FENWICK SOLAR FARM

Fenwick Solar Farm

EN010152

Consultation Report Appendix

Appendix O1: Section 42(1)(a) Responses to Statutory Consultation and the Applicant's responses

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Prepared for:
Fenwick Solar Project Limited

Prepared by:
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Appendix O1: Section 42(1)(a) Responses to Statutory Consultation and the Applicant's responses

A.1 Section 42(1)(a) Responses to Statutory Consultation and the Applicant's responses

A.1.1 The purpose of this document is to provide evidence that the Applicant had due regard to the responses received by prescribed consultees under Section 42(1)(a) of PA 2008 during statutory consultation in accordance with Section 49. Please note that respondent comments are included verbatim and spelling and grammar have not been amended. Personal details have been redacted.

A.1.2 For more information regarding how consultation feedback was collected and analysed, please refer to **Chapter 4** of the **Consultation Report [EN010152/APP/5.1]**.

Table 1: Section 42(1)(a) Responses to Statutory Consultation and the Applicant's responses

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
Air Quality	Air Quality Impacts	Potential impacts from air quality on the relevant internationally designated sites should be assessed in the HRA. This may be supported by information provided in the PEIR, where relevant.	Natural England	The relevant internationally designated sites have been assessed as part of the **No Significant Effects Report [EN010152/APP/7.12]**.
Air Quality	Air Quality Impacts	We advise that the assessment of air quality impacts from traffic should be informed by Natural England's guidance NEA001. As detailed in guidance document NEA001, designated sites within 200m of a road which will experience a significant increase in traffic movements should be assessed for impacts due to air pollution from traffic.	Natural England	Paragraph 6.2.26 of the **No Significant Effects Report [EN010152/APP/7.12]** for the application has confirmed there are no major roads or other routes that would be used by construction traffic within 200m of any internationally important wildlife sites.
Air Quality	Air Quality Impacts	**Environmental Public Health** Construction and site preparation activities may give rise to localised emissions of dust and particulate matter; a Construction Emissions Management Plan (CEMP) is proposed to mitigate this. An increase in air pollution levels at receptors in vicinity of the Scheme is likely to occur as a consequence although the increase is low and temporary. We note that the Promoter will provide any necessary updated air quality assessments should there be any changes to the Scheme design or predicted traffic flows. We maintain the position stated in our Scoping Consultation response with regards to supporting approaches which minimise and mitigate exposures to non-threshold airborne pollutants (such as particulate matter and nitrogen dioxide) and encourage their consideration during development design, environmental and health impact assessments, and development consent	UK Health Security Agency	Potential effects to human health are considered in the **Environmental Statement [EN010152/APP/ 6.1]** technical chapters rather than within a health impact assessment, as described in the EIA Scoping Report (**Appendix 1-1 (EIA Scoping Report) Volume III of the Environmental Statement [EN010152/APP/6.3]**) and accepted in the EIA Scoping Opinion (**Appendix 1-2 (EIA Scoping Opinion) Volume III of the Environmental Statement [EN010152/APP/6.3]**). For clarity, potential effects to human health, including in relation to air quality, are set out in the following technical assessments: 1. **Chapter 9 (Water Environment) Volume I of the Environmental Statement [EN010152/APP/6.1]**, Section 9.9 Assessment of Likely Significant Effects; 2. **Chapter 10 (Landscape and Visual Amenity) Volume I of the Environmental Statement [EN010152/APP/6.1]**, Section 10.8 Assessment of Likely Significant Effects; 3. **Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]**, Section 11.8 Assessment of Likely Significant Effects; 4. **Chapter 13 (Transport and Access) Volume I of the Environmental Statement [EN010152/APP/6.1]**, Section 13.8 Assessment of Likely Significant Effects; 5. **Chapter 14 (Other Environmental Topics, Air Quality) Volume I of the Environmental Statement [EN010152/APP/6.1]**, Section 14.2;

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				6. **Chapter 14 (Other Environmental Topics, Ground Conditions) Volume I of the Environmental Statement [EN010152/APP/6.1], Section 14.4, ES Volume III Appendix 14-3: Preliminary Risk Assessment - Solar PV Site [EN010152/APP/6.3]**, and **Appendix 14-4 (Preliminary Risk Assessment - Grid Connection Corridor) Volume III of the Environmental Statement [EN010152/APP/6.3]**; 7. **Chapter 14 (Other Environmental Topics, Major Accidents and Disasters) Volume I of the Environmental Statement [EN010152/APP/6.1]**, Section 14.5; and 8. **Chapter 14 (Other Environmental Topics, Electromagnetic Fields) Volume I of the Environmental Statement [EN010152/APP/6.1]**, Section 14.7.
Air Quality	Traffic Air Pollution	We advise that ammonia emissions from road traffic could make a significant difference to nitrogen deposition close to roads. As traffic composition transitions toward more petrol and electric cars (i.e., fewer diesel cars on the road) – catalytic converters may aid in reducing NOx emissions but result in increased ammonia emissions – therefore consideration of the potential for impacts is needed https://www.aqconsultants.co.uk/news/february-2020-(1)/ammonia-emissions-from-roads-forassessing-impacts There are currently two models which can be used to calculate the ammonia concentration and contribution to total N deposition from road sources. One of these models is publicly available and called CREAM Air Quality Consultants - News - Ammonia Emissions from Roads for Assessing Impacts on Nitrogen-Sensitive Habitats (aqconsultants.co.uk), and there is another produced by National Highways.	Natural England	Paragraph 6.2.26 of the **No Significant Effects Report [EN010152/APP/7.12]** for the application has confirmed there are no major roads or other routes that would be used by construction traffic within 200m of any internationally important wildlife sites.
Air Quality	Traffic Air Pollution	As detailed in guidance document NEA001, designated sites within 200m of a road which will experience a significant increase in traffic movements should be assessed for impacts due to air pollution from traffic. Clarification should therefore be provided as to whether there are any affected road networks within 200m of the above SSSIs. The above advice provided for internationally designated sites, regarding air quality impacts, should be considered in the assessment of impacts to SSSIs.	Natural England	The 200m distance for screening road traffic flows is common to National Highways, IAQM and Natural England guidance. The flow criteria representing a situation below which the emissions would not be capable of causing a significant effect. At or above the flow criteria, assessment is required to quantify the magnitude of the change before it can be established if the resulting effect at a SSSI is significant or not. The methodology used in the assessment is appropriate for EIA and does use the 200m distance from affected road links screening step. Traffic was screened using this criteria. No affected road links were identified. Paragraph 6.2.26 of the **No Significant Effects Report [EN010152/APP/7.12]** for the application has confirmed there are no major roads or other routes that would be used by construction traffic within 200m of any internationally important wildlife sites.
Community Benefit Fund	Suggested use for CBF	Any community fund should go directly to those who are affected by the proposal to be spent on what the community feel fit.	Moss and District Parish Council	The Applicant's decision to create a community benefit fund would see the Applicant delegate the administration of the fund through a registered charitable organisation. The charity would set up a board made up of local residents who would decide how the fund

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				was allocated to best benefit the local community based on applications received by local residents. Exact details of uses of the fund cannot be confirmed at this stage, however suggestions submitted as part of the consultation will be considered at the appropriate time.
Consent Route	Application process	We are happy to consider all relevant consents as part of one application for the sake of efficiency, however the Board will not agree to the setting aside of its Byelaws or rights under the Land Drainage Act 1991 as part of a DCO application.	Yorkshire and Humber Drainage Board	As stated in the **Consents and Agreements Position Statement [EN010152/APP/3.3]** these consents are proposed to be included for in the draft DCO **[EN010152/APP/3.1]**. The Applicant has reached out to the Yorkshire and Humber Drainage Board to agree protective provisions in respect of its interests and rights which would provide security to the Board for any rights set aside by the Order. The Applicant understands the Drainage Board are still considering the initial protective provisions proposed by the Applicant, and looks forward to discussing these further with the Board in due course.
Construction	Construction Impact Mitigation	Construction Environmental Management plan: Pollution prevention measures during the construction of the scheme need to be presented in an Outline Code of Construction Practice (Full CEMP can be a requirement).	Environment Agency	Proposed pollution prevention measures for the construction phase are presented in the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** and will be secured through the detailed Construction Environmental Management Plan.
Construction	Construction traffic	In addition, the routing of construction traffic (including HGVs/abnormal loads) and subsequent operational site traffic will require further consideration and discussion with Network Rail if such routes take in railway assets such as bridges (with low clearance/weigh restrictions) and railway level crossings (for example we note that in Chapter 27 'Traffic and Transport' of the Preliminary Environmental Information report, the core construction access route will cross Wainfleet Bypass level crossing).	Network Rail	All HGVs and abnormal loads will travel to the Solar PV site from the west, crossing Moss Road Level Crossing only. No vehicles will cross Wainfleet Bypass level crossing. Further details of construction traffic routing are contained within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** and the Applicant would welcome any further discussion with Network Rail as required.
Construction	Construction traffic	It is therefore assumed that a condition of the Order would be that detailed specifications of the proposed scheme, its construction and traffic management plans are to be provided and agreed in writing before development can commence.	Network Rail	The Applicant will be required to submit the Construction Traffic Management Plan to Network Rail before the development can commence. Further details of construction traffic routing are contained within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.
Construction	Ground conditions	Ground conditions have been scoped out but some additional work has been recommended and will include limited ground investigation and generic risk assessment. We are likely to request that a requirement regarding how unsuspected contamination is managed should be included in the Development Consent Order.	Environment Agency	Noted. The process for dealing with unsuspected contamination is included in the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**. This is secured within Requirement 11 within Schedule 2 to the **Draft Development Consent Order [EN010152/APP/3.1]**).
Construction	Guidance	Hence, we require that no permanent / temporary structures are to be built over our cables or within the easement strip.	National Grid Electricity Transmission Plc (NGET)	The Applicant does not intend to develop over or under any NGET infrastructure nor within easements or working width corridors, other than for cable, access roads or fence crossings where required. This would be done in correspondence with NGET and within the prevailing guidelines and regulations on safety clearances. The Applicant has also reached out to NGET to agree protective provisions in respect of any necessary controls

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				for potential interactions with NGET cables or other assets. Standard protective provisions for the benefit of electricity, gas, water and sewerage undertakers have been included in Part 1 of Schedule 14 to the **Draft Development Consent Order [EN010152/APP/3.1]**.
Construction	Guidance	National Grid have provided a guidance deck for working near transmission equipment.	NGET	The Applicant has noted this comment and thanks NGET for providing this guidance.
Construction	Guidance	Statutory electrical safety clearances must be maintained at all times. Any proposed buildings must not be closer than 5.3m to the lowest conductor. National Grid recommends that no permanent structures are built directly beneath overhead lines. These distances are set out in EN 43 – 8 Technical Specification for "overhead line clearances Issue 3 (2004). If any changes in ground levels are proposed either beneath or in close proximity to our existing overhead lines, then this would serve to reduce the safety clearances for such overhead lines. Safe clearances for existing overhead lines must be maintained in all circumstances. The relevant guidance in relation to working safely near to existing overhead lines is contained within the Health and Safety Executive's (www.hse.gov.uk) Guidance Note GS 6 "Avoidance of Danger from Overhead Electric Lines" and all relevant site staff should make sure that they are both aware of and understand this guidance. Plant, machinery, equipment, buildings or scaffolding should not encroach within 5.3 metres of any of our high voltage conductors when those conductors are under their worse conditions of maximum "sag" and "swing" and overhead line profile (maximum "sag" and "swing") drawings should be obtained using the contact details above.	NGET	The Applicant has noted this comment and thanks NGET for providing this guidance.
Construction Impacts	Construction Impact Mitigation	We own gas, electricity, water, waste water, fibre, and district heating apparatus located in the highway, private property and through the countryside. Some plant may be located in land for which a wayleave or easement has been granted and there may be no surface evidence of the presence of apparatus.	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and has concluded that there is no overlap with their assets and therefore no further action is required.
Construction Impacts	Construction Impact Mitigation	Ensure that you have obtained detailed plans of existing and proposed gas, electricity, water, waste water, fibre, and district heating networks before any works commence.	GTC Pipelines Ltd	Plans of existing and proposed utilities have informed the Scheme design. As presented in the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**, the Scheme is located outside utilities protected zones and a review of available utilities data/mapping and use of ground penetrating radar will be undertaken to confirm the location of utilities and final positioning of Scheme infrastructure prior to construction.

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Construction Impacts	Construction Impact Mitigation	The position of the networks shall be pinpointed as accurately as possible by visually surveying the area for indications of apparatus, by means of a locating device, and reference the information gathered to the plans. Locating equipment must be tested and calibrated within the manufacturer's calibration date. Excavation work should be carried out where applicable, carefully following recognised safe digging practices. Once a locating device has been used to determine position and route, excavation may proceed; trial holes should be dug using suitable hand tools to confirm the position of buried networks. During excavation the locating device should be reused to check position and route of buried apparatus. Once the apparatus has been located, appropriate marking be made on the covering hard surface confirming location and any errors in plans identified, GTC should be advised to allow plans to be updated.	GTC Pipelines Ltd	As presented in the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**, a review of available utilities data/mapping and use of ground penetrating radar will be undertaken to confirm the location of utilities and final positioning of Scheme infrastructure prior to construction. The flexibility in the DCO Application allows for the micro siting of Scheme infrastructure in case of unexpected or new utility finds post consent. The Applicant has looked at the information provided by GTC Pipelines Ltd and concluded there is no overlap with their assets and therefore no further action is required.
Construction Impacts	Construction Impact Mitigation	Hand-held power tools can damage buried apparatus and shall be used with care until the exact position of a utility has been determined. They may only be used to break a paved or concrete surface above the network, unless there are any indications that the network is particularly shallow; in such circumstances, accuracy of plant location is determined and excavation initiated adjacent to the apparatus.	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and concluded there is no overlap with their assets and therefore no further action is required.
Construction Impacts	Construction Impact Mitigation	No manhole, chamber or other structure shall be built over, around or under the network. Such structures, other pipes, ducts and cables should be laid to provide a minimum clearance from the existing network of 300mm or 1.5 times the diameter of the asset, whichever is the greater. No work should be carried out if this minimum clearance cannot be met or which results in a reduction of cover or protection over the network, without first consulting GTC, please seek advice from GTC.	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and concluded there is no overlap with their assets and therefore no further action is required.
Construction Impacts	Construction Impact Mitigation	Where an excavation uncovers any network apparatus the backfill shall be adequately compacted, particularly beneath the network, to prevent any settlement, which would subsequently damage the network. Backfill material adjacent to the network shall be selected fine material or sand, containing no stones, bricks or lumps of concrete etc. and shall be suitably compacted to give comparable support and protection to that provided before excavation. No power compaction shall take place until at least 200mm cover of selected fine fill has been	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and concluded there is no overlap with their assets and therefore no further action is required.

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		suitably compacted by hand tools.		
Construction Impacts	Construction Impact Mitigation	If the road construction is close to the top of the network, GTC shall be asked to identify whether any additional precautions are necessary. The road construction depth should not be reduced without permission from the local Highway Authority.	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and concluded there is no overlap with their assets and therefore no further action is required.
Construction Impacts	Construction Impact Mitigation	Costs incurred by GTC through direct or consequential damage shall be recharged.	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and has concluded that there is no overlap with their assets and therefore no further action is required.
Construction Impacts	Construction Impact Mitigation	Where utilities are within a duct the duct should be treated in the same manner as live utility cable/pipe/fibre and any work in the vicinity of the apparatus shall be carried out with caution.	GTC Pipelines Ltd	The Applicant has reviewed the information provided by GTC Pipelines Ltd and has concluded that there is no overlap with their assets and therefore no further action is required.
Construction Impacts	Construction Impact Mitigation	Any damage caused no matter how insignificant or minor in appearance SHALL BE REPORTED to GTC as soon as possible.	GTC Pipelines Ltd	The Applicant has reviewed the information provided by GTC Pipelines Ltd and has concluded that there is no overlap with their assets and therefore no further action is required.
Construction Impacts	Construction Impact Mitigation	Plans do not always show the presence of gas service pipes (from the gas main to premises) but their existence should be assumed with consideration given to the increased height of the service off-take fitting on the main. 12. The depth of cover for gas mains is typically 750mm in carriageways and grass verges, 600mm in footways and 1.1m in open field. The depth of cover for gas services is typically between 375mm and 600mm . Reference should always be made to the network drawing. Remember these covers are to finished level, you may be working in an area, which will be made up or lowered at a later date. 13. Gas pipes should be located by hand digging before mechanical excavation begins. When the positions and depth of the pipes have been determined, work can proceed.	GTC Pipelines Ltd	As presented in the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**, a review of available utilities data/mapping and use of ground penetrating radar will be undertaken to confirm the location of utilities and final positioning of Scheme infrastructure prior to construction. The flexibility in the DCO Application allows for the micro siting of Scheme infrastructure in case of unexpected or new utility finds post consent. The Applicant has reviewed the information provided by GTC Pipelines Ltd and has concluded that there is no overlap with their assets and therefore no further action is required.
Construction Impacts	Construction Impact Mitigation	Where gas pipes cross or are parallel and close to excavations, changes in backfill etc. may cause differential ground settlement and increased stress in the pipe. For pipes parallel and close to excavations, the degree of risk depends upon the depth of the excavation, the distance of the pipe from the excavation, the type of soil and any excessive loading from heavy construction plant and materials. Wherever excavation works may affect the support of the gas pipe or cause excessive loading over the gas pipe then GTC shall be consulted.	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and concluded there is no overlap with their assets and therefore no further action is required.

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		16. No concrete or other hard material should be placed or left under or adjacent to any gas pipe as this can cause pipe fracture at a later date. Concrete backfill should not be used within 300mm of a gas pipe. 17. Where an excavation uncovers a gas pipe with a damaged wrapping, GTC shall be informed, so that repairs can be made to prevent future corrosion and leakage. 18. Pipe restraints or thrust blocks close to gas mains shall not be removed or interfered with as they are a safety feature of the live gas network.		
Construction Impacts	Construction Impact Mitigation	Plans do not always show the presence of electric service cables (from the electricity main to premises) but their existence should be assumed. 24. In most cases there will be no permanent surface marker posts or other visible indication of the presence of a buried cable. Even if no cables are shown on plans or detected by a locator, there may still be cables present, which could be live and a close watch should be kept for any signs which could indicate their presence such as marker tape, tape tile, concrete tiles and wooden battens. Any marker which is disturbed by our excavations must be replaced once work is completed. 25. Typically underground cables are laid in trenches between 450mm and 1000mm deep, although some high voltage cables will be deeper, however, depths should never be assumed.	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and concluded there is no overlap with their assets and therefore no further action is required.
Construction Impacts	Construction Impact Mitigation	Where practicable, such power tools shall only be used 500mm or more away from the indicated line of a cable buried in or below a hard surface. Having done so, the cableshall then be positively located by careful hand digging under the hard surface. The hard surface should be gradually removed until the cable is exposed. If the cable is not exposed then it must be assumed to be embedded within the surface. Where possible a cable locator shall be used as a depth guide down the side of the excavation.	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and concluded there is no overlap with their assets and therefore no further action is required.
Construction Impacts	Construction Impact Mitigation	GTC shall be consulted if it is intended to carry out any of the following activities: • Using explosives within 30m of plant or substations piling or boring within 15m of electric plant. • Excavating within 10m of a substation. • Carrying out deep excavations nearby (minimum of 2m up to 15m).	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and concluded there is no overlap with their assets and therefore no further action is required.

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Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		• Working near GTC's HV plant.		
Construction Impacts	Construction Impact Mitigation	Plans do not always show the presence of water service pipes (from the water main to premises) but their existence should be assumed with consideration given to the increased height of the service off-take fitting on the main. 35. The depth of cover for water mains are typically 900mm. The depth of cover for water services are typically 750mm. Remember these covers are to finished level, you may be working in an area, which will be made up or lowered at a later date. 36. Water mains shall be located by hand digging before mechanical excavation begins. When the positions and depth of the pipes have been determined, work can proceed	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and concluded there is no overlap with their assets and therefore no further action is required.
Construction Impacts	Construction Impact Mitigation	Where water pipes cross or are parallel and close to excavations, changes in backfill etc. may cause differential ground settlement and increased stress in the pipe. For pipes parallel and close to excavations, the degree of risk depends upon the depth of the excavation, the distance of the pipe from the excavation, the type of soil and any excessive loading from heavy construction plant and materials. Wherever excavation works may affect the support of the water pipe or cause excessive loading over the water pipe then GTC must be consulted. 40. No concrete or other hard material should be placed or left under or adjacent to any water pipe as this can cause pipe fracture at a later date. Concrete backfill should not be used within 300mm of a water pipe. 41. Where an excavation uncovers a water pipe with a damaged wrapping, GTC shall be told, so that repairs can be made to prevent future corrosion and leakage. 42. Pipe restraints or thrust blocks close to water mains should never be removed. 43. Anyone who carries out work near underground water plant shall observe any specific requirements made by the site manager, and ensure that access to the plant by GTC staff is available at all times. No unauthorised repairs to water pipes should be made. 44. Where PE pipes and cables have been exposed and it is intended hot work (e.g. welding, grinding, etc) be carried out, contact shall be made with GTC to confirm additional	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines and concluded there is no overlap with their assets and therefore no further action is required.

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		precautions and actions that may require to be undertaken.		
Construction Impacts	Construction Impact Mitigation	GTC shall be consulted if it is intended to carry out any of the following activities: • Using explosives within 30m of plant. • Piling or boring within 15m of water plant. • Excavating within 10m of water asset structures. • Reducing the cover or protection of a water main or service. • Carrying out deep excavations nearby (minimum of 2m up to 15m).	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and concluded there is no overlap with their assets and therefore no further action is required.
Construction Impacts	Construction Impact Mitigation	**Precautions for District Heating Networks** For information with respect to District Heating Networks this could also include District Cooling. 57. Plans do not always show the presence of District Heating service pipes (from the District Hearing main to premises) but their existence should be assumed. 58. The depth of cover for District Heating mains is typically a minimum of 600mm under normal light carriageways and during construction activities, additional temporary protective bridging should be placed over DHN pipe runs. The depth of cover for District Heating services is typically 6000mm. Remember these covers are to finished level, you may be working in an area, which will be made up or lowered at a later date. 59. District Heating mains shall be located by hand digging before mechanical excavation begins. When the positions and depth of the pipes have been determined, work can proceed.	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and concluded there is no overlap with their assets and therefore no further action is required.
Construction Impacts	Construction Impact Mitigation	Where District Heating cross or are parallel and close to excavations, changes in backfill etc. may cause differential ground settlement and increased stress in the pipe. For pipes parallel and close to excavations, the degree of risk depends upon the depth of the excavation, the distance of the pipe from the excavation, the type of soil and any excessive loading from heavy construction plant and materials. Wherever excavation works may affect the support of the District Heating or cause excessive loading over the water pipe then Metropolitan must be consulted. 63. No concrete or other hard material should be placed or left under or adjacent to any District Heating as this can cause pipe fracture at a later date. Concrete backfill should	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and concluded there is no overlap with their assets and therefore no further action is required.

