholding and subsequent site selection at a micro level during design development. The information which has been provided to the Applicant sets out yield data across the Order Limits on a field-by-field basis from the last 13 years, as well as the landowner's own consideration of the productivity of individual parcels and its preference for continued agricultural use, whilst acknowledging that there would be a balancing of continued use for farming purposes</p>	

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			<p>versus the need to deliver a commercially viable project.</p> <p>At a site design level, the Applicant has sought to, where possible, reduce the use of BMV land, however, due to the nature of the land quality within the Order Limits and the general classification both locally and at a wider scale in Lincolnshire it has not been possible to avoid it entirely. The steps which the Applicant has taken, therefore, to avoid, reduce and subsequently mitigate impacts on BMV are explained below.</p> <p>The Applicant has sought to reduce the amount of BMV used for Solar PV and other built elements of the Proposed Development. Out of the 1280ha of land within the Order Limits, 541.2ha is classed as BMV (42.3%). Of this, 231.7ha (42.8%) is proposed to be used for built elements of the Proposed Development i.e., collector compounds, Springwell Substation, Solar PV development and BESS.</p> <p>With specific reference to areas proposed for Solar PV development, 35.6% of BMV land within the Order Limits is proposed to be used for Solar PV development.</p> <p>While recognising the amount of BMV included which will remain free from development, it has not been possible to remove all BMV land from the Order Limits.</p>	

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			<p>To do so would reduce renewable energy generation capability in a location where there is available grid capacity, and at a time when the need for such development is urgent. This is a critical point and is consistent with Paragraph 2.10.30 of EN-3 which explains that solar farm developments are not prohibited on 'best and most versatile' agricultural land and that "<i>it is recognised that at this scale, it is likely that applicants' developments may use some agricultural land</i>". This point is further demonstrated by the limited availability of poorer grade land in the areas surrounding the Site.</p> <p>It is also important to recognise that BMV is one of several factors which influence the way design develops in the same way it is one of several criteria used in site selection. As set out earlier in this section NPS EN-3 is very clear that land type should not be a predominating factor in site selection. The Applicant considers this is relevant in both the site selection and design development process. Neither EN-1 nor EN-3 place a higher policy emphasis on the use of agricultural land in comparison to other environmental considerations but require the Applicant to justify its use.</p> <p>The other critical factor in the consideration of impacts on BMV is the degree of impact which it is deemed to</p>	

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have. The Proposed Development has an operational life of 40 years per phase after which time all hard infrastructure above ground and below ground to a depth of 1metre, with the exception of cabling, would be removed from the land (as secured within the **oDEMP [EN010149/APP/7.13]**).

The **Outline Soil Management Plan [EN010149/APP/7.11]** provides a detailed consideration of the construction methodology, and the methods by which soil would be managed to ensure that the quality after construction, or after decommissioning, would be the same or improved from the current soil quality.



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