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		not be used within 300mm of a District Heating. 64. Where an excavation uncovers a District Heating pipe with a damaged insulation, Metropolitan should be told, so that repairs can be made to prevent future corrosions and leakage. 65. Pipe restraints , Anchor blocks or foam padding close to district heating mains shall never be removed.		
Consultation	Further consultation	During this time, please send any further communication on this project directly to the HSE's designated email account for NSIP applications at [redacted]. We are currently unable to accept hard copies, as our offices have limited access.	Health and Safety Executive	The Applicant notes this comment and will engage with the Health and Safety Executive via the contact channel provided in the event of any further communication being required.
Construction Impacts	Construction Impact Mitigation	NGN would expect you or anyone involved with the site (or any future developer) to take these restrictions into account and apply them as necessary in consultation with ourselves. We would be happy to discuss specific sites further or provide more details at your locations as necessary. If you give specific site locations, we would be happy to provide gas maps of the area which include the locations of our assets. (In terms of High Pressure gas pipelines, the routes of our MAHP's have already been lodged with members of the local Council's Planning Department)	Northern Gas Networks	As presented in the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**, a review of available utilities data/mapping and use of ground penetrating radar will be undertaken to confirm the location of utilities and final positioning of Scheme infrastructure prior to construction. The flexibility in the DCO Application allows for the micro siting of Scheme infrastructure in case of unexpected or new utility finds post consent. Construction/demobilisation methods will be agreed with Northern Gas Networks prior to works commencing.
Construction impacts	Construction shift times	It is noted that the list of elements to be included within a CTMP/DTMP (Paragraph 13.5.4 of the PEIR) does not discuss the limiting of shift times which would influence what time the workers would arrive on site. This should be further considered in the preparation of the CTMP/DTMP.	National Highways	Workers will arrive on site between the hours of 06:00 and 07:00 and depart site between the hours of 18:00 and 19:00. During the winter months, worker numbers may be reduced, with the workers possibly arriving at the Solar PV Site later and departing the Site earlier and working shorter hours. These traffic movements would still occur outside the network peak hours, so these key periods would not be impacted. Full detail on arrival and departure times for workers can be found in the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.
Construction Impacts	Construction traffic hours	An arrival / departure profile showing when the HGV movements to/from the site are likely to occur should be confirmed by AECOM. It is appreciated that the PEIR suggests that the HGV movements will not coincide with the hours 0800 – 0900 and 1700 – 1800, however, it is unclear whether this will avoid vehicle movements at the SRN during the local SRN peak periods.	National Highways	Arrival and departure profiles showing when the HGV movements will occur have been provided in **Appendix 13-5 (Transport Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**). No HGV movements will occur on the SRN during peak hours of 08:00 – 09:00 and 17:00 – 18:00.
Construction Impacts	Construction traffic hours	If the appropriate clarifications are provided to demonstrate that no traffic flows will be generated by the site during the SRN morning and evening peak hours, then National Highways may be able to accept that the proposals will not impact on the SRN subject to an appropriate CTMP being prepared and approved.	National Highways	**Appendix 13-5 (Transport Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]** shows that no traffic flows will be generated by the Solar PV Site during the SRN morning and evening peak hours.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
Construction impacts	Interfacing schemes / infrastructure	The local area already has two solar power plants on the former Askern colliery slag heap and on croft farm close to ouston the site of a former waste land fill site with 0.9MW green hydrogen plant along with solar panelling generating 2.5MW of energy which gained planning last year.	Moss and District Parish Council	The Government has identified through its energy policy, most recently in the Overarching National Policy Statement for Energy EN-1 and National Policy Statement for Renewable Energy EN-3, that there is an urgent need for large scale capacity low-carbon energy generation in the UK. As discussed in the Applicant's **Statement of Need [EN010152/APP/7.1],** this includes low carbon energy generation using solar technology. Further to the above, the Applicant has included a summary of cumulative effects (including other solar farms) in Chapter 15: Cumulative Effects and Interactions **[EN010152/APP/6.1]**. It is the Applicant's view that the proposed Scheme is not an alternative to other solar projects but will compliment them in providing much needed new renewable energy to the national electricity grid.
Construction Impacts	Resident Safety	Damage to services can cause significant disruption and project delays and therefore incur considerable costs as well as the potential for severe or fatal injury to not only to those directly involved but also the general public.	GTC Pipelines Ltd	The Applicant has reviewed the information provided by GTC Pipelines Ltd and has concluded that there is no overlap with their assets and therefore no further action is required.
Construction Impacts	Resident Safety	It is not clear whether the applicant has considered the hazard classification of any chemicals that are proposed to be present at the development. Hazard classification is relevant to the potential for accidents. For example, hazardous substances planning consent is required to store or use any of the Categories of Substances or Named Hazardous Substances set out in Schedule 1 of The Planning (Hazardous Substances) Regulations 2015 as amended, if those hazardous substances will be present on, over or under the land at or above the controlled quantities. There is an addition rule in the Schedule for below threshold substances. If hazardous substances planning consent is required, please consult HSE on the application.	Health and Safety Executive	The Applicant welcomes the feedback from the Health and Safety Executive. **Chapter 14 (Other Environmental Topics (under Ground Conditions) Volume I of the Environmental Statement [EN010152/APP/6.1]** has undertaken a preliminary risk assessment of hazardous substances**.** Where required, Hazardous Substances Consent will be sought and managed by the contractor prior to the start of construction. The **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** outlines measures required for the safe management of hazardous substances in order to protect human and environmental receptors during construction.
Consultation	Consultation materials	Having considered the pre-application documents supplied as part of the consultation, the document of most relevance to National Highways is the Preliminary Environmental Information Report [PEIR] (prepared by AECOM and dated March 2024) and more specifically Chapter 13 of the PEIR titled 'Transport and Access.' This TM has provided detailed comments on the sections of Chapter 13 which are of relevance to National Highways.	National Highways	The Applicant notes this comment, no further action required.
Consultation	Consultation feedback	The comments within this TM predominantly relate to the PEIR and more specifically Chapter 13 of the PEIR, which is titled 'Transport and Access'. Discussion is provided in the remainder of this TM in relation to whether Chapter 13 suitably considers the impact of the development proposals upon the SRN across the operational, construction, maintenance and	National Highways	The Applicant notes this comment, no further action required.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		decommissioning phases of the development.		
Consultation	Consultation Materials	Without a detailed route of the proposed works we are unable to provide a copy of our Mains Records, as the overview drawing attached is not sufficient. Should any information not be available on Land Registry, it is likely the Northern Powergrid will hold wayleave agreements for assets	Northern Powergrid	The Applicant has noted this comment and issued a response to this request during the statutory consultation period. The Applicant provided the respondent with a response containing an alternative file format of the route of proposed works on 29 May 2024, the response also included an invitation to discuss the proposal further with the Applicant if the respondent wished to do so. No response was received. As presented in the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**, a review of available utilities data/mapping and use of ground penetrating radar will be undertaken to confirm the location of utilities and final positioning of Scheme infrastructure prior to construction. The flexibility in the DCO Application allows for the micro siting of Scheme infrastructure in case of unexpected or new utility finds post consent. Construction/demobilisation methods will be agreed with Northern Powergrid prior to works commencing. Further, the Applicant has reached out to Northern Powergrid to confirm the extent of its assets and negotiate bespoke protective provisions, where required.
Consultation	Consultation Materials	Preliminary nature of information presented/Outstanding surveys We note the preliminary nature of the data presented and that many of the baseline ecological surveys are ongoing at the current time. It is difficult to assess the impacts with incomplete information and therefore we may have further comments when detailed survey information is presented.	Yorkshire Wildlife Trust	The Applicant notes this comment and has published the survey data in full as part of its application (see **Volume 6: Environmental Statement [EN010152/APP/6]**. It should however be noted that in cases of highly sensitive information, some of the protected species surveys has been redacted.
Consultation	Consultation Materials	More detail is required in order to fully assess this – for example which species and how many territories are to be affected? Also, the baseline breeding bird data for any proposed compensation areas must be established. It is essential to determine if these areas are already occupied with ground nesting bird territories? If so, what are the limiting factors to the population size and how much can habitat enhancement raise the carrying capacity. Will this fully address the impacts or will there be an overall adverse residual impact?	Yorkshire Wildlife Trust	A full assessment of impacts to breeding birds is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**. This includes the specific reference to species whose territories may be impacted. The mitigation section of the Ecology Chapter evaluates the limiting factors of the population size of skylark and how management of the proposed grassland within the ecological mitigation area could support populations. Taking into account embedded Scheme design and mitigation, the residual impact is anticipated to be minor adverse to negligible.
Consultation	Consultation Materials	The advice is based on the information provided. Natural England may have additional comments to make when further information is provided.	Natural England	The Applicant notes this comment, no further action required.
Consultation	Consultation Materials	We note that the information provided by the applicant, in relation to Lower Derwent Valley SPA bird species, was	Natural England	The Applicant notes this comment. Impacts upon internationally designated sites including the Lower Derwent Valley SPA have been considered within the **No**

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		conservative.		**Significant Effects Report [EN010152/APP/7.12].**
Consultation	Consultation Materials	We note that bird survey results will be presented in the Environmental Statement (ES), following the completion of surveys in February and March 2024. Natural England therefore cannot provide detailed advice at this stage.	Natural England	The Applicant notes this comment and has published the majority of survey data in full as part of its application (see **Volume 6: Environmental Statement [EN010152/APP/6]**. It should however be noted that in cases of highly sensitive information, some of the protected species surveys has been redacted.
Consultation	Consultation Materials	We advise that the wintering/passage bird survey results should be considered in the context of the Humber Estuary SPA in the HRA, and we will provide detailed comments on potential impacts on SPA birds once consulted.	Natural England	The Applicant notes this comment and has considered the wintering/passage bird survey results within the **No Significant Effects Report [EN010152/APP/7.12]**.
Consultation	Consultation Materials	Natural England advise that we are unable to agree to the 2km radius for scoping Sites of Special Scientific Interest (SSSIs) into assessment of potential impacts, until further information has been provided in the ES to ascertain whether potential air quality impacts on designated sites can be ruled out.	Natural England	As stated in **ES Volume I Chapter 14: Other Environmental Topics [EN010152/APP/6.1],** Air Quality, construction phase road traffic volumes are not expected to meet the thresholds set out by the Institute of Air Quality Management (IAQM) (2017) screening criteria, meaning that air quality effects are not considered further. In addition, the SSSIs within 2km of the Order limits or beyond will not be subject to increased levels of traffic on any of the adjacent road network, i.e., within 200m. A significant change to traffic flows is not anticipated to occur during the operation and maintenance phase of the Scheme. Therefore, it is not anticipated that any SSSI within or beyond 2 km of the Site Order limits will be affected by air quality impacts. This is also discussed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1].**
Consultation	Consultation Materials	Detailed comments regarding the Protection of Controlled Waters Construction, Operational & Decommissioning Environment Management Plans Issue: Framework CEMP, OEMP & DEMPs will be provided with the Environmental Statement Impact: We require reassurance that the final CEMP, OEMP & DEMPs will cover all on-site activities that may present a risk to controlled waters. We would like to review the proposed CEMP, OEMP & DEMPs (as opposed to the Framework versions) at the ES stage Solution: Submit CEMP, OEMP & DEMPs at ES stage.	Environment Agency	The preparation of the Final Construction Environmental Management Plan, Operational Environmental Management Plan and Decommissioning Environmental Management Plan are secured via requirements in Schedule 2 to the DCO, and this includes provision for consultation on the final documents with the relevant planning authority. These detailed plans must be in substantial accordance with the **Framework Construction Environmental Management Plan [EN010152/APP/7.7], Operational Environmental Management Plan [EN010152/APP/7.8] and Decommissioning Environmental Management Plan [EN010152/APP/7.9]** which are submitted with the DCO Application.
Consultation	Consultation materials	Following the review of the EIA scoping report, National Highways has received a preapplication consultation for the proposed Fenwick Solar Farm Development Consent Order [DCO] as required by Section 42 of the Planning Act 2008. The DCO is referenced EN010152 and the pre-application consultation runs from 18th April 2024 to 31st May 2024. The consultation documents forming part of the statutory	National Highways	The Applicant notes this comment, no further action required.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		consultation are listed below: • Consultation brochure (prepared by Boom Power UK and dated April to May 2024); • Consultation feedback form; • Non-statutory consultation report (prepared by AECOM and dated April 2024); • Plans of the proposed location of the Solar PV Site and Grid Connection Corridor (shown on AECOM drawings referenced 60698207, Figures 2 – 3); • Preliminary Environmental Information Report [PEIR] (prepared by AECOM and dated March 2024); • PEIR Non-Technical Summary (prepared by AECOM and dated March 2024); and • Statement of Community Consultation (SoCC).		
Consultation	Consultation materials	JSJV has reviewed the above sections of the PEIR (alongside the supporting information from the Figures and Appendices attached to the PEIR) and provide comments as to whether these sections of the PEIR appropriately identify the traffic impact of the proposals at the SRN.	National Highways	The Applicant has noted this comment and thanks the respondent for providing feedback.
Consultation	Consultation Materials	Having considered the pre-application documents supplied as part of the consultation, the document of most relevance to National Highways is the Preliminary Environmental Information Report [PEIR] (prepared by AECOM and dated March 2024) and more specifically Chapter 13 of the PEIR titled 'Transport and Access.' The attached TM has provided detailed comments on the sections of Chapter 13 which are of relevance to National Highways.	National Highways	The Applicant has noted this comment and thanks the respondent for providing feedback.
Consultation	Engagement	Network Rail is a statutory undertaker responsible for maintaining and operating the railway infrastructure and associated estate. It owns, operates, maintains and develops the main rail network. Network Rail aims to protect and enhance the railway infrastructure therefore any proposed development which is in close proximity to the railway line or could potentially affect Network Rail's specific land interests, will need to be carefully considered	Network Rail	The Applicant notes this comment, no further action required.
Consultation	Further Consultation	If you require any clarification on the above points or wish to discuss any particular issues please do not hesitate to contact us.	UK Health Security Agency	The Applicant notes this comment and will engage with the UK Health Security Agency in the event of requiring further clarification on the organisation's feedback.
Consultation	Further Consultation	There are, however, areas which we consider require further clarification, additional information and / or assessment which are set out below. Our main key issues are listed	Environment Agency	The Applicant notes this comment, no further action required.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		below, and further detailed comments are listed in Appendix A.		
Consultation	Further Consultation	Protective Provisions Any requests to disapply any permits or consents should be sent to us in writing as soon as possible to allow us sufficient time to consider them (minimum 6 months). Depending on the outcome this will have implications on the content of the Development Consent Order (DCO). Please note this response does not represent our final view in relation to any future planning application, or any environmental permit applications made to us. Our final views will be based on all relevant information including applications and guidance available at the time of submission.	Environment Agency	The Applicant notes this comment. Protective provisions for the benefit of the Environment Agency have been included in Part 5 of Schedule 14 to the **Draft Development Consent Order [EN010152/APP/3.1].** As stated in the **Consents and Agreements Position Statement [EN010152/APP/3.3]** the draft DCO **[EN010152/APP/3.1]** is proposing to include for flood risk activity permits required under the Environmental Permitting Regulations (England and Wales) 2016**.** Discussions are ongoing with the Environment Agency to agree this and the form of protective provisions.
Consultation	Further Consultation	With these points in mind, at this stage the information supplied is not sufficiently detailed to fully assess potential impacts of the scheme on the railway and further information will be required to properly respond on the likely impacts of the proposed scheme.	Network Rail	The Applicant notes this comment and will continue to engage with Network Rail regarding any potential interaction between their assets and the Scheme.
Consultation	Further Consultation	In order to ensure that the scheme does not impact on operational railway safety, the developer must liaise closely with **Network Rail Asset Protection** to ensure that the haulage routes into the site are appropriate, and the design and construction of the new facility and associated infrastructure will not have an adverse impact on railway operations. It is therefore assumed that a condition of the Order would be that detailed specifications of the proposed scheme, its construction and traffic management plans are to be provided and agreed in writing before development can commence	Network Rail	The Applicant notes this comment and will continue to engage with Network Rail regarding any potential interaction between their assets and the Scheme.
Consultation	Further Consultation	Network Rail reserves the right to produce additional and further grounds of concern when further details of the application and its effect on Network Rail's land are available.	Network Rail	The Applicant notes this comment, no further action required.
Consultation	Further Consultation	Consideration should be given to ensure that the construction and subsequent maintenance can be carried out without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land. In addition, security of the railway boundary will require to be maintained at all times. Network Rail note that this proposal is already an ASPRO scheme (ref. 0000372060) and that request that engagement continue with Network Rail's Asset Protection Engineers on the following e-mail address [redacted].	Network Rail	The Applicant notes this comment and discussions are underway with Network Rail regarding any potential interaction between their assets and the Scheme.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
Consultation	Further Consultation	Network Rail also reserves the right to make additional comments once we have evaluated the proposals in more detail.	Network Rail	The Applicant notes this comment, no further action required.
Consultation	Further Consultation	Network Rail would be grateful if the comments and points detailed within this consultation response are considered by Boom Power. Network Rail would welcome further discussion and negotiation with Boom Power in relation to the proposed development as required going forward. If you have any questions or require more information in relation to the above please let me know.	Network Rail	Details of responses received during consultation and the account taken of those responses has been included in this Consultation Report, which has been submitted as part of the DCO application. To review the design changes considered by the Applicant team as a result of statutory consultation feedback, see **Table 4-3** within the **Consultation Report [EN010152/APP/5.1].** Furthermore, the respondent can review the due regard which the Applicant has given to their feedback in this document (**Appendix O1: Section 42(1)(a), Consultation Report Appendices [EN010152/APP/5.2]**). The Applicant will continue to engage with Network Rail as further information regarding the Scheme is published going forward and regarding any potential interaction between their assets and the Scheme.
Consultation	Further Consultation	Network Rail would welcome further discussion and negotiation with Boom Power in relation to the proposed development as required going forward. If you have any questions or require more information in relation to the above please let me know.	Network Rail	The Applicant notes this comment and discussions are underway with Network Rail regarding any potential interaction between their assets and the Scheme.
Consultation	Further Consultation	Due to the proximity of some of our existing or future assets, NGET wishes to express their interest in further consultation while the impact on our assets is still being assessed	NGET	The Applicant notes this comment and will engage with NGET regarding any potential interaction between their assets and the Scheme.
Consultation	Further Consultation	NGET assets form an essential part of the electricity transmission network in England and Wales. Please continue to consult NGET in regards to this development.	NGET	The Applicant notes this comment and will engage with NGET regarding any potential interaction between their assets and the Scheme.
Consultation	Further Consultation	As such we encourage that ongoing discussion and consultation between both parties is maintained on interactions with existing or future assets, land interests, connections or consents and any other NGET interests which have the potential to be impacted prior to submission of the Proposed DCO.	NGET	The Applicant notes this comment and will engage with NGET regarding any potential interaction between their assets and the Scheme.
Consultation	Further Consultation	Any such proposals should be discussed and agreed with National Grid prior to any works taking place.	NGET	The Applicant notes this comment and will engage with NGET regarding any potential interaction between their assets and the Scheme before works take place.
Consultation	Further Consultation	However, it is accepted that the clarifications could be made through any forthcoming consultation on the required Construction Traffic Management Plan [CTMP];	National Highways	This is provided in **the Framework Construction Traffic Management Plant [EN010152/APP/7.17]** submitted as part of the DCO application.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
Consultation	Further Consultation	It is advised that the Applicant directly discusses any matters pertaining to AILs with the National Highways Abnormal Indivisible Loads team (AbnormalIndivisibleLoadsTeam@nationalhighways.co.uk)	National Highways	The Applicant will consult with the National Highways Abnormal Indivisible Loads team to directly discuss any matters relating to AILs as/when required.
Consultation	Further Consultation	National Highways would wish to be consulted upon the CTMP at the earliest opportunity.	National Highways	National Highways will be consulted upon with regard to the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.
Consultation	Previous consultation	The concerns raised that the scale of the proposals adverse effect on the immediate community and beyond to people, living, visiting and using the footpaths, bridleways and highways at the pre consultation event have been ignored	Moss and District Parish Council	The Applicant appreciates that the potential for the Scheme to have adverse effects creates uncertainly and anxiety for local residents. The comprehensive and detailed approach to Scheme design, and the EIA process, has been adopted precisely so that any adverse effects can be identified early on in the planning process and wherever possible mitigated. The **Environmental Statement (ES) [EN010152/APP/6]** presents the findings of an assessment of likely significant effects on the community and environmental receptors. The Applicant has also considered all of the feedback received as part of its consultations when refining the proposals. Appendix B1: Non-statutory consultation report, Consultation Report Appendices **[EN010152/APP/5.2]** sets out how the Applicant considered feedback to its non-statutory consultation. Appendix O4 of the Consultation Report **[EN010152/APP/5.2]** sets out the feedback from the community and the Applicant's response to this.
Consultation	Previous consultation	Overview The Jacobs Systra Joint Venture [JSJV] (on behalf of National Highways) previously undertook a review of the Environmental Impact Assessment [EIA] scoping document (dated June 2023) submitted by Fenwick Solar Project Limited [the Applicant], a Boom Power Ltd company, and prepared by AECOM in reference to the proposed 'Fenwick Solar Project'. Comments on the proposed scope of the EIA were provided in a JSJV Technical Memorandum [TM] referenced DevSY0124 TM001 and dated 26th June 2023. The JSJV Technical Memorandum [TM] commented on the EIA scoping documentation in relation to whether the document suitably considered the impact of the development proposals upon the Strategic Road Network [SRN].	National Highways	The Applicant notes this comment and thanks the respondent for their previous feedback.
Design	Grid Connection Corridor	The distance from the solar power generation proposal to Thorpe marsh sub station is circa 4- 5 miles depending on route and arguably the farthest point north from the sub station in the Doncaster borough it could be. The construction of the cable will cause major disruption to roads, wildlife and wildlife habitat , drainage, productive farm land and woodland areas. In short the distance to Thorpe	Moss and District Parish Council	The Grid Connection Corridor has been designed to take a direct route whilst following existing features, such as roads, and avoiding sensitive receptors as far as practicable, such as habitat designations, residential and commercial properties, heritage assets, and a large number of land interests. Not all of the land inside the Grid Connection Corridor will be required as the final Grid Connection Cables will have a working width of up to 30 m wide. The Grid Connection route has been designed to follow field edges and along the roadside, as far as

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		marsh substation is too far.		practicable, to minimise disturbance to agricultural land and road users. The land along the Grid Connection Route will be reinstated following construction to return it to its original condition and use. A Grid Connection Line Drop within the Solar PV Site from existing overhead power lines is also being explored to avoid the requirement for the Grid Connection Corridor at all. Once constructed, Grid Connection Cables which will go from the On-Site Substation to the National Grid Thorpe Marsh Substation, will be approximately 1.2 m to 1.4 m deep, depending on other utilities in the area, and in a trench approximately 0.7 m wide. This depth means that normal agricultural activity can take place on the land above the cable. Horizontal directional drilling will be used in some locations, such as beneath drains, without any need for overhead pylons. The Solar PV Site has been chosen through a thorough site selection process which is explained more fully in **Chapter 3 (Alternatives and Design Evolution) Volume I of the Environmental Statement [EN010152/APP/6.1]** and assessed against relevant planning policy in the **Planning Statement [EN010152/APP/7.1]**. Thorpe Marsh is not available as a Solar PV Site as it is being developed for another energy project. In addition, locating the BESS area in close proximity to the Solar PV panels reduces the impacts of a large additional cable connection to a separate BESS site. The Applicant considers that the current site – more than 500 metres from residential properties – is appropriate. The operation of the BESS will be subject to the **Framework Battery Safety Management Plan [EN010152/APP/7.16]**, it should be noted however that this plan is only a framework, and a final plan will be agreed post-application consent.
Design	Size of scheme	The size and immense scale of the proposal will have a huge detrimental effect on the both community, the wider parish, surrounding villages, towns and the wildlife.	Moss and District Parish Council	The Government has identified through its energy policy, most recently in the Overarching National Policy Statement for Energy EN-1 and National Policy Statement for Renewable Energy EN-3, that there is an urgent need for large scale capacity low-carbon energy generation in the UK. As discussed in the Applicant's **Statement of Need [EN010152/APP/7.1]**, this includes low carbon energy generation using solar technology. Developing the Scheme at its proposed size will therefore be an important contribution to meeting this need. The Scheme design is the result of an iterative design process which delivers the Scheme's functionality, the generation of a large amount of renewable electricity using fixed south facing solar technology, whilst addressing the local context and setting within which it is located. The Applicant's design team has worked collaboratively to provide an integrated and responsive design which has been informed by the process of environmental impact assessment, statutory consultation and stakeholder engagement. As set out in the **Design and Access Statement [EN010152/APP/7.3]** design principles have guided the design response from an early stage to develop a good design that balances the need to maximise renewable energy generation from the Scheme, whilst minimising potential adverse impacts and providing mitigation and enhancement measures where practicable.

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Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
				All of the Scheme's impacts with regard to the surrounding area and wildlife have been assessed and can be found detailed within the **Environmental Statement [EN010152/APP/6.1].**
Design	Size of scheme	and indeed the opposite has happened so rather than scale down the scheme its almost doubled in land take up.	Moss and District Parish Council	The land take required has been refined throughout the evolution of the Scheme to be as conservative as possible whilst meeting the Design Objectives. As described in **Chapter 3 (Alternatives and Design Evolution) Volume I of the Environmental Statement [EN010152/APP/6.1]** the Order Limits of the Solar PV Site have evolved over time through conversations with landowners, access and desk surveys and consultation feedback. The Applicant has also considered all of the feedback received as part of the consultation when refining the proposals. Appendix O4 of the Consultation Report **[EN010152/APP/5.2]** sets out the feedback from the community and the Applicant's response to this.
Design	Size of scheme	The PC are a supporter of using renewable sources for energy production however using productive arable and pasture land on such a huge scale in a remote area so detached from the grid connection at Thorpe marsh seems completely the wrong way to turn.	Moss and District Parish Council	The Grid Connection Corridor has been designed to take a direct route whilst following existing features, such as roads, and avoiding sensitive receptors as far as practicable, such as habitat designations, residential and commercial properties, heritage assets, and a large number of land interests. Not all of the land inside the Grid Connection Corridor will be required as the final Grid Connection Cables will have a working width of up to 30 m wide. The Grid Connection route has been designed to follow field edges and along the roadside, as far as practicable, to minimise disturbance to agricultural land and road users. The land along the Grid Connection Route will be reinstated following construction to return it to its original condition and use. The cables will be 1.2 m to 1.4 m deep, depending on other utilities in the area, and in a trench approximately 0.7 m wide. This depth means that normal agricultural activity can take place on the land above the cable. A Grid Connection Line Drop within the Solar PV Site from existing overhead power lines is also being explored to avoid the requirement for the Grid Connection Corridor at all. The project team have also undertaken extensive Agricultural Land Class (ALC) surveys to determine the value of agricultural land which would be used by the proposed site area. The surveys concluded that of the proposed Solar PV Site, 91% is located within non-Best and Most Valuable (BMV) land. Furthermore, surveys of the land used by the proposed Grid Connection Corridor route conclude that the route would predominantly be located within Grade 4 (poor quality agricultural land) with some in Grade 3 (good to moderate quality). Further information regarding Scheme land use can be found by the respondent in **Chapter 12 (Socio-Economics and Land Use) Volume I of the Environmental Statement, [EN010152/APP/6.1]**.
Design	Solar PV Site	There are sufficient brownfield, industrial / commercial roof tops sites and residential roof tops around the borough to accommodate solar panels and it is my opinion that this area needs to be utilised before we consider taking more precious food producing and nature enhancing land out of use for the	Moss and District Parish Council	Brownfield land was considered following a review of local authority brownfield land registers. This review concluded that available brownfield sites were not of sufficient size for the Scheme and would compete or be in conflict with local planning policy seeking to deliver housing and mixed use developments. Therefore, it was concluded that there was no available or suitable brownfield land for the Scheme. This is explained more fully

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
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		next c 40 years.		in **Chapter 3 (Alternatives and Design Evolution) Volume I of the Environmental Statement [EN010152/APP/6.1]**. As set out in the **Statement of Need [EN010152/APP/7.3]**, decentralised generation has an important role to play in decarbonisation. However, on its own, smaller scale solar, including rooftop solar, is not likely to deliver a sufficient total capacity at the required pace and at an affordable cost to meet the Government's targets. Therefore, smaller scale solar, including rooftop solar, must be considered as additional to, as opposed to instead of, the need for large-scale solar. As set out in **Chapter 12 (Socio-Economics and Land Use) Volume I of the Environmental Statement, [EN010152/APP/6.1],** 7% of the solar PV site has been identified as Best and Most Versatile Land (BMV land is a strategic national resource of high value agricultural land with protection in planning policy). Impacts on this land will be almost entirely temporary and reversible after operation. During operation there is potential for grazing by sheep for management of the grassland. Additional benefits from a biodiversity net gain perspective are described in the **Biodiversity Net Gain Report [EN010152/APP/7.11**] which demonstrates significant increases in biodiversity units across the Order Limits from this change in management.
Design	Interfacing schemes / infrastructure	Interaction of scheme with permitted landfill site Issue: We raised in our scoping response that Thorpe Marsh Power Station (ref EPR CP3091SC) is a permitted landfill that lies within the cable route corridor area. We are aware of a number of monitoring boreholes which are sampled regularly for groundwater quality purposes, within the landfill site boundary which should not be disturbed or destroyed by the proposed development. This point has not been followed up in the PEIR. Impact: The development could impact on the monitoring boreholes causing the operators of the permit to not be compliant with their permit. Disturbance of waste material may cause pollution of controlled waters. Solution: Assess the impact of the proposed scheme on existing permits, especially, Thorpe Marsh Power Station.	Environment Agency	The Applicant has reviewed details of the EPR/CP3091SC/V002 environmental permit consultation. Appendices 1 to 3 of the Environmental Monitoring Plan (Ramboll, June 2024) includes drawings showing the location of the boreholes and the environmental permit boundary. The Scheme Order Limits (inclusive of the grid connection corridor which has been narrowed since the scoping stage) do not overlap with the borehole locations or the environmental permit boundary. Therefore, the boreholes will not be disturbed or destroyed.
Ecology & Biodiversity	General Negative Impact	The Government's Solar PV Strategy (see here) notes "When well-managed, solar farms could be beneficial for wildlife. However, in certain locations they could be damaging for biodiversity and ecosystems (Part 2, paragraph 65)". Our comments on the proposals are detailed below.	Yorkshire Wildlife Trust	Noted. The operational impacts of solar farms upon ecological receptors is considered within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1].**
Ecology & Biodiversity	General Negative	Please refer to our previous EIA scoping advice on potential impact pathways for screening for the likelihood of significant effects on Thorne & Hatfield Moors SPA, Thorne Moor SAC and	Natural England	Impacts upon internationally designated sites have been considered within the **No Significant Effects Report [EN010152/APP/7.12]**

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
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	Impact	Hatfield Moor SAC (28th June 2023).		
Ecology & Biodiversity	General Negative Impact	Further advice is provided below for potential impacts on Humber Estuary SPA, Ramsar and SAC and air quality impacts on the relevant designated sites.	Natural England	Impacts upon internationally designated sites have been considered within the **No Significant Effects Report [EN010152/APP/7.12]**
Ecology & Biodiversity	Impact on local wildlife	1.1 Humber Estuary SPA SPAs are classified for rare and vulnerable birds. Many of these sites are designated for mobile species that may also rely on areas outside of the site boundary. These supporting habitats may be used by SPA bird populations or some individuals of the population for some or all of the time. These supporting habitats can play an essential role in maintaining SPA species populations, and proposals affecting them may therefore have the potential to affect the European site.	Natural England	Impacts upon the Humber Estuary SPA have been considered within the **No Significant Effects Report [EN010152/APP/7.12].** This is supported by non-breeding bird surveys provided within **Appendix 8 of Chapter 8 (Ecology) Volume III of the Environmental Statement [EN010152/APP/6.3]**
Ecology & Biodiversity	Impact on local wildlife	Natural England produced a 2016 review of available literature on the impact of solar farms on birds (NEER012) which may be useful when undertaking the HRA.	Natural England	Impacts upon internationally designated sites have been considered within the **No Significant Effects Report [EN010152/APP/7.12].** This considers impacts of solar farms upon birds.
Ecology & Biodiversity	Impact on local wildlife	We advise that the assessment of potential impacts on Humber Estuary SAC river and sea lamprey migration routes should consider potential water quality impacts during construction and operation, in addition to potential mortality and habitat fragmentation.	Natural England	Impacts upon internationally designated sites have been considered within the **No Significant Effects Report [EN010152/APP/7.12].** This considers potential water quality impacts and potential mortality and habitat fragmentation.
Ecology & Biodiversity	Impact on local wildlife	1.3 Humber Estuary Ramsar Natural England's advice on Humber Estuary Ramsar broadly coincides with the above advice for Humber Estuary SPA an Humber Estuary SAC.	Natural England	Impacts upon internationally designated sites have been considered within the **No Significant Effects Report [EN010152/APP/7.12].**
Ecology & Biodiversity	Impact on local wildlife	We advise that when considering in-combination impacts of loss of functionally linked land, the results of surveys undertaken for those developments should also be taken into account to understand whether there is a cumulative loss of land which can support wintering or passage birds.	Natural England	Impacts upon internationally designated sites include in-combination impacts of loss of functionally linked land and have been considered within the **No Significant Effects Report [EN010152/APP/7.12].**
Ecology & Biodiversity	Impact on local wildlife	We have reviewed the statutory consultation information (consultation brochure, NTS PEIR and Ecology Chapter PEIR) available at Fenwick Solar Farm - BOOM POWER (boom-power.co.uk). We note that the solar farm will connect into Thorpe Marsh Power Station either by underground cable or overhead line running to each of PV site. Thorpe Marsh Power Station lies to the east of Thorpe Marsh Yorkshire Wildlife Trust	Yorkshire Wildlife Trust	The impacts upon the habitats surrounding Thorpe Marsh Power Station will be minimal (only impacting the cable route and working easement) and temporary during construction. Habitats will be reinstated following construction. This has been discussed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** and construction phase impacts have been mitigated for within the **Framework Construction and Ecological Management Plan [EN010152/APP/7.7].**

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		Nature Reserve and Local Wildlife Site, which is an area of lowland grassland with a large waterbody and small patches of woodland and scrub. This is a valuable site in our portfolio and will form a key site in the Local Nature Recovery Strategy for Yorkshire		
Ecology & Biodiversity	Impact on local wildlife	Operational impacts may also present issues, for example, cabling and other infrastructure could affect soils and species through pesticide use or shading.	Yorkshire Wildlife Trust	Operational impacts have been evaluated within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** and have been mitigated for through the **Framework Operational and Ecology Management Plan [EN010152/APP/7.8].**
Ecology & Biodiversity	Impact on local wildlife	From our discussions with the Burnet Heritage Trust (BHT) we are aware that an area both within and adjacent to the application site is currently awaiting designation as a Site of Special Scientific Interest, and this should be accounted for in the application. We trust that this information, along with all other records provided by BHT will be considered as part of the desk study information.	Yorkshire Wildlife Trust	Impacts upon these sites have been considered within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** and have been mitigated for through the **Framework Operational and Ecology Management Plan [EN010152/APP/7.8].**
Ecology & Biodiversity	Impact on local wildlife	We note that a Habitats Regulations Assessment (HRA) will be submitted due to the connection of the River Went to the Humber Estuary via the River Don and Dutch River.	Yorkshire Wildlife Trust	Impacts upon internationally designated sites have been considered within the **No Significant Effects Report [EN010152/APP/7.12].**
Ecology & Biodiversity	Impact on local wildlife	The report states with regard to ground nesting birds 'The change in land use from arable farming systems has the potential to result in the permanent loss of arable habitats used by ground-nesting birds, which may result in a moderate adverse effect, that is potentially significant in EIA terms. However, the Scheme will create areas of open grassland habitats that will provide higher quality nesting and foraging opportunities for ground-nesting birds'. We have significant concerns that the loss of ground nesting bird territories will not be fullycompensated by the creation of open grassland areas within the scheme.	Yorkshire Wildlife Trust	Impacts upon ground-nesting birds have been evaluated within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1] ,** supported by results of breeding bird surveys as presented within **Appendix 7 of Chapter 8 (Ecology) Volume III of the Environmental Statement [EN010152/APP/6.3].** An extensive mitigation area providing suitable habitat for ground-nesting birds is proposed within the Scheme, including a large, contiguous open grassland**.**
Ecology & Biodiversity	Impact on local wildlife	Different species of bird have different tolerance thresholds to visual disturbance – the curlew for example is particularly sensitive to disturbance and behavioural responses during feeding can commence at around 300 m. The most disturbance sensitive species is appropriate to use in assessments because when disturbance occurs at a roost site, there is often a mass flight response, where all species vacate an area at the first movement of an individual bird, regardless of respective species sensitivity thresholds. Curlew records are likely to be of particular significance to this scheme because curlew are now uncommon in lowland South Yorkshire.	Yorkshire Wildlife Trust	Impacts to Curlew within the Humber Estuary SPA/Ramsar have been considered within the **No Significant Effects Report [EN010152/APP/7.12],** where the Order limits are assessed as being outside of the foraging distance of this species, associated with the Humber Estuary SPA/Ramsar. Impacts upon foraging and nesting species including curlew are also considered within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1].**

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Ecology & Biodiversity	Impact on local wildlife	Monitoring undertaken by Suffolk Wildlife Trust found that shade tolerant grassed such as rough meadow grass, Yorkshire fog, common couch and creeping bent dominated beneath solar panels and species previously present such as meadow vetchling, common knapweed, creping cinquefoil and meadow buttercup were lost. Overall, there was reduction in sward height, the amount of bare ground increased, and the amount of leaf litter increased.	Yorkshire Wildlife Trust	The grassland beneath the solar panels will be managed for biodiversity, and will also be monitored, with remedial action taking place where required. This is detailed within the **Biodiversity Net Gain Report [EN010152/APP/7.11]**.
Ecology & Biodiversity	Impact on local wildlife	CONSERVATION OF HABITATS & SPECIES REGULATION 2017 (AS AMENDED) 1.0 Internationally designated sites The development site is within or may impact on the following European/internationally designated nature conservation sites: • Thorne & Hatfield Moors Special Protection Area (SPA) • Thorne Moor Special Area of Conservation (SAC) • Hatfield Moor Special Area of Conservation (SAC) Humber Estuary Special Area of Conservation (SAC) • Humber Estuary Ramsar	Natural England	Impacts upon internationally designated sites have been considered within the **No Significant Effects Report [EN010152/APP/7.12].**
Ecology & Biodiversity	Impact on local wildlife	WILDLIFE AND COUNTRYSIDE ACT 2.0 Nationally designated sites The nationally designated sites relevant to this application are: • Thorne, Crowle & Goole Moors SSSI • Hatfield Moor SSSI • Humber Estuary SSSI • Shirley Pool SSSI • Went Ings Meadows SSSI	Natural England	Impacts upon Shirley Pool SSSI are considered within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**. Thorne, Crowle and Goole Moors SSSI and Hatfield Moor SSSI are beyond 2 km from the Scheme, both being >7 km from the Scheme. As noted in Natural England comments addressed in this table above, corresponding European sites have been scoped out of the assessment and, therefore, Thorne, Crowle and Goole Moors SSSI and Hatfield Moor SSSI have also been scoped out of assessment as there are no impact pathways. An assessment of the potential impacts of the Scheme on Shirley Pool SSSI is included in the **Environmental Statement [EN010152/APP/6.1]** but Went Ings Meadows SSSI is scoped out due to its distance (and therefore, beyond the ZoI of the Scheme), being 2.95 km from the Scheme.
Ecology & Biodiversity	Impact on local wildlife	Natural England's advice on Humber Estuary SSSI, Thorne, Crowle & Goole Moors SSSI and Hatfield Moor SSSI broadly coincides with the above advice for Humber Estuary SPA/Ramsar/SAC and Thorne Moor SAC, Hatfield Moor SAC and Thorne and Hatfield Moors SPA, respectively.	Natural England	Impacts upon internationally designated sites including Humber Estuary SPA/Ramsar/SAC, Thorne Moor SAC, Hatfield Moor SAC and Thorne and Hatfield Moors SPA have been considered within the **No Significant Effects Report [EN010152/APP/7.12].** Impacts upon Shirley Pool SSSI are considered within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1].** Thorne, Crowle and Goole Moors SSSI and Hatfield Moor SSSI are beyond 2 km from the Scheme, both being >7 km from the Scheme. As noted in Natural England comments addressed in this table above, corresponding European sites have been scoped out of the assessment and, therefore, Thorne, Crowle and Goole Moors SSSI and Hatfield Moor SSSI have also been scoped out of assessment as there are no impact pathways.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
				An assessment of the potential impacts of the Scheme on Shirley Pool SSSI is included in the ES but Went Ings Meadows SSSI is scoped out due to its distance (and therefore, beyond the ZoI of the Scheme), being 2.95 km from the Scheme.
Ecology & Biodiversity	Impact on local wildlife	3.0 Other advice In addition, Natural England would advise on the following issues. 3.1 Protected species Natural England has adopted standing advice for protected species, which includes guidance on survey and mitigation measures. In addition, we have reviewed the protected species information provided in the PEIR, for this project, and provide bespoke advice below.	Natural England	An assessment of potential effects on protected species is presented in Section 8.11 of **ES Volume I Chapter 8: Ecology [EN010152/APP/6.1]** and measures to reduce or remove potential impacts on protected species are included in Section 8.10.
Ecology & Biodiversity	Impact on local wildlife	Bat Transect Surveys Bat transect surveys as described in Table 8-3 will have one static detector per transect route. Natural England advises that the placement of static bat detectors should be informed by the results of the walked transects. This may require more than one per route to determine the key foraging/commuting routes and the level of bat activity at each key location.	Natural England	The Applicant notes this comment. A total of eleven static bat detectors were deployed across six survey routes, as described in **Appendix 3 of Chapter 8 (Ecology) Volume III [EN010152/APP/6.3]**.
Ecology & Biodiversity	Impact on local wildlife	Barn Owl A single barn owl breeding pair is present within the development boundary. No impacts have been considered regarding the species as it is <1% of the national population. However, as this species is listed on Schedule 1 of the Wildlife and Countryside Act 1981, consideration should be given to the potential impact during the construction and operational phase of the project on the ability of the breeding pair to successfully forage or otherwise potentially resulting in the success or failure of breeding attempts	Natural England	Impacts upon foraging barn owl will be mitigated for through the Scheme, including the creation of new foraging habitat in the form of neutral grassland creation. Works will avoid the nesting season for barn owl and any barn owl nests will be avoided with a suitable buffer in accordance with Schedule 1 of the Wildlife and Countryside Act 1981. Impacts upon breeding birds including barn owl are considered within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
Ecology & Biodiversity	Impact on local wildlife	A separate protected species licence from Natural England or Defra may be required. Applicants should refer to the guidance at Wildlife licences: when you need to apply to check to see if a mitigation licence is required. Applicants can also make use of Natural England's charged service Pre Submission Screening Service for a review of a draft wildlife licence application. Natural England can then review a full draft licence application to issue a Letter of No Impediment (LONI) which explains that based on the information reviewed to date, that it sees no impediment to a licence being granted in the future should the	Natural England	The need for protected species licenses has been identified regarding Great Crested Newts (in the form of a District Level License) and for the potential closure of a badger sett. Draft licenses are to be obtained prior to planning, as described within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.

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		DCO be issued. See Advice Note Eleven, Annex C – Natural England and the Planning Inspectorate | National Infrastructure Planning for details of the LONI process		
Ecology & Biodiversity	Impact on local wildlife	Chapter 8: Ecology Fish and riparian mammal surveys Issue: Omission of repeat surveys prior to construction. Impact: Disturbance of riparian species owed to unaccounted changes in species presence and distribution between survey completion and construction. Solution: Surveys should be repeated prior to construction phase of development.	Environment Agency	The Applicant notes this comment. Riparian mammal surveys have been completed and are presented within **Appendix 9 of Chapter 8 (Ecology) Volume III of the Environmental Statement [EN010152/APP/6.3]** and results of the fish surveys are presented in **Appendix 6 of Chapter 8 (Ecology) Volume III of the Environmental Statement [EN010152/APP/6.3].** Pre-construction surveys will also be completed as per Section 10.11 of **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
Ecology & Biodiversity	Impact on local wildlife	Additional narrative / explanation Fish and riparian mammal surveys are being completed in 2024, and construction is estimated to begin in 2028. CIEEM's Advice Note 'On the lifespan of ecological reports & surveys' states that species survey data may be out of date around 12-18 months following a survey. There may be changes in the baseline of species presence and distribution after the surveys are taken and prior to the construction phase. For example, otters are highly transitory species, therefore an otter could construct a holt prior to construction in 2028. This may result damage or destruction of holts or disturbance during construction, which are offences under the Conservation of Habitats and Species Regulations 2017 (as amended). Fish and riparian mammal surveys should be repeated preconstruction. Similarly, a badger survey should also be repeated	Environment Agency	The Applicant notes this comment. Riparian mammal surveys have been completed and are presented within **Appendix 9 of Chapter 8 (Ecology) Volume III of the Environmental Statement [EN010152/APP/6.3]** and results of the fish surveys are presented in **Appendix 6 of Chapter 8 (Ecology) Volume III of the Environmental Statement [EN010152/APP/6.3].** Pre-construction surveys will also be completed as per Section 10.11 of **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
Ecology & Biodiversity	Impact on local wildlife	Wetland priority habitats Issue: An inadequate commitment to enhance condition and scale of wetland-associated priority habitats e.g., floodplain grazing marsh. Impact: Deterioration of habitats and missed opportunity for BNG. Solution: Provision of an adequate habitat creation plan.	Environment Agency	Enhancement of the River Went corridor is proposed, including enhancing the riparian habitat and managing the floodplain grazing marsh. This is detailed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1] and within the Framework Landscape and Ecology Management Plan [EN010152/APP/7.14].** Enhancements to riparian zones of watercourses on site are detailed within the **Biodiversity Net Gain Report [EN010152/APP/7.11]**.
Ecology & Biodiversity	Impact on local wildlife	Buffer enhancement Issue: An inadequate commitment to enhance riparian buffers. Impact: Riparian buffers may be species-poor due to legacy of	Environment Agency	Enhancement of the River Went corridor is proposed, including enhancing the riparian habitat and managing the floodplain grazing marsh. This is detailed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** and within the **Framework Landscape and Ecology Management Plan [EN010152/APP/7.14].**

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		arable land-use. Solution: Improvement to biodiversity value through habitat management methods		Enhancements to riparian zones of watercourses on site are detailed within the **Biodiversity Net Gain Report [EN010152/APP/7.11]**.
Ecology & Biodiversity	Impact on local wildlife	Livestock grazing around watercourses Issue: Sheep grazing and roaming within riparian buffer zones. Impact: Damage to the establishment of vegetated buffer strips around watercourses. Solution: Erection of exclusion fencing at terrestrial-edge of buffer strips (River Went and Fleet Drain).	Environment Agency	Sheep grazing or mowing will be utilised for management of grassland as part of the Scheme. No management activity associated with all types of grassland shall be undertaken within 5m from the top of banks associated with ditches and within 10m from the bank tops associated with other rivers and streams. Along Fleet Drain a hedgerow will separate the grassland from the riparian buffer strip. A fence and a hedgerow will be used to protect the River Went corridor from grazing. This is detailed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** and within the **Framework Landscape and Ecology Management Plan [EN010152/APP/7.14]**.
Ecology & Biodiversity	Impact on local wildlife	Trees and hedges Issue: Lack of commitment to replacing lost trees and hedges post-construction. Impact: Loss of biodiversity enhancement. Solution: Applicant commitment to replacing any trees or hedges that die within 5 years post-development	Environment Agency	Trees and hedgerows lost during construction will be replaced at a better than like-for-like basis, as detailed within the **Biodiversity Net Gain Report [EN010152/APP/7.11].** Adaptive management will be carried out following monitoring surveys as part of the **Framework Landscape and Ecology Management Plan [EN010152/APP/7.14]**.
Ecology & Biodiversity	Impact on local wildlife	Protected species and in-channel works Issue: In-channel works may impact protected species. This has not been adequately mitigated against. Impact: Potential for in-channel works to harm or kill protected species of fish. Solution To introduce timing restrictions during key ecologically sensitive periods (such as migratory and spawning seasons for European eel, sea/brown trout and river lamprey).	Environment Agency	The impact of in-channel works upon protected aquatic species has been evaluated within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1].** Open-cut river crossings are to be kept to a minimum and where unavoidable, widths are kept to a minimum, dry times of year will be selected for works, pumping will maintain river flow and additional mitigation for protected species will be implemented, such as Ecological Clerk of Works and fish rescues where necessary. Works will also avoid the spawning season for any notable fish species recorded. Construction phase mitigation is detailed within the **Construction and Ecology Management Plan [EN010152/APP/7.7]**.
Ecology & Biodiversity	Impact on local wildlife	Species surveys Issue: Lack of dedicated species surveys for riparian mammals (otter and water vole), great crested newts (GCN) and eDNA. Impact: Absent recommendations for specific locations. Solution Riparian mammal, GCN and eDNA surveys need to be conducted as early as possible.	Environment Agency	Dedicated surveys have been completed for riparian mammals, results of which are published within **Appendix 9 of Chapter 8 (Ecology) Volume III of the Environmental Statement [EN010152/APP/6.3].** Dedicated GCN and eDNA surveys have not been conducted as a District Level License (DLL) has been pursued for the Scheme. The Applicant has submitted an initial Enquiry Form (to obtain the required IACPC) to Natural England to inform the assessment and confirm whether DLL is an appropriate licensing approach for the Scheme. An IACPC for the Scheme is presented alongside the DCO Application.
Ecology & Biodiversity	Impact on local wildlife	Culverts Issue: The potential installation or widening of culverts Impact: Negative impact on biodiversity.	Environment Agency	The Applicant has been in contact with the Environment Agency, Danvm Internal Drainage Board, Network Rail, Highways England, the City of Doncaster Council and other relevant stakeholders with regards to crossing methods, as appropriate. The location of watercourse crossings has been identified (including figures) within the

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		Solution Avoid installing new culverts or widening existing culverts.		**Environmental Statement [EN010152/APP/6.1]**. Where practicable, existing watercourse crossings have been utilised but, where this has not been possible and new crossings are required, clear span structures have been prioritised – with no construction of new culvert structures. The Applicant has explored opportunities to remove existing ordinary watercourse culverts as part of the Scheme through discussions and agreement with the Environment Agency and other relevant consultation bodies. Impacts of this work upon watercourses have been evaluated within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** informed by results of the aquatic surveys detailed within **Appendix 6 of Chapter 8 (Ecology) Volume III of the Environmental Statement [EN010152/APP/6.3]**.
Ecology & Biodiversity	Impact on local wildlife	Chapter 9 – Water Environment Detailed comments regarding Biodiversity Open Trenches Issue: Proposal to use open-cut or intrusive techniques to construct watercourse crossings in grid connection corridor, if non-intrusive techniques are considered unfeasible. Impact: The siting of open trenches within 10 metres of a watercourse poses an entrapment risk to commuting riparian species (such as otters), which may fall into the trench and are unable to escape. Solution: Site any infrastructure (including trenches) outside the 10-metre riparian buffer. Furthermore, open trenches should be covered over during the night, to avoid entrapment of any terrestrial species (such as hedgehogs or badgers).	Environment Agency	Open trenching is being avoided where practicable, with widths kept to a minimum where required. Where not avoidable, trenches will be covered at night to avoid risk of terrestrial or riparian species falling in and becoming trapped. All excavations deeper than 1 m would be covered or fenced overnight, or where this is not practicable, a means of escape would be fitted (e.g. battened soil slope or scaffold plank) to provide an escape route should any animals stray into the construction site and fall into an excavation. This is detailed within the Construction and Ecological Management Plan **[EN010152/APP/7.7]**
Ecology & Biodiversity	Impact on local wildlife	Watercourse Crossings Issue: Construction of nine watercourse crossings across several watercourses on the site. Impact: Vehicle crossings can fragment habitats and reduce connectivity, making dispersal and commuting for some species difficult. Potential to negatively impact riparian mammals (such as otters), fish and aquatic invertebrates. Solution: Clear-span bridges should be considered if watercourse crossings are required, as these maintain habitat connectivity and allow species to commute freely. Strongly encourage removal of any existing culverts to further enhance watercourses.	Environment Agency	The Applicant has been in contact with the Environment Agency, Danvm Internal Drainage Board, Network Rail, Highways England, the City of Doncaster Council and other relevant stakeholders with regards to crossing methods, as appropriate. The location of watercourse, crossings has been identified (including figures) within the ES. Where practicable, existing watercourse crossings have been utilised but, where this has not been possible and new crossings are required, clear span structures have been prioritised – with no construction of new culvert structures. The Applicant has explored opportunities to remove existing ordinary watercourse culverts as part of the Scheme through discussions and agreement with the Environment Agency and other relevant consultation bodies. As part of the Scheme a section of culverted Fleet Drain will have the culvert removed. This current culvert is located on Fleet Drain east of Fenwick Hall.
Ecology & Biodiversity	Impact on local wildlife /	Natural England notes that a Habitats Regulations Assessment (HRA) has not yet been completed.	Natural England	Impacts upon internationally designated sites have been considered within the **No Significant Effects Report [EN010152/APP/7.12]**.

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	Loss of habitat(s)	It is Natural England's advice that the proposal is not directly connected with or necessary for the management of the European site. You should therefore determine whether the proposal is likely to have a significant effect on any European site, proceeding to the appropriate assessment stage where significant effects cannot be ruled out. The HRA screening should consider potential likely significant effects on the European Sites specified above. We recommend you consider potential likely significant effects on these sites arising from the impact pathways identified in Natural England's EIA Scoping response dated 28th June 2023 and detailed below, in addition to any other potential impact pathways identified during the assessment.		
Ecology & Biodiversity	Impact on local wildlife / Loss of habitat(s)	As discussed with the applicant through our Discretionary Advice Service (DAS), the Lower Derwent Valley SPA can be scoped out of further assessment. We note that the information provided by the applicant, in relation to Lower Derwent Valley SPA bird species, was conservative and that the proposed site is unlikely to be functionally linked to the Lower Derwent Valley SPA.	Natural England	The Applicant notes this comment. Impacts upon internationally designated sites including the Lower Derwent Valley SPA have been considered within the **No Significant Effects Report [EN010152/APP/7.12].**
Ecology & Biodiversity	Impact on local wildlife / Loss of habitat(s)	The assessment should consider both direct loss of functionally linked land due to siting of the solar panels, and the potential for loss of suitability of adjacent land for birds due to disruption of open vistas and impacts on connectivity of feeding/roosting areas.	Natural England	Impacts upon functionally linked land and loss of suitable adjacent land have been considered within the **No Significant Effects Report [EN010152/APP/7.12],** including an evaluation of impacts in-combination with nearby schemes.
Ecology & Biodiversity	Impact on local wildlife / Loss of habitat(s)	1.2 Humber Estuary SAC Natural England welcomes the commitment to further assess potential habitat suitability of the relevant waterways for river lamprey and sea lamprey.	Natural England	Impacts upon the Humber Estuary SAC have been evaluated within the **No Significant Effects Report [EN010152/APP/7.12].** The relevant waterways with connection to the estuary have been subject to fish surveys which are presented within **Appendix 6, Chapter 8 (Ecology) Volume III of the Environmental Statement [EN010152/APP/6.3]**
Ecology & Biodiversity	Impact on local wildlife / Loss of habitat(s)	The assessment should be informed by more detailed information regarding the proposed grid connection corridor and waterway crossing points. We note that further surveys are proposed and that further information will be provided in the ES. We advise that this information should be used to inform the HRA.	Natural England	The **No Significant Effects Report [EN010152/APP/7.12]** assesses impacts within the Solar PV Site as well as the Grid Connection Corridor, and takes into considerations results for protected species surveys with particular focus on the non-breeding bird surveys, aquatic surveys and riparian mammal surveys.
Ecology & Biodiversity	Impact on local wildlife / Loss of	1.5. In-combination assessment Natural England notes that section 8.15 assesses the potential in-combination effects of the scheme with other plans or	Natural England	Table 11 of the **No Significant Effects Report [EN010152/APP/7.12]** presents an in-combination assessment of impacts upon international designated sites in combination with other nearby schemes**.**

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
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	habitat(s)	projects within the surrounding area, and that paragraph 8.15.5 states "at this preliminary assessment stage, based on an initial review … no plans or projects … are considered in combination to impact the important ecological features identified in this assessment." We advise that the HRA should include an in-combination assessment following the screening stage. The in-combination requirement makes sure that the effects of numerous proposals, which alone would not result in a significant effect, are assessed to determine whether their combined effect would be significant enough to require more detailed assessment. Therefore, where there are small effects which are not significant alone, these should be assessed alongside small effects of other projects which were not significant alone. A further in-combination assessment should be carried out following the appropriate assessment stage (where required), to assess the residual effects of developments together. If mitigation or compensation has completely avoided or removed the effect that this would not act in-combination with other projects		
Ecology & Biodiversity	Impact on local wildlife / loss of habitats	The PEIR ecology chapter currently assesses the breeding bird assemblage as of low importance and the documents state 'the construction of the Scheme will lead to the loss of arable habitat, used by a small number of breeding bird species such as Skylark, a species that is ground nesting and relies on open space'. Given that the total project area is around 540 hectares this claim must be justified with full survey data.	Yorkshire Wildlife Trust	The results of the breeding bird surveys are presented within **Appendix 7, Chapter 8 (Ecology) Volume III of the Environmental Statement [EN010152/APP/6.3].** The assemblage was assessed as being of district importance. Mitigation regarding skylark is discussed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1].**
Ecology & Biodiversity	Loss of habitats	Large-scale solar developments are a potential concern in sensitive locations, as they could cause reduce the suitability of habitats for key species.	Yorkshire Wildlife Trust	Impacts of large-scale solar developments are assessed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1].**
Ecology & Biodiversity	Wildlife / Ecological mitigation	Additional narrative / explanation Priority habitats could be enhanced through improving the condition of the floodplain grazing marsh/wet grassland community on the site. Similarly, swamp habitat could be expanded, thereby improving the condition of the River Went Local Wildlife Site. These would provide an enhancement under the BNG Metric and adhere to the City of Doncaster Local Plan by "creating new, or restoring existing, national and local priority habitats".	Environment Agency	Enhancement of the River Went corridor is proposed, including enhancing the riparian habitat and managing the floodplain grazing marsh. This is detailed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** and within the **Framework Landscape and Ecology Management Plan [EN010152/APP/7.14].** Enhancements to riparian zones of watercourses on site are detailed within the **Biodiversity Net Gain Report [EN010152/APP/7.11]**
Ecology &	Wildlife /	Additional narrative / explanation	Environment	Enhancement of retained and value of created habitats is captured in the BNG

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Biodiversity	Ecological mitigation	The efficacy and biodiversity value of the buffers could be enhanced through means of reducing nutrient loads, and by subsequently sowing a species-rich grass and wildflower mix. This would also protect the watercourse from sediments and enable bank stabilisation through vegetation establishment	Agency	assessment and reflects landscape designs The Scheme includes the sowing of grasslands of varying biodiversity value (a mix of neutral and modified) beneath the solar panels and within areas of open grassland that will be managed for biodiversity. This is detailed within the Framework Landscape and Ecology Management Plan **[EN010152/APP/7.14].**
Ecology & Biodiversity	Wildlife / Ecological mitigation	Additional narrative / explanation The applicant states that new culverts may need to be constructed and existing culverts may need to be widened to facilitate access. Culverting or 'closing' watercourses can have a negative impact on biodiversity – fragmenting watercourse habitats, obstructing fish migration and limiting animal commuting. The applicant should avoid this. This is in line with the Environment Agency policy regarding culverts.	Environment Agency	The Applicant has been in contact with the Environment Agency, Danvm Internal Drainage Board, Network Rail, Highways England, the City of Doncaster Council and other relevant stakeholders with regards to crossing methods, as appropriate. The location of watercourse, railway and road crossings has been identified (including figures) within the **Environmental Statement [EN010152/APP/6.1]**. Where practicable, existing watercourse crossings have been utilised but, where this has not been possible and new crossings are required, clear span structures have been prioritised – with no construction of new culvert structures. The Applicant has explored opportunities to remove existing ordinary watercourse culverts as part of the Scheme through discussions and agreement with the Environment Agency and other relevant consultation bodies.
Ecology & Biodiversity	Wildlife / Ecological mitigation	We also acknowledge and welcome that a Biodiversity Net Gain report is being prepared for submission alongside the ES.	Environment Agency	The Applicant notes this comment, no further action required
Ecology & Biodiversity	Wildlife / Ecological mitigation	We also note the commitment to deliver at least 10 % net gain, although not yet mandatory for Nationally Significant Infrastructure Projects. We await further information on these aspects of the assessment.	Yorkshire Wildlife Trust	Noted. This is presented within the **Biodiversity Net Gain Assessment Report [EN010152/APP/7.11]**.
Ecology & Biodiversity	Wildlife / Ecological mitigation	An important consideration when designing compensation areas is the habitat requirements for ground nesting species, and tree planting/woodland creation in these areas is unlikely to be appropriate. Many ground nesting species require wide uninterrupted vistas to allow active surveillance for predator detection and to avoid behavioural responses to visual disturbance stimuli. This can result in, for example flight responses and reduced foraging efficiency which can ultimately impact upon survival rates of individual birds.	Yorkshire Wildlife Trust	Impacts upon ground-nesting birds have been evaluated within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1],** supported by results of breeding bird surveys as presented within **Appendix 7 of Chapter 8 (Ecology) Volume III of the Environmental Statement [EN010152/APP/6.3].** An extensive mitigation area providing suitable habitat for ground-nesting birds is proposed within the Scheme, including a large, contiguous open grassland**.**
Ecology & Biodiversity	Wildlife / Ecological mitigation	Off-site compensation should be secured if it is not possible to fully compensate for impacts within the scheme boundary. This is likely to require habitat creation/enhancement, and it essential that the ongoing management is also established at this stage.	Yorkshire Wildlife Trust	The Applicant will follow the mitigation hierarchy and consider on-site before off-site compensation is investigated. This is detailed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1].**
Ecology & Biodiversity	Wildlife / Ecological	Proposed habitat creation/Biodiversity Net Gain Diverse/species rich grassland has been proposed beneath the	Yorkshire Wildlife Trust	Details of habitat creation and enhancement is presented in **Framework Landscape and Ecological Management Plan [EN010152/APP/7.14]**.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
	mitigation	solar arrays throughout. We would advise that any habitat creation/enhancement proposals, particularly beneath solar arrays are thoroughly researched and evidence based.		
Ecology & Biodiversity	Wildlife / Ecological mitigation	For the purposes of Biodiversity Net Gain assessment, target habitats and conditions must be realistic. The ground conditions and for example, any waterlogging will need to be taken into account. Soil testing is likely to be a useful exercise in developing a realistic post-development habitat plan.	Yorkshire Wildlife Trust	The Biodiversity Net Gain Assessment takes into account condition on site and realistic management practices to develop target habitats and conditions **[EN010152/APP/7.11] The Framework Landscape and Ecological Management Plan (FLEMP) [EN010152/APP/7.1]** sets out how habitats will be successfully established and managed in the long-term.
Ecology & Biodiversity	Wildlife / Ecological mitigation	Also, the ongoing management of this habitats is a key consideration – the documents propose to use sheep grazing (currently being explored). If this option is pursued (which is likely to be preferable to moving) then livestock infrastructure such as fencing and housing/rearing facilities must be included within the design.	Yorkshire Wildlife Trust	Details of habitat creation, enhancement and ongoing management is presented in **the Framework Landscape and Ecological Management Plan [EN010152/APP/7.14],** which includes the option for both sheep grazing or mechanical cutting. As the long-term maintenance of these areas is not yet finalised, the exact logistics of this have not been included within the design, with the exception of stock-proof fencing.
Ecology & Biodiversity	Wildlife / Ecological mitigation	Concerns about longevity of habitats/decommissioning Due to the fact that solar farms are treated as temporary developments, at the end of the operational (c.35 years), it is usual for the land to return to the landowner's control, possibly for agricultural use, potentially with very little regulatory control and any contribution to nature recovery could be lost. We therefore have concerns about the longevity of the habitat creation and enhancement proposed to be de livered as part of the scheme, which we believe should be permanent. The expectation within the Biodiversity Net Gain Good Practice Principles is that compensation sites will be secured for at least the lifetime of the development 'with the objective of Net Gain management continuing in the future'. To align with this principle it is essential that benefits delivered by Biodiversity Net Gain are secured for the longest possible timeframe. Areas of habitat creation/enhancement should be secured for nature in perpetuity through legal agreements.	Yorkshire Wildlife Trust	Any habitat creation and enhancement will remain for the lifespan of the Scheme. Upon decommissioning all physical infrastructure will be removed, with the land, including created habitats, returned to landowners. The Scheme will not be responsible for the management of habitats within the Order limits following decommissioning and cessation of the DCO. Gains in biodiversity will be managed and monitored for the lifespan of the Scheme (40 years), which is beyond the period of 30 Years as per the requirements of the Environment Act 2021.
Ecology & Biodiversity	Wildlife / Ecological mitigation	In addition, it is essential that decommissioning surveys are conditioned to ensure any ecological impacts at this stage are identified and avoided/mitigated/compensated in line with the mitigation hierarchy. A Framework DEMP is proposed to be submitted as part of the DCO application which we are supportive of.	Yorkshire Wildlife Trust	A **Framework Decommissioning and Ecological Management Plan** has been developed **[EN010152/APP/7.9].**
Ecology & Biodiversity	Wildlife / Ecological	Sale of excess credits Any biodiversity units above those needed to achieve the	Yorkshire Wildlife Trust	The Applicant has no current plans to trade BNG credits at the Scheme although does not agree that this would undermine the potential of BNG in Yorkshire. The Applicant has committed (currently on a voluntary basis) to provide BNG for the Scheme, as secured

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	mitigation	minimum required level of BNG should not be sold as off-site gains for other developments. Selling excess biodiversity units generated in this manner would undermine the potential of biodiversity net gain to genuinely contribute to Nature's Recovery in Yorkshire.		through the **Framework Landscape and Ecological Management Plan [EN010152/APP/7.14]** and draft DCO requirement.
Ecology & Biodiversity	Wildlife / Ecological mitigation	Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. In responding to your consultation, we have reviewed only those chapters that we consider to bemost relevant to our statutory purpose. Therefore, our response is based on the following sections of the Preliminary Environmental Impact Report (PEIR): • PEIR Non-Technical Summary • Chapter 5: Environmental Impact Assessment Methodology • Chapter 8: Ecology • PEIR Appendix 8-4: Bat Survey Report • Chapter 9: Water Environment • Chapter 10: Landscape & Visual Amenity • Chapter 11: Noise & Vibration • Chapter 13: Transport & Access • Chapter 14: Other Environmental Topics • PEIR Appendix 2-1 CEMP Further advice on initial information/assessment provided in the PEIR is included below. Natural England considers that the Applicant should seek to address these issues prior to Examination, where possible.	Natural England	The Applicant notes this comment and thanks the respondent for providing feedback.
Ecology & Biodiversity	Wildlife / Ecological mitigation	We welcome that a Soil Management Plan (SMP) is proposed. Plans of the detailed ALC grades should be provided in the SMP and this should be submitted with the ES. The SMP should include an aftercare programme which would enable a satisfactory standard of agricultural after-use to be reached, with regards to cultivating, reseeding, draining or irrigating, applying fertiliser, or cutting and grazing the site. The SMP should recognise the exact amount (%) of BMV land that has been identified in the ALC report.	Natural England	A breakdown of the amount of BMV land (hectares and %) is provided within **Chapter 12 (Socio-Economics and Land Use) Volume I of the Environmental Statement [EN010152/APP/6.1],** which will be referenced in the Framework Soil Management Plan. Plans showing the location of the BMV land are provided within **Figure 12-5 (Agricultural Land Classification for the Solar PV Site) Volume II of the Environmental Statement [EN010152/APP/6.2]** which supports this chapter. The BMV breakdown and plans, together with detailed further information on agricultural land and soil within the Solar PV site, is provided in **Appendix 12-3 (Agricultural Land Classification Report) Volume III of the Environmental Statement [EN010152/APP/6.3],** which will also be referenced in the **Framework Soil Resource Management Plan [EN010152/APP/7.10]**.
Ecology & Biodiversity	Wildlife / Ecological mitigation	We advise it is best practice to submit a biodiversity gain plan and completed biodiversity metric with the application, with enhancements then being secured by requirements in the	Natural England	The Statutory Biodiversity Metric (SBM) and associated guidance is being used for the assessment, details can be found within the **Biodiversity Net Gain Report [EN010152/APP/7.11]**.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
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		DCO. We recommend using the latest version of the Defra biodiversity metric to calculate BNG (Statutory biodiversity metric tools and guides - GOV.UK (www.gov.uk)) and adhere to the rules and principles set out within the metric guidance. To encourage best practice, we also recommend referring to the following: BS 8683:2021 Process for designing and implementing Biodiversity Net Gain and CIEEM/IEMA/CIRIA good practice principles (2016) and guidance (2019		A biodiversity gain plan will follow after the detailed design stage and subsequent iteration of the SBM assessment if required.
Ecology & Biodiversity	Wildlife / Ecological mitigation	Created and enhanced habitats should seek, where practical and reasonable, to be local to any impact. They should also deliver strategically important outcomes for nature conservation. We recommend that opportunities should be sought to link delivery to relevant plans or strategies. This could include Green Infrastructure Strategies or Local Nature Recovery Strategies.	Natural England	The Applicant will follow the mitigation hierarchy and consider on-site before off-site compensation is investigated. Doncaster Council has yet to produce a Local Nature Recovery Strategy (LNRS), because of this, Strategic Significance has been assigned to habitats using the alternative methodology, in line with guidance set out in the SBM User Guide.
Ecology and Biodiversity	Impact on local wildlife	there will also be a long term impact fish, ground nesting birds, migratory birds, small mammals, reptiles, amphibians.	Moss and District Parish Council	Long term impacts upon protected species are evaluated within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
Environment	Environmental Impact	We have considered the submitted documentation and can confirm that we are satisfied with the approach taken in preparing the Environmental Impact Assessment (EIA) and the conclusions drawn	UK Health Security Agency	The Applicant notes this comment, no further action required.
Environment	Impact on the Environment	For each renewable source of energy, we acknowledge that there may be environmental impacts as well as benefits, depending on where a development is sited.	Yorkshire Wildlife Trust	The Applicant notes this comment, no further action required.
Environment	Impact on the Environment	Decommissioning Issue: We do not necessarily agree that keeping the cables in situ is the most environmentally friendly option. The risks associated with the decommissioning phase to environmental parameters has a lot of uncertainty. Impact: This may lead to adverse consequences to environmental parameters. Solution: We would expect the components to be decommissioned and decommissioning process to be decided in consultation with the Environment Agency and local authority and for this decision-making process to be written into Requirements to ensure that there are no adverse environmental impacts. Note that this should also	Environment Agency	A **Framework Decommissioning Environmental Management Plan (DEMP) [EN010152/APP/7.9]** is included with the DCO Application. This sets out the general principles to be followed in the decommissioning phase of the Scheme. A detailed Decommissioning Environmental Management Plan (DEMP) will be prepared prior to decommissioning to identify required measures to prevent pollution and flooding during this phase of the development. This must be substantially in accordance with the **Framework Decommissioning Environmental Management Plan [EN010152/APP/7.9]** as per requirement 18, Schedule 2 of the draft DCO **[EN010152/APP/3.1].**

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		include the ducts i.e., potentially all components installed.		
Environment	Changes requested	If a landscaping scheme is proposed as part of the proposal, we request that only slow and low growing species of trees and shrubs are planted beneath and adjacent to the existing overhead line to reduce the risk of growth to a height which compromises statutory safety clearances.	NGET	The Applicant notes this response. Details of the proposed landscaping as part of the scheme is included within the **Indicative Landscape Masterplan** in **Appendix 1** of the **Framework Landscape and Ecological Management Plan [EN010152/APP/7.14]** which proposes minimal taller vegetation beneath or within proximity to overhead lines. This has also been reinforced through the **Framework Landscape and Ecological Management Plan [EN010152/APP/7.14].** Standard protective provisions for the benefit of electricity, gas, water and sewerage undertakers have been included in Part 1 of Schedule 14 to the **Draft Development Consent Order [EN010152/APP/3.1]**.
Environment	Construction impacts	Key concerns will be how the scheme impacts on the railway operations in terms of the management of construction works around the operational railway and details such as boundary treatments, any lighting and drainage schemes that may impact on the operational railway.	Network Rail	Details have been included within the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** and **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** (which is secured by a requirement in Schedule 2 to the **Draft Development Consent Order [EN010152/APP/3.1]**) regarding any potential interaction with railway, including usage of level crossings. The Applicant will engage with Network Rail in respect of the property agreements required for the Scheme. Protective provisions for the benefit of Network Rail have been included in Part 4 of Schedule 14 to the **Draft Development Consent Order [EN010152/APP/3.1]**.
Environment	Environmental mitigation	Key Issues to be addressed: Water Framework Directive (WFD) & Biodiversity Net Gain (BNG) We note the inclusion of the WFD Screening and Scoping Assessment (PEIR Volume III Appendix 9-2: Water Framework Directive Screening and Scoping Report) in the consultation documents. WFD mitigation measures are one of the key assessments used when considering impacts and enhancement opportunities both within or outside of Biodiversity Net Gain and we would like to see the production of the full Stage 3 impact assessment, as mentioned in para. 6.5.25 of the Executive Summary.	Environment Agency	The Applicant notes this comment, no further action required.
General / Other	Cover email / general content	Existing Infrastructure Substation • Thorpe Marsh 275kV Substation • Thorpe Marsh 400kV Substation • Associated overhead and underground apparatus including cables Overhead Lines ZZG 275kV OHL Thorpe Marsh – West Melton 1 Thorpe Marsh – West Melton 2 ZZH 400kV OHL Eggborough – Thorpe Marsh ZZI 400kV OHL Drax – Keadby – Thorpe Marsh	NGET	The Applicant notes this comment and will engage with NGET regarding any potential interaction between the assets identified and the Scheme according to the plans provided. The Applicant has subsequently reached out to NGET to negotiate bespoke protective provisions for inclusion with the Development Consent Order, which would manage any interaction with NGET assets.

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		4ZH 400kV OHL Brinsworth – Thorpe Marsh 1 Brinsworth – Thorpe Marsh 2 4VH 400kV OHL Drax – Keadby – Thorpe MarshCable Apparatus • Thorpe Marsh – West Melton 1 • Thorpe Marsh – West Melton 2 I enclose two plans showing the location of NGET's apparatus with the redline boundary.		
General / Other	Cover email / general content	New Infrastructure Please also refer to the Holistic Network Design (HND) and the National Grid ESO website to view the strategic vision for the UK's ever growing electricity transmission network. https://www.nationalgrideso.com/future-energy/the-pathway-2030-holistic-network-design/hnd' NGET requests that all existing and future assets are given due consideration given their criticality to distribution of energy across the UK. We remain committed to working with the promoter in a proactive manner, enabling both parties to deliver successful projects wherever reasonably possible	NGET	The Applicant notes this comment, and is committed to engaging with NGET to ensure the Scheme appropriately considers their assets. The Applicant has subsequently reached out to NGET to negotiate bespoke protective provisions for inclusion with the Development Consent Order, which would manage any interaction with NGET assets.
General / Other	Cover email / general content	The Great Grid Upgrade is the largest overhaul of the electricity grid in generations, we are in the middle of a transformation, with the energy we use increasingly coming from cleaner greener sources. Our infrastructure projects across England and Wales are helping to connect more renewable energy to homes and businesses. To find out more about our current projects please refer to our network and infrastructure webpage. https://www.nationalgrid.com/electricity-transmission/network-andinfrastructure/infrastructure-projects. Where it has been identified that your project interacts with or is in close proximity to one of NGET's infrastructure projects, we would welcome further discussion at the earliest opportunity. These projects are all essential to increase the overall network capability to connect the numerous new offshore wind farms that are being developed, and transport new clean green energy to the homes and businesses where it is needed. The following points should be taken into consideration.	NGET	The Applicant notes this comment and is committed to making a positive and significant impact on climate change and the achievement of the UK Government's aim for a fully decarbonised, reliable and low-cost power system and net zero emissions by 2050. The Applicant will engage with NGET regarding any potential interaction between their assets and the Scheme according to the sources provided. The Applicant has subsequently reached out to NGET to negotiate bespoke protective provisions for inclusion with the Development Consent Order, which would manage any interaction with NGET assets.
General / Other	Cover email / general content	I hope the above information is useful. If you require any further information, please do not hesitate to contact me. In the meantime, we look forward to receipt of further information and consultation relating to potential impacts on our assets. The	NGET	The Applicant notes this comment and thanks NGET for their response. The Applicant has subsequently reached out to NGET to negotiate bespoke protective provisions for inclusion with the Development Consent Order, which would manage any interaction with NGET assets.

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		information in this letter is provided not withstanding any discussions taking place in relation to connections with electricity customer services.		
General / Other	Construction traffic management	National Highways have been consulted regarding the pre-application for the Fenwick Solar Farm, which is a proposed new solar farm with energy storage facilities near Fenwick. The proposed DCO is for the construction, maintenance and decommissioning of ground mounted Solar Photovoltaics [PV] panels and associated works for power generation and transmission. Please find attached the TM002 which contains a more detailed analysis. Please do not hesitate to contact me if you have any queries.	National Highways	The Applicant notes this comment, no further action required.
General / Other	Cover email / general content	Site Location The approximate development site area and its proximity to the SRN is detailed within the PEIR Volume II Figure 1-1, which is replicated below for ease of cross-referencing. Figure 1 – Site Location (**image of RLB provided**) (Extracted from PEIR Figure 1-1) The development lies entirely within the City of Doncaster Council's administrative area.	National Highways	The Applicant notes this comment and will engage with National Highways regarding any potential interaction between their assets and the Scheme.
General / Other	Cover email / general content	Proposed Development The development is categorised as a Nationally Significant Infrastructure Project [NSIP] which requires a DCO. The DCO relates to the site which comprises approximately 536 hectares of land between the villages of Fenwick, Moss and Sykehouse as well as the hamlet of Topham, located north of Doncaster. The scheme involves the construction, operation and decommissioning of ground mounted Solar PV panels, together with associated infrastructure including a Battery Energy Storage System [BESS] connections to the existing National Grid Thorpe Marsh Substation. The site comprises three elements: • The Solar PV site (approximately 421 hectares). • The Grid Connector Corridor (approximately 115 hectares). • The existing National Grid Thorpe Marsh Substation.	National Highways	The Applicant notes this comment, no further action required.
General / Other	General Support	Although Yorkshire Wildlife Trust does not currently have a formal policy on solar developments, it broadly supports measures to reduce consumption of non-renewable energy sources, including the use of sustainable technologies as well	Yorkshire Wildlife Trust	The Applicant notes this comment and is committed to making a positive and significant impact on climate change and the achievement of the UK Government's aim for a fully decarbonised, reliable and low-cost power system and net zero emissions by 2050.

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		as through energy efficiency.		
General / Other	General Support	Overall, we are generally satisfied with the scope and content of the Preliminary Environmental Information Report (PEIR) to reasonably inform us of the likely significant environmental effects to be considered.	Environment Agency	The Applicant notes this comment, no further action required.
General / Other	No comment	The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.	NATS Safeguarding	The Applicant has noted this comment and thanks the respondent for their feedback.
General / Other	No comment	However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted. If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.	NATS Safeguarding	The Applicant has noted this comment and thanks the respondent for their feedback. The Applicant will engage with NATS going forward in the event of any changes to the Scheme being made which become the basis of a revised, amended or further application for approval.
General / Other	No comment	For attention of the planning department, This has been sent incorrectly to us, UK Power Networks do not cover this area.	UK Power Networks	The Applicant notes this comment, no further action required.
General / Other	No comment	The Coal Authority is a non-departmental public body sponsored by the Department for Energy Security and Net Zero. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas. We have reviewed the site location plan provided and can confirm that the site falls within the Coal Authority's defined Development Low Risk Area. On this basis we have no specific comments to make. However, in the interest of public safety, it is requested that the Coal Authority's Standing Advice note is drawn to the	Coal Authority	The Applicant notes this comment and thanks the respondent for their feedback.

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		applicant's attention, where relevant.		
General / Other	No comment	Thank you for your email dated 17 April 2024 regarding the proposed Fenwick Solar Farm Project. **HSE's land use planning advice Will the proposed development fall within any of HSE's consultation distances?** According to HSE's records, the proposed project components (Fenwick Solar Farm, Preliminary Environmental Information Report, Volume IV, Non-Technical Summary, Figure 1 - Scheme Location, from the Statutory Consultation Plans (March 2024)) does not fall within the Consultation Zones of any major hazard sites or major accident hazard pipelines. Based on the information in the Preliminary Environmental Information Report, Volume IV, Non-Technical Summary (March 2024), it is unlikely that HSE would advise against the development. Please note that the advice is based on HSE's existing policy for providing land-use planning advice and the information which has been provided. HSE's advice in response to a subsequent planning application may differ should HSE's policy or the scope of the development change by the time the Development Consent Order application is submitted.	Health and Safety Executive	The Applicant notes this comment and thanks the respondent for their feedback.
General / Other	No comment	Explosives sites HSE has no comment to make as there are no licensed explosives sites in the vicinity.	Health and Safety Executive	The Applicant notes this comment, no further action required.
General / Other	No comment	Electrical Safety No comment from a planning perspective.	Health and Safety Executive	The Applicant notes this comment.
General / Other	No comment	Hi All, Thank you for your email, We represent National Gas Transmission with regards to their land rights and protecting their assets against major projects. We have been sent your below email and have checked the records for any interactions within your current redline boundary. It appears that NGT **do not** have assets within your redline boundary as shown below.	National Gas Transmission	The Applicant notes this comment and thanks the respondent for their feedback.

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		[image included in email] If your redline boundary does change, please keep us updated.		
Consultation	Further consultation	During this time, please send any further communication on this project directly to the HSE's designated email account for NSIP applications at [redacted]. We are currently unable to accept hard copies, as our offices have limited access.	Health and Safety Executive	The Applicant notes this comment and will engage with the Health and Safety Executive via the contact channel provided in the event of any further communication being required.
General / Other	No need for this development	Th PC also do not believe there is a need for another huge substation and c 25 acres of battery storage on site in Moss, when there is a substation at Thorpe marsh and plans on the brownfield site for a battery storage facility for c 300,000 households.	Moss and District Parish Council	The Applicant is confident that need and size of the Substation is required to: a. Receive the electricity from Field Stations and BESS and step up the voltage from 33 kV to 400 kV ready to be exported to the Existing National Grid Thorpe Marsh Substation via the 400 kV Grid Connection Cables; b. Receive excess electricity generated by the Solar PV Panels and send it to BESS for storage; and c. Import excess electricity from the grid via the 400 kV Grid Connection Cables, step down the voltage from 400 kV to 33 kV and send it to BESS for storage. The battery energy storage component of both the Scheme and the battery storage facility identified for Thorpe Marsh will provide peak generation and grid balancing services to the national grid. Both are part of the response to the need to store renewable power generated during periods of oversupply of renewable electricity, which is then released when there is insufficient supply of renewable generation (such as when there is less sunshine). Therefore, the projects are complementary in that they will help ensure reliable and stable electricity grid operation at times of peak demand, thus helping to improve the UK's energy security over the long term. The need to have flexibility and integrated technologies, such as BESS, is recognised by the Overarching National Policy Statement for Energy (paragraphs 3.3.5 and 3.3.6). In addition, paragraph 2.10.10 of the National Policy Statement for Renewable Energy provides policy support for schemes that include co-located solar and storage technologies because both technologies are needed and co-location maximises the efficiency of land use. Further information regarding the need for the Scheme can be found in the **Statement of Need [EN010152/APP/7.3]** and an appraisal of the Scheme against relevant local and national planning policy can be found in the **Planning Statement [EN010152/APP/7.3]**.
General / Other	Support for Project	Based on the information received to date and the retention of all current hedges within the proposed development site at their current height, Historic England would not object to the proposed development on heritage grounds.	Historic England	The Applicant notes this comment, no further action required.
General / Other	Cover email / general	Thank you for your letter and proposed site maps for the development of the Fenwick Solar Farm.	GTC Pipelines Ltd	The Applicant has reviewed the information provided by GTC Pipelines Ltd and has concluded that there is no overlap with their assets and therefore no further action is

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	content	I can confirm GTC has one gas network that is within close proximity to the order limits of the works taking place in Askern at the junction with Market Place, High Street and Moss Road. Please see the attached screenshot of our asset map and relative network plan showing the location of the gas pipelines. If you believe that your proposed works will have an impact on our network, please submit your C2/C3 diversion request along with a copy of this letter/email to [redacted]. If this is for an electric only network, please send to [redacted].The following must be submitted in order for us to escalate this to our design team. An outline of your proposed works. Highlighted GTC drawing with the area in question. Our designer can then quote for costs for diversion works and respond back to you directly with the necessary information. We look forward to hearing from you shortly.		required.
General / Other	Cover email / general content	This document should be issued to anyone intending on working in the vicinity of GTC and associated entities' utility networks and should be used in conjunction with HSG47, NJUG guidance and industry recognised practices. Confirmation should be sought from the asset owner in any instance of ambiguity or if there is confusion. Any queries regarding diversions, alterations, and disconnections for Gas, Water, Distributed Heat and Fibre please contact: [redacted] Any queries regarding diversions, alterations, and disconnections for Electric, please contact: [redacted] For more information please see the GTC website: https://www.gtc-uk.co.uk/ or alternatively contact [redacted]	GTC Pipelines Ltd	The Applicant has reviewed the information provided by GTC Pipelines Ltd and has concluded that there is no overlap with their assets and therefore no further action is required.
General / Other	Cover email / general content	Northern Powergrid are a DNO with much above and below ground electrical infrastructure. Our assets will be secured on various deeds and wayleave licences along the identified route. All information pertaining to deeds and respective landlords will be publicly available on Land Registry.	Northern Powergrid	The Applicant notes this comment and thanks the respondent for the feedback. The Applicant has subsequently reached out to Northern Powergrid to confirm the extent of its assets and negotiate bespoke protective provisions, where required.
Health	Local Health	The health of an individual or a population is the result of a complex interaction of a wide range of different determinants of health, from an individual's genetic make-up to lifestyles and behaviours, and the communities, local economy, built and natural environments to global ecosystem trends. All developments will have some effect on the determinants of health, which in turn will influence the health and wellbeing of	UK Health Security Agency	Comment noted. Potential effects to human health are considered in the **Environmental Statement [EN010152/APP/6.1]** technical chapters with a standalone assessment scoped out of the EIA, as described in the EIA Scoping Report (**Appendix 1-1 (EIA Scoping Report) Volume III of the Environmental Statement [EN010152/APP/6.3**]) and accepted in the EIA Scoping Opinion (**Appendix 1-2 (EIA Scoping Opinion) Volume III of the Environmental Statement [EN010152/APP/6.3**]). For clarity, potential effects to human health are set out in the following technical

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		the general population, vulnerable groups and individual people. Although assessing impacts on health beyond direct effects from, for example emissions to air or road traffic incidents is complex, there is a need to ensure a proportionate assessment focused on an application's significant effects. We have assessed the submitted documentation and wish to make the following comments.		assessments: 1. **Chapter 9 (Water Environment) Volume I of the Environmental Statement [EN010152/APP/6.1]**, Section 9.9 Assessment of Likely Significant Effects; 2. **Chapter 10 (Landscape and Visual Amenity) Volume I of the Environmental Statement [EN010152/APP/6.1]**, Section 10.8 Assessment of Likely Significant Effects; 3. **Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]**, Section 11.8 Assessment of Likely Significant Effects; 4. **Chapter 13 (Transport and Access) Volume I of the Environmental Statement [EN010152/APP/6.1]**, Section 13.8 Assessment of Likely Significant Effects; 5. **Chapter 14 (Other Environmental Topics, Air Quality) Volume I of the Environmental Statement [EN010152/APP/6.1]**, Section 14.2; 6. **Chapter 14 (Other Environmental Topics, Ground Conditions) Volume I of the Environmental Statement [EN010152/APP/6.1]**, Section 14.4, **ES Volume III Appendix 14-3: Preliminary Risk Assessment - Solar PV Site [EN010152/APP/6.3]**, and **Appendix 14-4 (Preliminary Risk Assessment - Grid Connection Corridor) Volume III of the Environmental Statement [EN010152/APP/6.3]**; 7. **Chapter 14 (Other Environmental Topics, Major Accidents and Disasters) Volume I of the Environmental Statement [EN010152/APP/6.1]**, Section 14.5; and 8. **Chapter 14 (Other Environmental Topics, Electromagnetic Fields) Volume I of the Environmental Statement [EN010152/APP/6.1]**, Section 14.7.
Health, Safety & Security	Construction Impact Mitigation	It is imperative that all works are carried out in accordance with the guidance provided by the HSE (Health and Safety Executive) in their document HSG47 "Avoiding Danger from Underground Services", ISBN 978 0 7176 6584 6, 3rd Edition 2014. No party shallcarry out any excavation works or other intrusive works such as piling, blasting or demolition without following the guidance in HSG47.	GTC Pipelines Ltd	Where required all works will be carried out in accordance with the guidance provided by the HSE (Health and Safety Executive) in their document HSG47 "Avoiding Danger from Underground Services". The **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** outlines measures required for the safe management of excavation works or other intrusive works. The Applicant has reviewed the information provided by GTC Pipelines Ltd and has concluded that there is no overlap with their assets and therefore no further action is required.
Health, Safety & Security	Construction Impact Mitigation	Anyone who carries out work near underground gas plant should observe any specific requirements made by the site manager, and ensure that access to the plant by the asset owners staff is available at all times. No unauthorised repairs to gas pipes should be made. 20. Where excavation is within 5m proximity to above or below ground pressure control equipment, ground workers must be aware of the possibility of encountering small auxilary pipework	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and concluded there is no overlap with their assets and therefore no further action is required.

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		that is more susceptible to damage.Where PE pipes and cables have been exposed and it is intended that hot work (e.g. welding, grinding, etc) be carried out, contact shall be made with GTC to confirm additional precautions and actions that may require to be undertaken.		
Health, Safety & Security	Construction Impact Mitigation	GTC shall be consulted if it is intended to carry out any of the following activities: • Using explosives within 30m of gas pipes or 400m of gas pressure reduction equipment. • Piling or boring within 15m of gas plant. • Excavating within 10m of pressure reduction equipment. • Reducing the cover or protection of a gas pipe. • Carrying out deep excavations nearby (minimum of 2m up to 15m). • Working within 3m of GTC's intermediate pressure (IP) mains.	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and concluded there is no overlap with their assets and therefore no further action is required.
Health, Safety & Security	Construction Impact Mitigation	A cable is positively located only when it has been safely exposed. Even then, digging should still proceed with care as there may be other cables adjacent or lower down. 27. Occasionally, cables are terminated in the ground by means of a seal, sometimes with external mechanical protection. These "pot ended" or "bottle ended" cables should be treated as live and should not be assumed to be abandoned or disused. They can be difficult to detect with locators even when "live".	GTC Pipelines Ltd	The Applicant notes the guidance outlined in this response. The **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** outlines measures required for the safe management of excavation works or other intrusive works. The Applicant has reviewed the information provided by GTC Pipelines Ltd and has concluded that there is no overlap with their assets and therefore no further action is required.
Health, Safety & Security	Construction Impact Mitigation	Because of the difficulty in confirming depth, hand held power tools shall never be used over the cable unless either: • The cable has already been exposed by digging under the surface to be broken out and it is at a safe depth (at least 300mm) below the bottom of the hard surface material. or • Physical precautions have been taken to prevent the tool striking the cable. 30. Excavating close to electricity cables buried in concrete is dangerous and shall not be undertaken unless the cable(s) have been isolated. For this reason alone electricity cables should not be buried in concrete. 31. Where mechanical excavators are used in the possible vicinity of underground cables, the work should be arranged so that damage to cables is avoided so far as is reasonably practicable. To minimise danger to operatives those onsite shall be outside of the reach of the excavator bucket and shall not enter the trench whilst digging is undertaken. Excavator	GTC Pipelines Ltd	The Applicant notes the guidance outlined in this response. The **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** outlines measures required for the safe management of excavation works or other intrusive works. The Applicant has reviewed the information provided by GTC Pipelines Ltd and has concluded that there is no overlap with their assets and therefore no further action is required.

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		operators shall be instructed to stay in the cab if a cable is struck. If excavator operators have to exit the cab they should jump clear. If excavator operators climb down from the cab the risk of electrocution is significantly increased. If a cable is struck, the machine involved shall be subject to continous observation and no one shall enter the excavation or approach the machine or the cable until GTC have been contacted and the damaged cable has been made safe.		
Health, Safety & Security	Construction Impact Mitigation	Where cables have been exposed: • Any damage shall be reported to GTC immediately on: 0800 032 6990 And work shall not be undertaken in the vicinity of a damaged cable until GTC has investigated its condition. • For more than 1.0m and they cross a trench, support shall be provided. If the exposed cable length is shorter than 1.0m support shall still be considered if joints have been exposed or the cable appears otherwise vulnerable to damage. Where advice and help is needed contact GTC. • Suitable precautions shall be taken to prevent damage from on-going work in the excavation. This may involve for example the use of physical means (e.g. timber boards, sandbags etc) to prevent mechanical damage. Materials or equipment which could damage or penetrate the outer sheath of the cable shall not be used. Cables lying in the bottom of an excavation are particularly vulnerable and shall be protected by nail free wooden planks, troughing or other suitable means. • Cables shall not be moved aside unless the operation is supervised by GTC. • Precautions shall be taken to prevent access by members of the public.	GTC Pipelines Ltd	The Applicant has looked at the information provided by GTC Pipelines Ltd and concluded there is no overlap with their assets and therefore no further action is required.
Health, Safety & Security	Construction Impact Mitigation	The danger created by damaging a District Heating with an excavator is much greater than if the damage is done with a hand-held power tool. District Heating pipes may have projections such as valve housings, which are not shown on the plans and to allow for this mechanical excavators should not be used within 600mm of a District Heating pipe. 61. If a water leak is suspected, the following action should be taken immediately: • Remove all people from the immediate vicinity of the damage. It is important to note that a mechanical excavator may not only	GTC Pipelines Ltd	The Applicant notes the guidance outlined in this response. The **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** outlines measures required for the safe management of excavation works or other intrusive works. The Applicant has reviewed the information provided by GTC Pipelines Ltd and has concluded that there is no overlap with their assets and therefore no further action is required.

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		cause damage/leakage at the point of impact. For example, damage to a service connection outside the building may result in further, unseen damage to the connection inside the building. • Shut down all working plant and machinery in the vicinity of the damage. • Inform Metropolitan by dialling: 02920 100 346 • Remain on site. • Do not attempt to make a repair. • Assist Approved Contractors, Police, Fire Services or other Statutory Authorities as requested.		
Health, Safety & Security	Construction Impact Mitigation	Anyone who carries out work near underground district heating plant shall observe any specific requirements made by the site manager, and ensure that access to the plant by the asset owners staff is available at all times. No unauthorised repairs to district heating pipes shall be made. 67. Where District Heating pipes have been exposed and it is intended hot work (e.g. welding, grinding, etc) will be carried out, contact shall be made with Metropolitan to confirm additional precautions and actions that may require to be undertaken. 68. Metropolitan shall be consulted if it is intended to carry out any of the following activities: • Using explosives within 30m of gas pipes or 400m of gas pressure reduction equipment. • Piling or boring within 15m of District Heating pipe. • Reducing the cover or protection of a District Heating pipe. • Carrying out deep excavations nearby	GTC Pipelines Ltd	The Applicant notes the guidance outlined in this response. The **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** outlines measures required for the safe management of excavation works or other intrusive works. The Applicant has reviewed the information provided by GTC Pipelines Ltd and has concluded that there is no overlap with their assets and therefore no further action is required.
Health, Safety & Security	Fire Hazard	If a gas leak is suspected, the following action should be taken immediately: • Remove all people from the immediate vicinity of the escape. If the service connection to a building or the adjacent main has been damaged, warn the occupants to leave the building, and any adjoining building, until it is safe for them to return. It is important to note that a mechanical excavator may not only cause damage/leakage at the point of impact. For example, damage to a service connection outside the building may result in further, unseen damage to the connection inside the building. Gas leaking from the damage inside or gas travelling along the line of the service connection pipe from outside the building may cause a build-up of gas within the building. • Prohibit smoking, and extinguish all naked flames and other sources of ignition i.e. stop excavator and compressor engines	GTC Pipelines Ltd	The Applicant notes the guidance outlined in this response. The **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** outlines measures required for the safe management of excavation works or other intrusive works. The Applicant has reviewed the information provided by GTC Pipelines Ltd and has concluded that there is no overlap with their assets and therefore no further action is required.

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		within at least 5.0m of the leak. • Inform the National Gas Emergency Service immediately by dialling:0800 111 999 • Remain on site. • Assist the Gas Emergency Service Provider staff, Police, Fire Services or other Statutory Authorities as requested.		
Health, Safety * Security	Resident Safety	Damages often have instantaneous reactions like explosive arcing with cables or leaks for gas and water mains however latent reactions due to damages that are ignored, consealed, or unnoticed can have much greater consequences.	GTC Pipelines Ltd	The Applicant notes the guidance outlined in this response. The **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** outlines measures required for the safe management of excavation works or other intrusive works. The Applicant has reviewed the information provided by GTC Pipelines Ltd and has concluded that there is no overlap with their assets and therefore no further action is required.
Health, Safety & Security	Construction Impact Mitigation	NGN has a number of gas assets in the vicinity of some of the identified "site development" locations. It is a possibility that some of these sites could be recorded as Major Accident Hazard Pipelines(MAHP), whilst other sites could contain High Pressure gas and as such there are Industry recognised restrictions associated to these installations which would effectively preclude close and certain types of development. The regulations now include "Population Density Restrictions" or limits within certain distances of some of our "HP" assets.	Northern Gas Networks	The Applicant notes this comment, no further action required.
Health, Safety & Security	Construction Impact Mitigation	The gas assets mentioned above form part of the Northern Gas Networks "bulk supply" High Pressure Gas Transmission" system and are registered with the HSE as Major Accident Hazard Pipelines. Any damage or disruption to these assets is likely to give rise to grave safety, environmental and security of supply issues.	Northern Gas Networks	The Applicant notes this comment, no further action required.
Health, Safety & Security	Local Health	Consideration of risk assessments Regulation 5(4) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 requires the assessment of significant effects to include, where relevant, the expected significant effects arising from the proposed development's vulnerability to major accidents. HSE's role on NSIPs is summarised in the following Advice Note 11 Annex on the Planning Inspectorate's website - Annex G – The Health and Safety Executive. This document includes consideration of risk assessments on page 3.	Health and Safety Executive	The Applicant notes the guidance outlined in this response. The Applicant assessed the risk of major accidents and disasters in **Chapter 14.4 (Major Accidents and Disasters (Other Environmental Topics)) Volume I of the Environmental Statement [EN010152/APP/6.1]**. This assessment considers the expected effects of major accidents on the Scheme.
Landowner	Individual landowner	In line with the redline boundary provided in the Figure above, the most immediate section of the SRN to the site is the M62 mainline carriageway between J34 and J35, which is situated	National Highways	The operation and safety of the SRN, in relation to the proposals, has been considered within **Appendix 13-5 (Transport Assessment) Volume III of the Environmental**

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	concerns	approximately 4km north of the site. The Heavy Goods Vehicle [HGV] route to the site will use J34 of the M62. In addition, the site lies approximately equidistant (12/13km) between the M18 (to the east) and the A1 (to the west). National Highways' key concern with the proposals will be the impact of any development generated traffic upon the SRN (namely the M62, M18 and A1).		**Statement [EN010152/APP/6.3]**. The impact of the proposals on the SRN is expected to be negligible/minor.
Landowner	Landowner requirements / consents	As there is intention to install cabling/equipment in support of the project through railway land, the developer will need an easement from Network Rail and we would recommend that they engage with us early in the planning of their scheme in order to discuss and agree this element of the proposals. Our Easements and Wayleaves Team can be contacted at [redacted]. Network Rail note clearance for the crossing is currently underway (ref. CR/ 60114).	Network Rail	The Applicant is engaged in voluntary negotiations with Network Rail and Protective Provisions for the benefit of Network Rail have been included in Part 4 of Schedule 14 to the **draft Development Consent Order [EN010152/APP/3.1]**.
Landowner	Landowner requirements / consents	Network Rail will be seeking protection from the exercise of compulsory purchase powers over operational land either for permanent or temporary purposes. In addition, Network Rail will wish to agree protection for the railway during the course of the construction works and otherwise to protect our undertaking and land interests. Network Rail reserves the right to produce additional and further grounds of concern when further details of the application and its effect on Network Rail's land are available. In addition, any rights for power or other lines under, over or alongside the railway line will require appropriate asset protection measures deemed necessary by Network Rail to protect the operational railway and stations. We have standard protective provisions which will need to be included in the DCO as a minimum therefore contact should be made to Tony Ridley, email [redacted] to obtain a copy of the relevant wording In addition a number of legal and commercial agreements will need to be entered into, for example, asset protection agreements, method statements, connection agreements, property agreements and all other relevant legal and commercial agreements. This list is not exhaustive and will need to be reviewed once more details of the scheme are discussed between the parties. Consideration should be given to ensure that the construction and subsequent maintenance can be carried out without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land. In addition, security of the railway boundary will require to be maintained at all times. Network Rail note that this proposal is already an ASPRO scheme (ref.	Network Rail	The Applicant is engaged in voluntary negotiations with Network Rail and Protective Provisions for the benefit of Network Rail have been included in Part 4 of Schedule 14 to the **draft Development Consent Order [EN010152/APP/3.1]**.

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		0000372060) and that request that engagement continue with Network Rail's Asset Protection Engineers on the following e-mail address [redacted].		
Landowner	Landowner requirements / consents	In addition, any rights for power or other lines under, over or alongside the railway line will require appropriate asset protection measures deemed necessary by Network Rail to protect the operational railway and stations. We have standard protective provisions which will need to be included in the DCO as a minimum therefore contact should be made to [redacted], email [redacted] to obtain a copy of the relevant wording In addition a number of legal and commercial agreements will need to be entered into, for example, asset protection agreements, method statements, connection agreements, property agreements and all other relevant legal and commercial agreements. This list is not exhaustive and will need to be reviewed once more details of the scheme are discussed between the parties.	Network Rail	The Applicant is engaged in voluntary negotiations with Network Rail and Protective Provisions for the benefit of Network Rail have been included in Part 4 of Schedule 14 to the **draft Development Consent Order [EN010152/APP/3.1]**.
Landowner	Landowner requirements / consents	Network Rail is prepared to discuss the inclusion of Network Rail land or rights over land subject to there being no impact on the operational railway, all regulatory and other required consents being in place and appropriate commercial and other terms having been agreed between the parties and approved by Network Rail's board. Network Rail also reserves the right to make additional comments once we have evaluated the proposals in more detail.	Network Rail	The Applicant is engaged in voluntary negotiations with Network Rail and Protective Provisions for the benefit of Network Rail have been included in Part 4 of Schedule 14 to the **draft Development Consent Order [EN010152/APP/3.1]**.
Landowner	Landowner requirements / consents	Where the Promoter intends to acquire land, extinguish rights, or interfere with or work within close proximity to any of NGET's apparatus and land, this will require appropriate protection and further discussion on the impact to its apparatus and rights	NGET	The Applicant is engaged in discussions with NGET and standard protective provisions for the benefit of electricity, gas, water and sewerage undertakers have been included in Part 1 of Schedule 14 to the **draft Development Consent Order [EN010152/APP/3.1]**.
Landowner	Landowner requirements / consents	NGET will require an adequate form of Protective Provisions included within the Order.	NGET	The Applicant is engaged in discussions with NGET and standard protective provisions for the benefit of electricity, gas, water and sewerage undertakers have been included in Part 1 of Schedule 14 to the **draft Development Consent Order [EN010152/APP/3.1]**.
Landowner	Landowner requirements / consents	Electricity Infrastructure: National Grid's Overhead Line/s is protected by a Deed of Easement/Wayleave Agreement which provides full right of access to retain, maintain, repair and inspect our asset	NGET	The Applicant is engaged in discussions with NGET and standard protective provisions for the benefit of electricity, gas, water and sewerage undertakers have been included in Part 1 of Schedule 14 to the **draft Development Consent Order [EN010152/APP/3.1]**.
Landowner	Landowner requirements / consents	National Grid Electricity Transmission high voltage underground cables are protected by a Deed of Grant; Easement; Wayleave Agreement or the provisions of the New Roads and Street Works Act. These provisions provide National Grid full right of	NGET	The Applicant is engaged in discussions with NGET and standard protective provisions for the benefit of electricity, gas, water and sewerage undertakers have been included in Part 1 of Schedule 14 to the **draft Development Consent Order [EN010152/APP/3.1]**.

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		access to retain, maintain, repair and inspect our assets.		
Landowner	Organisation Landowner Concerns	We would object to any impact on the company operations at Marsh Lane, Trumfleet. RER:SYK423901	UK Power Reserve Ltd	The Applicant has responded to this comment in an email dated 21/05/2024 to the contact details attached with the original comment which outlined the below: "Our Scheme Red Line Boundary covers part of the road into the site, and does not cover the operational part of the site. We will be able to ensure that access to the site is maintained at all times".
Landscape and visual	Negative visual impact	Public footpaths and bridleways will be surrounded by sterile industrial like structures that will dominate the once lush and productive food producing land.	Moss and District Parish Council	The Landscape and Visual Impact Assessment in **Chapter 10 (Landscape and Visual) Volume I of the Environmental Statement [EN010152/APP/6.1]** recognises that there will be impacts on some views from Public Rights of Way (PRoW) during the construction, operation and decommissioning of the Scheme. The design of the Scheme applies offsets from PRoW. It also proposes new and existing vegetation to ensure PRoW users do not experience solar panels on both sides of routes.
Landscape and visual	Negative visual impact	During Construction - The PC don't agree with some of the visual impact assessment conclusions	Moss and District Parish Council	The Landscape and Visual Assessment (LVIA) in **Chapter 10 (Landscape and Visual) Volume I of the Environmental Statement [EN010152/APP/6.1]** has been undertaken by competent and experienced professionals. The LVIA applies a standard methodology, which can be read in **Appendix 10.2 (Landscape and Visual Methodology**) **Volume III of the Environmental Statement [EN010152/APP/6.3]** which is based on best practice guidance, including Guidelines for Landscape and Visual Impact Assessment (GLVIA3), as used within other Solar Development Consent Orders.
Landscape and visual	Negative visual impact	The PC do agree there will be a significant long term effect on visual impact there will also be a long term impact fish, ground nesting birds, migratory birds, small mammals, reptiles, amphibians.	Moss and District Parish Council	The Applicant notes this comment, no further action required.
Landscape and visual	Visual impact mitigation	We would ask for clarification that no planting (shrubs or larger) is planned in the vicinity of watercourses and that access to watercourses will not be restricted within 'ecological mitigation' areas.	Yorkshire and Humber Drainage Board	New vegetation, as shown on the **Indicative Landscape Masterplan in Appendix 1 of the Framework Landscape and Ecological Management Plan [EN010152/APP/7.14]** is proposed along the northern boundary of the Scheme to reduce visual effects on receptors to the north. This is located adjacent to the perimeter fencing and outside of the River Went corridor. The River Went would be retained as an open mosaic of habitats. Some structural planting is proposed near to Fenwick Common Drain and Ell Wood and Fenwick Grange Drain, however, this would be set back by 5 m from the watercourse. There is no structural planting proposed along Fleet Drain.
Noise and Vibration	Noise pollution / concerns regarding vibration	and totally disagree with the noise and vibration pollutions desktop conclusion during the construction stage,	Moss and District Parish Council	**Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]** contains an assessment of temporary effects during the construction stage. No significant effects are identified at sensitive receptors with the exception of if there is a requirement for continuous HDD activities to tunnel under surface obstacles. Mitigation measures would be adopted that represent all reasonable measures to reduce noise and vibration effects. These mitigation measure are secured in the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**.

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Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
Noise and Vibration	Noise pollution / concerns regarding vibration	Post Construction – The PC would like to understand more about the potential noise creation from the battery power units, substation and general operation as we don't agree there will be no significant effects.	Moss and District Parish Council	**Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]** contains an assessment of effects during the operational phase. The operational noise assessment accounts for noise emissions covering a worst-case with plant operating at full capacity. **Appendix 11-4 (Construction and Operation Noise Modelling) Volume III of the Environmental Statement [EN010152/APP/6.3)** contains information on plant noise source data. Plant would be located at least 250m from residential properties.
Operation	Noise and Vibration	Vibration Issue: Flood defences have not been considered a sensitive receptor in the analysis of vibration. Impact: Inadequate assessment of risks associated with vibration. Solution: Consider flood defences a sensitive receptor in relation to vibration.	Environment Agency	As there is no guidance on the sensitivity of flood defences to vibration, they are not considered to be a sensitive receptor; however, it is acknowledged that exposure to high levels of vibration trains can cause micro-movements in the soil, which may lead to settlement or loosening of materials. To minimise any risk of vibrations impacting on flood defences, criterion has been defined with reference to guidance in the German Institute for Standardisation document DIN 4510:3[1]. This standard identifies, a conservative PPV of 2.5 mm/s at which cosmetic damage may occur to a historical structure that is highly sensitive to vibration. In the absence of any specific guidance on how flood defences or embankments may be affected by vibration, a PPV of 2.5 mm/s has been used to screen flood defences for potential risk of damage from vibration. Based on vibration calculations set out in Appendix 11-4, flood defence surveys will occur prior to and after the following works, as secured in the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**: • HDD drilling within 10m of flood defences • Driven piling of PV structures within 25m of a flood defence • Vibratory rollers for any reinstatement works within 15m of flood defences
Scheme design	Cabling	Network Rail has been reviewing the information provided and note that proposals include the development of solar farms in proximity to the East Coast Main Line. We note that the underground cable Route corridor, which intends to connect the solar farm to the existing National Grid Thorpe Marsh Substation south, will pass areas of operational railway between CJS @ 164m 747-1069yds.	Network Rail	plicant notes this comment. The Grid Connection Corridor crosses beneath the Network Rail freight line north of the Existing National Grid Thorpe Marsh Substation. The cable will be installed under the railway using a trenchless technique (HDD) avoiding interruption to rail services (see HDD 10 on sheet 3 of ES Volume II Figure 2-4: Location of Temporary Construction Compounds and Indicative HDD Areas [EN010152/APP/6.2]). The Scheme does not therefore cross beneath the East Coast Main Line. Protective Provisions for the benefit of Network Rail are included in Part 4 of Schedule 14 to the **draft Development Consent Order [EN010152/APP/3.1]**.
Scheme design	Impacts on utilities	Drilling or excavation works should not be undertaken if they have the potential to disturb or adversely affect the foundations or "pillars of support" of any existing tower. These foundations always extend beyond the base area of the existing tower and foundation ("pillar of support") drawings can be obtained using the contact details above	NGET	**Chapter 14 (Other Environmental Topics - Telecommunications, Television Reception and Utilities) Volume I of the Environmental Statement [EN010152/APP/6.1]** contains an assessment of potential for Scheme to affect utilities, including physical damage. Precautionary measures are included as part of the embedded mitigation for the Scheme, which include locating the Scheme outside of utilities protected zones; the use of ground penetrating radar before excavation to identify any unknown utilities; and consultation and agreement of construction /

[1] DIN 4150 (1999-02) Part 3 – Structural Vibration – Effects of Vibration on Structures.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
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				demobilisation methods prior to works commencing. These measures have been further refined within the **Framework Construction Environmental Management Plan [EN010152/APP/7.7], Framework Operational Environmental Management Plan (OEMP) [EN010152/APP/7.8]** and **Framework Decommissioning Environmental Management Plan [EN010152/APP/7.9],** with the production of these management plans secured through the requirements of the DCO.
Scheme design	Impacts on utilities	Ground levels above our cables must not be altered in any way. Any alterations to the depth of our cables will subsequently alter the rating of the circuit and can compromise the reliability, efficiency and safety of our electricity network and requires consultation with National Grid prior to any such changes in both level and construction being implemented.	NGET	Comment noted. The Applicant will continue dialogue with NGET throughout the DCO process and through to operation of the Scheme, should the proposal be consented. The Applicant has reached out to NGET to confirm any bespoke protective provisions which can be included within the **Draft Development Consent Order [EN010152/APP/3.1]** for the benefit of NGET, and discussions are ongoing.
Socio-economic	Impact on local heritage	We previously responded on 10 May 2023 to this application where we gave our advice on the exceptional significance of Fenwick Hall moated site (scheduled monument; NHLE #1012459), and the contribution its setting makes to its significance. This letter should be considered alongside our previous response.	Historic England	The Applicant notes this comment, no further action required.
Socio-economic	Impact on local heritage	We recognise the amendments made by the applicant as a step in the right direction. We welcome the decision to include a 'Heritage Buffer' in line with our advice, which sets back the arrays 20m from the development site boundary. This would reduce the harm caused by the proposal, but not eliminate it.	Historic England	The Applicant notes this comment, no further action required.
Socio-economic	Impact on local heritage	Historic England does not consider that the harm to the scheduled monument that may arise as a result of the proposed development will constitute 'substantial harm' as referred to in the NPPF. However, the deciding authority will need to weigh the potential harm to the scheduled monument against the public benefits of the proposed development, in accordance with paragraph 208 of the NPPF.	Historic England	The Applicant notes this comment, no further action required.
Socio-economic	Loss of agricultural land	3.2 Best and Most Versatile Agricultural Land Natural England welcomes that detailed Agricultural Land Classification (ALC) surveys were carried out between February and May 2023, and we note that further surveys will be carried out, for additional areas of the site, that were not covered by the initial surveys. We note that the results will be presented in the ES, and Natural England will review the full ALC survey results at that stage	Natural England	Noted. Please see **Appendix 12-3 (Agricultural Land Classification Survey Report) Volume III of the Environmental Statement [EN010152/APP/6.3]**. The key findings of the ALC surveys have informed **Chapter 12 (Socio-Economics and Land Use) Volume I of the Environmental Statement [EN010152/APP/6.1**].
Socio-	Loss of	The ALC survey and soil mapping should be used to inform site	Natural	As described in **Chapter 3 (Alternatives and Design Evolution) Volume I of the**

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
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economic	agricultural land	layout (including any proposed habitat enhancement). The ES should clearly demonstrate how the master planning has considered the ALC grades and avoided BMV land where possible, in line with paragraph 5.10.8 of the Revised (Draft) National Policy Statement EN-1. We note that paragraph 12.4.17 states that "no ALC soil survey has been undertaken in the Grid Connection Corridor." We advise that the grid connection corridor should also be subject to a detailed ALC survey, as correct soil handling techniques will need to be employed during the construction period to ensure that the development area can return to its former land quality (ALC grade)	England	**Environmental Statement [EN010152/ APP/6.1]** the Scheme has sought to avoid the use of best and most versatile (BMV) agricultural land. 7% of the solar PV site has been identified as BMV land. Impacts on this land will be almost entirely temporary and reversible after operation. As set out in **Chapter 12 (Socio-Economics and Land Use) Volume I of the Environmental Statement [EN010152/APP/6.1**], while an ALC survey was undertaken for the Solar PV area, predictive mapping of ALC has been used for the Grid Connection Corridor as there would be no above ground infrastructure in the Grid Connection Corridor and therefore any impacts would be temporary during construction (as once the cables are installed, they will be a sufficient depths to allow agricultural activities to continue at surface). This approach was agreed with City of Doncaster Council's agricultural land and soils team.
Socio-economic	Loss of agricultural land	There is a risk of soil damage, ALC degradation and long term or permanent loss of BMV from cable installation. Soil will need to be handled according to best practice and reinstated to a high standard to reduce the impacts.	Natural England	**The Framework Soil Management Plan (SMP) [EN010152/APP/7.10]** sets out principles and procedures for good practice (embedded mitigation measures) and bespoke mitigation measures in soil handling, storage, and reinstatement to be used for Fenwick Solar Farm. It sets out a framework that the appointed Contractor will follow to minimise adverse effects on soil resources. This Framework SMP will be revised to produce a detailed SMP prior to commencement of the construction phase. Production of the detailed SMP is secured through Requirement 15 of the **Draft Development Consent Order [EN010152/APP/3.1]**.
Socio-economic	Loss of agricultural land	Natural England advise that the ALC survey data can be used to ensure the soil is restored to its baseline condition (i.e. the soil profile as described during the ALC survey). Soil data collected as part of an ALC survey can also be used to inform the soil resource and management plan as set out in the Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.	Natural England	The Applicant notes this comment. This approach has been adopted to produce the **Framework Soil Management Plan (SMP) [EN010152/APP/7.10]**.
Socio-economic	Loss of agricultural land	Natural England supports the use of the IEMA (2022) guidance to determine soil receptor sensitivity (Reproduced from the ICE Environmental Impact Assessment Handbook – A Practical Guide for Planners, Developers and Communities (3rd Edition). However, the assessment methodology does not state what effects will be considered. Natural England advises that areas of permanent land take (e.g. substations, access roads etc), areas of temporary land take (e.g. underground cabling) and areas of habitat enhancement are assessed (broken down by ALC grade), as well potential soil damage, should be considered.	Natural England	The approach to assessing impacts on BMV land has not followed the IEMA (2022) guidance. The adopted approach was set out in the EIA Scoping Report (**Appendix 1-1 (EIA Scoping Report) Volume III of the Environmental Statement [EN010152/APP/6.3]**) and is considered appropriate and proportionate to the potential likely significant effects of the Scheme on BMV land. As set out in **Chapter 12 (Socio-Economics and Land Use) Volume I of Environmental Statement [EN010152/APP/6.1]**, the approach has been informed by Natural England 'Technical Information Note 049 – Agricultural Land: protecting the best and most versatile agricultural land (TIN049)'. An ALC soil survey undertaken for the land within the Solar PV Site carried out in accordance with MAFF guidelines, in line with TIN049. The magnitude of impact criteria in the assessment are based on a threshold of the permanent change of 20 hectares (ha) of BMV agricultural land, taken from Article 18(1), Paragraph (y) of the Table in Schedule 4 to the Town and Country Planning (Development Management Procedure) Order 2015 (S.I. No 2015/595). Areas of above ground (including panels, sub-station and BESS), access roads, areas of planting and

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				temporary land take have all been considered within the assessment.
Socio-economic		We note that paragraph 12.4.54 states that following completion of the ALC survey, "the Solar PV Site was expanded by the addition of 105.2 ha of land in the south west and a single field in the east of the Site. It is anticipated for the PEIR that the majority of the additional land will be of Subgrade 3b quality based on geomorphological continuity. The additional land in the Solar PV Site will be surveyed for the ES." Natural England therefore advises that the results of ALC surveys for the whole site, including the additional land and the grid cable corridor, should be presented in the ES at the next iteration. The results should include information to ascertain if more than 20 hectares of best and most versatile land will be lost, as a result of the scheme.	Natural England	out in **Chapter 12 (Socio-Economics and Land Use) Volume I of Environmental Statement [EN010152/APP/6.1]**, an ALC survey was undertaken for the Solar PV area, and predictive mapping of ALC has been used for the Grid Connection Corridor as there would be no above ground infrastructure in the Grid Connection Corridor and therefore any impacts would be temporary during construction. This approach was agreed City of Doncaster Council's agricultural land and soils team. Full findings are set out in **Chapter 12 (Socio-Economics and Land Use) Volume I of Environmental Statement [EN010152/APP/6.1]**. 7% of the entire Solar PV Site included the additional land consists of BMV land. Less than 1 ha (7,800.5 sqm) of the land permanently required by the Scheme is BMV land.
Socio-economic	Loss of agricultural land	We welcome that a Soil Management Plan (SMP) is proposed. Plans of the detailed ALC grades should be provided in the SMP and this should be submitted with the ES. The SMP should include an aftercare programme which would enable a satisfactory standard of agricultural after-use to be reached, with regards to cultivating, reseeding, draining or irrigating, applying fertiliser, or cutting and grazing the site. The SMP should recognise the exact amount (%) of BMV land that has been identified in the ALC report.	Natural England	A breakdown of the amount of BMV land (hectares and %) is provided within **Chapter 12 (Socio-Economics and Land Use) Volume I of Environmental Statement [EN010152/APP/6.1],** which is referenced in the **Framework Soil Management Plan [EN010152/APP/7.10]**. Plans showing the location of the BMV land are provided within **Figure 12-5 (Agricultural Land Classification for the Solar PV Site) Volume II of the Environmental Statement [EN010152/APP/6.2]** which supports this chapter. The breakdown and plans, together with detailed further information on agricultural land and soil within the Solar PV site, is provide in **Appendix 12-3 (Agricultural Land Classification Survey Report) Volume III of the Environmental Statement [EN010152/APP/6.3],** which is referenced in the **Framework Soil Management Plan [EN010152/APP/7.10]**. The **Framework Soil Management Plan [EN010152/APP/7.10]** includes a section on aftercare.
Socio-economic	Loss of agricultural land	Families have thrived from farming this land for generations and its clear this proposal will industrialise the virgin farm land and is an inefficient use of both food producing land and wildlife habitats in comparison to other 'green' power alternatives.	Moss and District Parish Council	As set out in **Chapter 12 (Socio-Economics and Land Use) Volume I of Environmental Statement [EN010152/APP/6.1],** 7% of the solar PV site has been identified as Best and Most Versatile Land (BMV land identifies agricultural land considered as a strategic national resource with protection in planning policy). Impacts on this land will be almost entirely temporary and reversible after operation (ie

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
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				agricultural practices will be able to resume at the Solar PV Site). During operation there is potential for grazing by sheep for management of the grassland. The Grid Connection Corridor, if required, would also intersect a number of agricultural land holdings. However, impacts will be temporary and reversible after construction, as cables will be buried at a depth that allows farming to occur at surface. Prior to start of construction, a detailed Soil Management Plan will be published (as outlined in the Framework CEMP submitted as **Framework Construction Environmental Management Plan [EN010152/APP/7.7]) and the Framework Soil Management Plan [EN010152/APP/7.10]**; this will ensure soils are not degraded and farming activities can re-commence following completion of the construction works. The Applicant has reached voluntary land agreements with all landowners in the Solar PV Site. The Applicant has identified all landowners located in the Grid Connection Corridor, and voluntary agreements are being negotiated, should the Scheme need to utilise the Grid Connection Corridor for cabling as opposed to an overhead line drop.
Socio-economic	Loss of agricultural land	The wildlife buffer zones do not compensate for the loss of uninterrupted pasture and arable land, the areas close to the went are not farmed and are in the main already a wildlife area also a natural flood zone.	Moss and District Parish Council	In addition to the buffer zones, there will be an Ecological Mitigation Area which forms a large, contiguous area of uninterrupted grassland which is advantageous for wildlife. This is detailed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** and within the **Framework Landscape and Ecology Management Plan**.
Socio-economic	Negative local resident impact	The PC and the community are extremely concerned as this proposal will have a devasting effect on the countryside, people's daily lives, nature, noise, traffic, crime, peoples mental health and wellbeing etc in the short term and over the next 40 years.	Moss and District Parish Council	The Applicant appreciates that the potential for the Scheme to have adverse effects creates uncertainly and anxiety for local residents. The comprehensive and detailed approach Scheme design, and the EIA process, has been adopted precisely so that any adverse effects can be identified early on in the planning process and wherever possible mitigated. The Environmental Statement **[EN010152/APP/6.1-6.5]** presents the findings of an assessment of likely significant effects on the community and environmental receptors. **Chapter 12 Socio-economics and Land Use [EN010152/APP/6.1]** assesses effects of the Scheme on employment, local community facilities, recreational resources and private assets. The Applicant has also considered all of the feedback received as part of the consultation when refining the proposals. **Appendix O4 (Section 47 public consultation), Consultation Report Appendices [EN010152/APP/5.2]** sets out the feedback from the community and the Applicant's response to this.
Sustainability	Scheme sustainability	Thorpe Marsh currently have no facility to produce energy so I assume they will take from the grid when they could take from this proposal	Moss and District Parish Council	The Applicant cannot comment on the plans of other developers.
Traffic	Abnormal Indivisible Loads / further	d) JSJV would advise that the Applicant directly discusses any matters pertaining to AILs with the National Highways Abnormal Indivisible Loads team ([redacted]).	National Highways	The Applicant will consult with the National Highways Abnormal Indivisible Loads team to directly discuss any matters relating to AILs as/when required.

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Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
	consultation			
Traffic	Access routes	Given the location of the DCO, National Highways' interests lie with the potential traffic impact of the proposals on the SRN surrounding the site (namely the M62, M18 and A1).	National Highways	The Applicant notes this comment, no further action required.
Traffic	Access routes	Site Access The site is located within a rural area where access is constrained. Access to the Solar PV site for workers will be via Haggs Lane off Fenwick Common Road. HGV access will be from a new access point off Moss Road. Lawn Lane will also be used for the operation and maintenance phase. It is understood that the exact location of these access points is yet to be decided. Worker and HGV access to the Grid Connection Corridor will be from other locations on the local road network. Eleven access points along a north-south axis from Fenwick have been selected for the Grid Connection Corridor.	National Highways	The **Chapter 13 (Transport and Access) Volume I of the Environmental Statement [EN010152/APP/6.1]** outlines the proposed access points for the development. Access to the Solar PV Site will be as follows: 1. Staff vehicle movements i. 75% of all staff movements enter via Fenwick Common Lane / Haggs Lane access ii. 25% of all staff movements enter via Moss Road access iii. 100% of all staff movements exit via Moss Road access 2. HGV movements i. 100% of all HGV movements will enter / exit via Moss Road access The access arrangements to the Grid Connection Corridor are as follows: 3. Staff and HGV vehicle movements: i. 100% of all staff and HGV movements will enter / exit via Trumfleet Lane (South of Moss) / Marsh Road / Thorpe Bank.
Traffic	Access routes	HGVs will access the scheme via the SRN at J34 of the M62, to the north of Fenwick.	National Highways	The Applicant notes that his comment is correct no further action required.
Traffic	Access routes	There are two proposed access points: Haggs Lane (worker access) and an access point off Moss Lane (HGV access). The HGV access point will be removed after construction, with long-term operations utilising Moss Road, Fenwick Common Lane and Haggs Lane. Lawn Lane will also be used for the operation and maintenance phase. Eleven access points along a north-south axis from Fenwick have been selected for the Grid Connection Corridor.	National Highways	The **Chapter 13 (Transport and Access) Volume I of the Environmental Statement [EN010152/APP/6.1]** outlines the proposed access points for the development. Access to the Solar PV Site will be as follows: 1. Staff vehicle movements 1. 75% of all staff movements enter via Fenwick Common Lane / Haggs Lane access 2. 25% of all staff movements enter via Moss Road access 3. 100% of all staff movements exit via Moss Road access 2. HGV movements i. 100% of all HGV movements will enter / exit via Moss Road access The access arrangements to the Grid Connection Corridor are as follows: 3. Staff and HGV vehicle movements: i. 100% of all staff and HGV movements will enter / exit via Trumfleet Lane (South of Moss) / Marsh Road / Thorpe Bank.

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Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
Traffic	Access routes	b) HGVs will access the scheme via the SRN at J34 of the M62, to the north of Fenwick. As all HGV trips will use this route, the junction will handle a peak of 36 HGV movements per day from the site. An arrival / departure profile showing when these HGV movements are likely to occur should be confirmed by AECOM.	National Highways	The daily profile of HGV movements has been presented in **Appendix 13-5 (Transport Assessment.) Volume III of the Environmental Statement [EN010152/APP/6.3]**. The HGV split will be uniform across the hours of 09:00 to 17:00, avoiding the SRN peaks. The highest number of two-way movements occurs between 16:00 and 17:00 (7 movements).
Traffic	Concern regarding HGV traffic through Moss Rd / Askern / A19	After discussing the proposal fully the only concern Askern Town Council currently have is the significant increase in vehicles travelling down Moss Road. This is already a busy road and the Council believe the expected number of additional vehicles would cause a high level of disruption to the local area.	Askern Town Council	**Chapter 13 (Transport and Access) Volume I of the Environmental Statement [EN010152/APP/6.1]** assesses the magnitude and significance of impact along Moss Road. On Moss Road within Askern town, an additional 251 two-way daily vehicle trips are expected at peak construction, which represents an increase of 4%. Further, all vehicle movements will take place outside of the network peak, minimising disruption during periods of busier traffic. The **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** also outlines the mitigation measures that will be put in place to minimise the level of disruption.
Traffic	Construction traffic	The review has highlighted the following: A number of clarifications are requested within the attached TM In relation to the traffic generation presented within Chapter 13 of the PEIR for the Construction Phase of the development. These clarifications will need to be addressed in order for National Highways to gain a full understanding of the likely trip generation of the development proposals for the construction phase.	National Highways	The likely trip generation as a result of the development proposals is presented in **Chapter 13 (Transport and Access) Volume I of the Environmental Statement [EN010152/APP/6.1]**. The chapter includes daily profile, vehicle splits, and trip assignments along the road network.
Traffic	Construction traffic hours	If it is not demonstrated that the traffic during the SRN peak hours will be minimal and controlled through the CTMP, then the Excel spreadsheet used to assign the development trips (along with an explanation of the routing assumed for each origin/destination) will need to be provided by AECOM, in order to validate the trips shown for the SRN links in Table 13-20 of the PEIR.	National Highways	The SRN peak will be minimal, as per the **Appendix 13-5 (Transport Assessment.) Volume III of the Environmental Statement [EN010152/APP/6.3].** Trips to and from the Solar PV Site will take place outside of the peak hours. A gravity model has been used to assign the trips for each origin and destination, also contained within the latter document.
Traffic	Construction traffic impact on SRN	Trip Generation The methodology used to determine the likely trip generation of the site is set out within Paragraphs 13.6.2 to 13.6.13 of the PEIR. As commented within JSJV TM001, JSJV understands that the trips to/from the development site during its operational and maintenance phase are likely to be minimal. However, it is the impact of the trips generated during the construction phase and decommissioning phase at the SRN which National Highways will need to fully understand.	National Highways	**Chapter 13 (Transport and Access) Volume I of the Environmental Statement [EN010152/APP/6.1]** sets out the impact of the trips from the construction and decommissioning phases on the SRN. The impact will be negligible/minimal.

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Traffic	Construction traffic impact on SRN	Construction Phase Trip Generation The PEIR explains that construction traffic trip generation figures are based on previous solar farm schemes and expected requirements. The baseline scenarios and peak year for construction is expected to be 2028. In 2028, a peak of 250 Full Time Equivalent [FTE] workers will be on site per day, split between the Solar PV site and Grid Connection Corridor.	National Highways	The comment is correct, as set out in **Chapter 13 (Transport and Access) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
Traffic	Construction traffic impact on SRN	The PEIR states that there will be a peak of 18 HGV deliveries per day (18 movements in and 18 movements out). During construction, five Abnormal Indivisible Load [AIL] movements will be required.	National Highways	The comment is correct, as set out in **Chapter 13 (Transport and Access) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
Traffic	Construction traffic impact on SRN	However, if the appropriate clarifications are provided to demonstrate that no traffic flows will be generated by the site during the SRN morning and evening peak hours, then National Highways may be able to accept that the proposals will not impact on the SRN subject to an appropriate CTMP being prepared and approved.	National Highways	There will be no trip generation on the SRN during the morning and evening peak, and a Construction Traffic Management Plan has been provided in the **Framework Construction Traffic Management Plan [EN010152/APP/7.17].**
Traffic	Construction traffic impact on SRN	The CTMP may need to control shift start/finish times in order to ensure that the staff and HGV trips do not coincide with the SRN peak hours. National Highways would welcome early consultation on any CTMP.	National Highways	Workers will arrive on site between the hours of 06:00 and 07:00, and depart site between the hours of 18:00 and 19:00. Full details on arrival and departure times for workers can be found in the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**. Section 5.4 outlines details of the mitigation measures that would be implemented to manage / control staff arrival / departure times. The Applicant is also willing to consult further on the details provided.
Traffic	Construction traffic impact on SRN	It is appreciated that the PEIR suggests that the HGV movements will not coincide with the hours 0800-0900 and 1700-1800, however, it is unclear whether this will avoid vehicle movements at the SRN during the local SRN peak periods.	National Highways	Arrival and departure profiles showing when the HGV movements will occur have been provided in **Appendix 13-5 (Transport Assessment.) Volume III of the Environmental Statement [EN010152/APP/6.3].** No HGV movements will occur on the SRN during peak hours.
Traffic	Construction traffic impact on SRN	The number of vehicles using selected road links, including those on the SRN are subsequently presented for the two construction peak hours within Table 13-20.	National Highways	The Applicant notes that this comment is correct, and no further action is required.
Traffic	Construction traffic impact on SRN	Assuming that the appropriate clarifications are provided (as requested in the Summary and Conclusions of this TM), the M62 west of Junction 34 is shown to be the only SRN location where the development traffic may have a significant traffic impact. The M62 west of Junction 34 is shown to have an increase of 44 vehicles during each construction peak hour (06:00-07:00 and 19:00-20:00), with an increase of 96 vehicles	National Highways	The Applicant notes that this comment is correct. As detailed in Table 13-22 and Table 13-23 within **Chapter 13 (Transport and Access) Volume I of the Environmental Statement [EN010152/APP/6.1]**, no significant effects are predicted on the M62 West of J34 link.

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Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		across each 24-hour period.		
Traffic	Construction traffic impact on SRN	The other SRN links shown within Table 13-20 are shown to have 7 or less two-way vehicle increases during a peak hour	National Highways	The Applicant notes that this comment is correct, and no further action is required.
Traffic	Construction traffic impact on SRN	b) It is unclear how each trip has been assigned to each of the SRN links within Table 13-20. Assuming that the CTMP will be used to control shift patterns and traffic generation, then the discrepancies with the traffic assignment would not need to be resolved in order to satisfy National Highways.	National Highways	The **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** will control shift patterns and indicates what the trip generation will be. Each trip has been assigned based on a gravity model.
Traffic	Construction traffic impact on SRN	It is worth reiterating comments from JSJV TM001 in relation to the potential traffic impact at the SRN. These include the following: • JSJV acknowledge that where the development is evidenced to potentially incur a material impact at an SRN junction, appropriate collision analysis may be required.	National Highways	A collision analysis has been provided within **Appendix 13-5 (Transport Assessment.) Volume III of the Environmental Statement [EN010152/APP/6.3].** It is not deemed that the proposals will have detriment to the safety of any SRN junctions, based on the collision analysis.
Traffic	Construction traffic impact on SRN / Further consultation	However, Should the level of suggested staff trips coincide with the SRN peak hours, then National Highways may require further assessment of the impact of the development trips at the SRN.	National Highways	Staff trips will not coincide with the SRN peak hours, as set out in **Appendix 13-5 (Transport Assessment.) Volume III of the Environmental Statement [EN010152/APP/6.3].**
Traffic	Construction traffic impact on SRN / Further consultation	However, should this not be the case, further justification including the provision of the Excel spreadsheet used to assign the trips (along with an explanation of the routing assumed for each origin/destination) will need to be provided by AECOM, in order to validate the trips shown for the SRN links in Table 13-20.	National Highways	The SRN peak will be minimal, as per **Appendix 13-5 (Transport Assessment.) Volume III of the Environmental Statement [EN010152/APP/6.3].** Trips to and from the Solar PV Site will take place outside of the peak hours. A gravity model has been used to assign the trips for each origin and destination, also contained within the above referenced document.
Traffic	Construction traffic impact on SRN / Further consultation	• Where the development is evidenced to potentially incur a material impact at an SRN junction (to aid discussions JSJV suggest 30 two-way trips being a starting point for consideration), an appropriate assessment of operational impacts and, if required, mitigation strategy, will need to be agreed with National Highways (this may include controlling shift times and traffic generation through the CTMP).	National Highways	The **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** has been produced to mitigate any trip generation, including on the SRN. The **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** includes implementing shift times to allow workers to travel to the Solar PV Site before the SRN peak and leave the Solar PV Site after the SRN peak. It is not considered that the proposals will have a material impact on any SRN junctions.
Traffic	Construction traffic impact on SRN / further consultation	3) An arrival / departure profile showing when the HGV movements to/from the site are likely to occur should be confirmed by AECOM. It is appreciated that the PEIR suggests that the HGV movements will not coincide with the hours 0800 – 0900 and 1700 – 1800, however, it is unclear whether this will avoid vehicle movements at the SRN during the local SRN	National Highways	The **Appendix 13-5 (Transport Assessment.) Volume III of the Environmental Statement [EN010152/APP/6.3]** provides a daily profile of HGV movements, showing that no movements will take place within the SRN peaks.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		peak periods		
Traffic	Construction traffic impact on SRN / further consultation	4) If the appropriate clarifications are provided to demonstrate that no traffic flows will be generated by the site during the SRN morning and evening peak hours, then National Highways may be able to accept that the proposals will not impact on the SRN subject to an appropriate CTMP being prepared and approved. National Highways would wish to be consulted upon the CTMP at the earliest opportunity.	National Highways	Noted, National Highways will be consulted upon in relation to the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** at the earliest opportunity.
Traffic	Construction traffic impact on SRN / further consultation	6) If it is not demonstrated that the traffic during the SRN peak hours will be minimal and controlled through the CTMP, then the Excel spreadsheet used to assign the development trips (along with an explanation of the routing assumed for each origin/destination) will need to be provided by AECOM, in order to validate the trips shown for the SRN links in Table 13-20.	National Highways	The SRN peak will be minimal, as per **Appendix 13-5 (Transport Assessment.) Volume III of the Environmental Statement [EN010152/APP/6.3].** Trips to and from the Solar PV Site will take place outside of the peak hours. A gravity model has been used to assign the trips for each origin and destination, also contained within the latter document.
Traffic	Construction traffic management	c) Section 13.6.10: All staff trips will be made within the morning and evening development hours of 0600-0700 and 1900-2000. Details of how this will be enforced at the site should be provided by AECOM. JSJV assumes that this will be controlled through the Construction Traffic Management Plan [CTMP] (see comments in a later section of this TM on the CTMP).	National Highways	A **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** has been provided. The Applicant will be responsible for enforcing the measures set out in this plan.
Traffic	Construction traffic management	e) Section 13.6.13 of the PEIR states no staff or HGV movements will occur between 08:00-09:00 and 17:00-18:00 during summer months. It is unclear whether trip generation will occur outside these times during winter months. This should be clarified by AECOM. However, it is assumed that staff and HGV arrivals/departures will be controlled through the CTMP (see further comments on CTMP below).	National Highways	**Chapter 13 (Transport and Access) Volume I of the Environmental Statement [EN010152/APP/6.1]** states that winter working hours are expected to be shorter with smaller numbers of staff on site, therefore the worst case scenario for traffic impacts is still expected to be within the 06:00–07:00 and 19:00–20:00 periods during summer months. Staff and HGV arrivals/departures will be controlled through the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.
Traffic		Management Plans Paragraph 13.5.3 of the PEIR commits to providing a number of additional management plans for the site. It states the following: 'The delivery of these embedded mitigation measures will be secured through the detailed Construction Environmental Management Plan (CEMP), detailed Operational Environmental Management Plan (OEMP) and detailed Decommissioning Environmental Management Plan (DEMP) via Requirements in the DCO. A Construction Traffic Management Plan (CTMP) will also be developed with the ES chapter which sets out the routes that HGVs would adhere to when accessing the Site and measures to improve the sustainability of worker travel, along with other measures to minimise transport effects from	National Highways	The Applicant can confirm that these mangement plans have been provided. The **Framework Construction Environmental Management Plan [EN010152/APP/7.7], Operational Environmental Management Plan [EN010152/APP/7.8], Decommissioning Environmental Management Plan [EN010152/APP/7.9] and Framework Construction Traffic Management Plan [EN010152/APP/7.17]** can be viewed as part of the DCO application.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		construction traffic.'		
Traffic	Construction traffic management	Paragraph 13.5.4 of the PEIR goes on to set out the required embedded mitigation for the CTMP and DTMP. The list of elements to be included within the documents appears to be generally appropriate.	National Highways	The Applicant notes this comment, no further action required.
Traffic	Construction traffic management	In particular, the following elements from Paragraph 13.5.4 are welcomed by National Highways: *d. HGVs and AILs will be routed in accordance with the findings of the routing review for large vehicles as set out in the Framework CTMP, which will be produced alongside the ES chapter. There are expected to be five movements associated with the delivery of transformers to the On-Site Substation* *g. Restricting HGV movements to certain routes as follows:* *i. Moss Road – SRN, A19, Moss Road* *h. To restrict HGV movements to ensure arrivals/departures between 09:00 and 17:00 to avoid increasing traffic levels on the surrounding highway network during the traditional weekday peak hours;* *i. Implementing a Delivery Management System to control the bookings of HGV deliveries from the start of the construction period. This will be used to regulate the arrival times of HGVs via timed delivery slots, as well as to monitor compliance of HGV routing. In addition, adequate space will be made available within the Solar PV Site to ensure no queuing back onto the surrounding road network occurs;* *l. Encouraging local construction workers to car share to reduce single occupancy car trips. This will promote the benefits of car sharing, such as reduced fuel costs. A car share system will be implemented to match potential sharers and to help staff identify any colleagues who could potentially be collected along their route to/from the Scheme;* *m. Implementing a shuttlebus service to transfer non-local workers to/from local worker accommodation or pick-up locations (assumed minibus capacity of 25), to reduce vehicle trips on the surrounding highway network;*	National Highways	The Applicant notes the comments and thanks the respondent for their feedback. These matters remain within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17].**
Traffic	Construction traffic management	Further consideration of these matters should be undertaken when preparing the CTMP/DTMP. These management plans would be welcomed by National Highways and in particular, National Highways would be keen to be consulted upon the	National Highways	A **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** has been produced to address the need to mitigate the impact of the trip generation during the construction phase of the proposals. These include implementing minibuses, encouraging car sharing, and ensuring that no vehicles travel within the SRN peak.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		CTMP at the earliest opportunity, to ensure that it appropriately deals with any construction traffic impact at the SRN		
Traffic	Construction traffic management methodology	7) JSJV notes that the list of elements to be included within a CTMP/DTMP (Paragraph 13.5.4) does not discuss the limiting of shift times which would influence what time the workers would arrive on site. This should be further considered in the preparation of the CTMP/DTMP.	National Highways	Workers will arrive on site between the hours of 06:00 and 07:00, and depart site between the hours of 18:00 and 19:00. Full detail on arrival and departure times for workers can be found in the **Framework Construction Traffic Management Plan [EN010152/APP/7.17].**
Traffic	Construction traffic trip assignment	Construction Traffic Trip Assignment Paragraphs 13.6.24 to 13.6.27 of the PEIR set out details of the trip assignment assumed for the construction traffic. The number of workers from each location based on the trip distribution and trip generation sections are shown in Table 13-19, with the maximum number of employees originating from Doncaster (57), Leeds (37) and Sheffield (29).	National Highways	The Applicant notes that this comment is correct, and no further action is required.
Traffic	Construction traffic trip assignment methodology	JSJV's review of the proposed distribution has noted the following: a) Table 13-19: A few rounding errors have been noted but it is accepted that these will not materially affect the results of the analysis	National Highways	The Applicant notes the comments and thanks the respondent for their feedback. Figures have been amended within the corresponding tables in **Chapter 13 (Transport and Access) Volume I of the Environmental Statement [EN010152/APP/6.1].**
Traffic	Construction traffic trip distribution methodology	Construction Traffic Trip Distribution Paragraphs 13.6.14 to 13.6.23 of the PEIR set out details of the trip distribution assumptions used by AECOM. The origins of staff to and from the site have been informed using a gravity model approach, which assumes a weighted distribution of surrounding settlements based on population and distance.	National Highways	The Applicant notes this comment, no further action required.
Traffic	Construction traffic trip distribution methodology	An assumed distribution of trips is given in Table 13-18. The PEIR explains that route choices between each origin to the site were assumed using an iterative process within an online mapping tool.	National Highways	The Applicant notes this comment, no further action required.
Traffic	Construction traffic trip distribution methodology	JSJV's review of the proposed distribution has noted the following: a) The catchment, populations and distances included in the gravity model shown in Table 13–18 are generally appropriate and can therefore be accepted for the purposes of the assessments.	National Highways	The Applicant notes the comments and thanks National Highways for their feedback.
Traffic	Construction trip generation	JSJV has noted a number of observations in relation to the aforementioned trip generation methodology and assumptions,	National Highways	The Applicant notes the comments and thanks National Highways for their feedback. Figures have been amended within the corresponding tables in **Chapter 13 (Transport**

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
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	assumption methodology	as summarised below: a) Section 13.6.9: A few rounding errors have been noted but it is accepted that these will not materially affect the results of the analysis.		**and Access) Volume I of the Environmental Statement [EN010152/APP/6.1].**
Traffic	Construction trip generation assumption methodology	b) Section 13.6.9: The PEIR sets out that targeted car-sharing results in 56 car movements, 68 workers would use their own car (noting rounding errors) and 8 minibuses will be used. This gives a total staff movement of 132 (which JSJV assumes represents one-way staff vehicle movements). Yet sections 13.6.9 to 13.6.11 suggests that 140 one-way staff vehicle movements will be made. Appropriate clarification should be provided by AECOM as to why this discrepancy exists and whether the total staff movements represent one way vehicle movements.	National Highways	There will be 296 two-way movements per day associated with staff, which consists of 264 cars and 32 minibuses. Further clarified in the **Appendix 13-5 (Transport Assessment.) Volume III of the Environmental Statement [EN010152/APP/6.3].**
Traffic	Decommissioning Traffic Management Plan	The design life of the scheme is proposed to be 40 years; therefore, it is accepted that the at this stage, the decommissioning phase of the site cannot be accurately assessed. However, should consent be granted for the solar farm proposals. National Highways would look to implement a planning condition that would secure the delivery of a Decommissioning Traffic Management Plan [DTMP] to secure and mitigate any potential impact at the SRN at the point of site decommissioning.	National Highways	The Applicant notes the comments and thanks the respondent for their feedback. A Decommissioning Traffic Management Plan (DTMP) will be developed by a Contractor prior to decommissioning in consultation with the appropriate Local Planning Authority. The DTMP will use the detailed Construction Traffic Management Plan to reflect the circumstances prevailing during the period in which decommissioning is to be carried out. The DTMP is referenced within the **Decommissioning Environmental Management Plan [EN010152/APP/7.9]**, which would be secured via requirements in Schedule 2 to the DCO, and this includes provision for consultation on the final documents with the relevant planning authority.
Traffic	Decommissioning Traffic Management Plan	Decommissioning Traffic Impact Paragraph 13.6.56 of the PEIR states the following: ''Therefore, as the decommissioning phase is planned to commence 40 years after final commissioning and is likely expected to result in less traffic than the construction phase (and over a shorter period), decommissioning is expected to lead to effects thatare no worse than during construction. The decommissioning phase has therefore not been specifically quantified and the effects and mitigation for construction are considered applicable for decommissioning and represent a worst-case scenario.'' The assumptions set out in Paragraph 13.6.56 appear to be generally reasonable. The design life of the scheme is proposed to be 40 years. As such, while JSJV could not directly comment on the potential impact any future site decommissioning would incur at the SRN, moving forward, should consent be granted for the solar farm proposals.	National Highways	A DTMP will be developed by a Contractor prior to decommissioning in consultation with the appropriate Local Planning Authority.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
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		National Highways would look to implement a planning condition that would secure the delivery of a Decommissioning Traffic Management Plan [DTMP] to mitigate any potential impact at the SRN at the point of site decommissioning.		
Traffic	Impact on traffic infrastructure	the daily amount predicted of wagons , vehicles and general construction machinery will have a huge effect on the noise creation, local wildlife, traffic, road safety, road conditions and peoples health and wellbeing.	Moss and District Parish Council	Access for the construction and operation of the proposed Scheme has been carefully selected in order to minimise the overall impact on the community and environment. Management of construction traffic and any possible disruption to the local road network is covered within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.
Traffic	Impact on traffic infrastructure	The [quiet] country villages , roads, footpaths and bridleways being disrupted put under unprecedented traffic volume pressure for potentially up to 2 years .	Moss and District Parish Council	A Construction Traffic Management Plan will be implemented to ensure that any effects on local roads and villages are minimised. A framework version of this plan has been provided as part of this application – **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**. **Chapter 13 (Transport and Access) Volume I of the Environmental Statement [EN010152/APP/6.1]** identifies the majority of impacts to be negligible/minor when assessing the significant of effects.
Traffic	Rail crossing	Furthermore, the railway crossing on Moss Rd / Station Rd leads directly onto the A19. Multiple times a day the A19 is brought to a stand still as cars are waiting to cross the line, again with the expected increase in vehicles the Council have concerns of the impact on this. Therefore, Askern Town Council would ask if any other route had been considered, using other local roads?	Askern Town Council	A Construction Traffic Management Plan will be implemented to ensure that any effects are minimised. A framework version of this plan has been provided as part of this application – **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**. All access option alternatives have been explored extensively and the subsequent route choices (e.g. use of A19 / Moss Road) are deemed the best possible option. HGVs will be required to comply with the agreed routing strategy, apart from in the case of exceptional circumstances where the proposed routing to the Solar PV Site is compromised due to an incident or road closure for example. In this circumstance, it is considered acceptable for HGVs to be redirected via an alternative route or to deliver outside of the established scheduling if required.
Traffic	Construction trip generation	For the purposes of determining the trip generation generated by the proposals, a number of assumptions have been made by AECOM: • Eight 25-seater minibuses will be allocated to the development (16 two-way movements). Minibuses will be used to transport workers to site based on population weightings. • 40% (100 out of 250 workers) could be expected to utilise the minibus services. • Approximately 55% (84 out of the remaining 150 workers) will be targeted for car sharing. A car share assumption of 1.5 workers per car results in 56 car movements. • An additional 68 workers would use their own car to travel to the scheme. A total of 124 car movements would hence occur within each development peak period. • A total of 140 one-way staff movements would be made to the	National Highways	The Applicant notes this comment, no further action required.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		site each day. These will all be made between 06:00-07:00 (to site) or 19:00-20:00 (from site).		
Traffic	Construction trip generation	Summary of Construction Phase Trip Generation In summary, the above matters will need to be clarified in order for National Highways to gain a full understanding of the likely trip generation of the development proposals during the construction phase.	National Highways	**Appendix 13-5 (Transport Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3)** presents all trips that will be generated as a result of the proposals for National Highways to gain a full understanding.
Traffic	Construction trip generation	This review has highlighted the following: 1) A number of clarifications are requested within this TM In relation to the traffic generation presented within Chapter 13 of the PEIR for the Construction Phase of the development. These clarifications will need to be addressed in order for National Highways to gain a full understanding of the likely trip generation of the development proposals for the construction phase. However, it is accepted that the clarifications could be made through any forthcoming consultation on the required Construction Traffic Management Plan [CTMP];	National Highways	This application has been supported by the **Framework Construction Traffic Management Plan [EN010152/APP/7.17].** This includes how traffic will be managed to minimise the impact on the SRN, as well as the likely trip generation. The Applicant is open to discussing further details with National Highways and consultation requirements are included within the DCO in relation to the Construction Traffic Management Plan.
Water / Flood Risk / Drainage	Flood risk mitigation	The danger created by damaging a water pipe with an excavator is much greater than if the damage is done with a hand-held power tool. Water pipes may have projections such as valve housings, which are not shown on the plans and to allow for this mechanical excavators shall not be used within 500mm of a water pipe. 38. If a water leak is suspected, the following action should be taken immediately: • Remove all people from the immediate vicinity of the damage. It is important to note that a mechanical excavator may not only cause damage/leakage at the point of impact. For example, damage to a service connection outside the building may result in further, unseen damage to the connection inside the building. • Shut down all working plant and machinery in the vicinity of the damage • Inform IWNL by dialling: 02920 442 716 • Remain on site. • Do not attempt to make a repair. • Assist Approved Contractors, Police, Fire Services or other Statutory Authorities as requested	GTC Pipelines Ltd	The Applicant has reviewed the information provided by GTC Pipelines Ltd and has concluded that there is no overlap with their assets and therefore no further action is required.
Water / Flood Risk / Drainage	Flood risk mitigation	We note the 10m standoff from watercourses and welcome this.	Yorkshire and Humber Drainage	The Applicant notes this comment, no further action required.

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Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
			Board	
Water / Flood Risk / Drainage	Flood risks	The PC also have concerns about the effect these structures will have on flooding the land and area.	Moss and District Parish Council	The Scheme has been assessed to ensure that the Solar PV Site and its users are safe from flooding in the design flood event. All elements of the Scheme that have the potential to impact upon flood risk elsewhere have been assessed. Where required, mitigation is proposed so that flood risk is not increased to both the development and third party land within the vicinity. The assessment will take into account flood risk from all sources, both now and in the future. This has been documented within **Appendix 9-3 (Flood Risk Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**.
Water / Flood Risk / Drainage	Land Drainage Consent	Land Drainage Consent will be required for works affecting watercourses, including culverting, cable crossings and any works within 9 metres of a watercourse.	Yorkshire and Humber Drainage Board	rainage consent requirements are discussed In **Chapter 9 (Water Environment) Volume I of the Environmental Statement [EN010152/APP/6.1]**. As stated in the **Consents and Agreements Position Statement [EN010152/APP/3.3]** the draft DCO **[EN010152/APP/3.1]** proposes to disapply requirements for land drainage consents under the Land Drainage Act and local byelaws, and instead agree matters of drainage within the protective provisions for the Drainage Board. The Applicant has included general protective provisions for the benefit of drainage authorities in Part 3 of Schedule 14 to the draft DCO, and has reached out to the Drainage Board to discuss the details of these protective provisions.
Water / Flood Risk / Drainage	Watercourse crossings	Please see our online map at https://ohdb.maps.arcgis.com/apps/webappviewer/index.html?id=f19ec937c11a4c9e96719d7403a2bf3e for details of watercourses including those currently maintained by the Board. Our approach is to request directional drilling for any crossings of Board-maintained watercourses.	Yorkshire and Humber Drainage Board	The Applicant proposes to use horizonal directional drilling crossings within the Grid Connection Corridor for IDB maintained channels, and any WFD monitored reaches under EA control. The location of these is included on **ES Volume II Figure 2-4: Location of Temporary Construction Compounds and Indicative HDD Areas [EN010152/APP/6.2]**.
Water / Flood Risk / Drainage	Flood Risk Mitigation	Solution Provide more information on how risks to the reservoir will be mitigated. We would urge a cautious approach for the proposed work (e.g., proximity, inspections, etc). Additional narrative / explanation (if required) The grid connection corridor should be refined for the ES to mitigate proximity-based concerns of the cable route and works in relation to the Thorpe Marshes and Bentley Ings reservoirs. It would be helpful to understand specifically which assets are referred to in section 2.4.9, their condition and how risks to these assets will be managed. The developer should consider with the FRA whether the proposal may alter how the reservoirs are categorised: https://www.gov.uk/government/publications/offence-response-options-environment-agency/reservoir-offences	Environment Agency	As part of the **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]** and **Environmental Statement [EN010152/APP/6.1]** more information is provided regarding the risk from reservoir flooding. Any reservoir assets that have the potential to impact the site if they fail are identified and more information included about why a failure is unlikely and therefore why the overall risk is considered to be Low. The solar panels will be raised above existing ground levels and this will therefore provide a level of mitigation when considering flood risk associated with reservoirs. This is documented within **Chapter 9 (Water Environment) Volume I of the Environmental Statement [EN010152/APP/6.1]** and the **Flood Risk Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**. The grid connection corridor has also been reviewed against reservoir data with more information provided within the **Environmental Statement [EN010152/APP/6.1]** and **Flood Risk Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]** and further discussed with the EA.
Water / Flood	Flood Risk	Consider the future flood extents when placing components of	Environment	Hydraulic modelling has been undertaken for the River Went to better understand flood

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Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
Risk / Drainage	Mitigation	the proposal. For example, the 1 in 100-year plus climate change. Compensation is required for any structures within the 1 in 100-year plus climate change flood extent. A sequential approach should be applied to the placement of proposed structures (e.g., offices and welfare facilities)	Agency	risk associated with this watercourse. This modelling has confirmed the fluvial flood risk at the Solar PV Site both now and in the future taking into consideration climate change. The results from this modelling have informed mitigation measures at the Solar PV Site which have been incorporated into the overall design so that the development remains safe throughout its lifetime without increasing flood risk to third party land. A sequential approach has been adopted whereby vulnerable equipment, such as the BESS and on-site substation, has been located in Flood Zone 1 i.e. the areas least at risk from fluvial flooding. The majority of the panels are located outside of the 1% AEP plus climate change extent. The exception is within parcels SW5 and SE3. Within these locations the panels will be raised above the design flood level including freeboard. The amount of panel mounts within the 1% AEP plus climate change extent is minimal and therefore the amount of floodplain displaced is considered negligible. Consequently, no compensatory storage is required. This has been documented within **Chapter 9 (Water Environment) Volume I of the Environmental Statement [EN010152/APP/6.1]** and the **Flood Risk Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**.
Water / Flood Risk / Drainage	Flood Risk Mitigation	Solution As suggested in section 2.7.32, a Crossing Register should be provided. We will normally only grant a permit for a culvert if there is no reasonably practical alternative, and if the detrimental effects would be sufficiently minor that a more costly alternative would not be justified or there are reasons of overriding public/economic interest. The developer should consider the effects of proposed crossings on hydrology and geomorphology. The developer will need to model the hydrology of culvert installation and how this relates to flood risk. We require clarity on where culverts are proposed to be altered, replaced, removed, installed temporarily, etc. Note that (clear span) bridge soffits should be 600mm above the 1 in 100-year plus climate change flood depth. Additional narrative / explanation (if required) Note that The Doncaster Local Plan Policy 56: Drainage states that: "Development sites must incorporate satisfactory measures for dealing with their drainage impacts to ensure waste water and surface water run-off are managed appropriately and to reduce flood risk to existing communities. Proposals will be supported therefore in line with the following requirements: d. They secure the removal of culverting and avoid building over a culvert or new culverting of watercourses and a 10 metre buffer zone is left free from development from the water's edge."	Environment Agency	There are open span bridge crossing options of Fenwick Drain, Ell Wood and Fenwick Grange Drain, southern tributary to Fleet Drain and one over Fleet Drain to the southeast of Parcel SW5. These will be designed to not impede flood flows. There will be no new culverts installed, with the removal of a culvert to the west of Field SW3. Within **Chapter 2 (The Scheme) Volume I of the Environmental Statement [EN010152/APP/6.1]** a list of the Non-intrusive crossings is provided.
Water / Flood	Flood Risk	Residual Risk	Environment	Based upon examination of results of the River Don model for both the defended and

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Risk / Drainage	Mitigation	Issue: Insufficient detail on the management of residual flood risks for the undefended / breach scenarios. Impact: Flood risk from all sources has not been adequately considered. Solution: The FRA must consider the residual flood risk associated with the undefended / breach scenarios. This may require modelling, our understanding is that the developer is carrying out breach modelling for this purpose. It would also be helpful to understand the loss of flood storage volume from the proposal for the undefended scenario and how this could be mitigated.	Agency	undefended scenario, the Solar PV Site is only affected from the River Don in the 0.1% AEP event, and not in the 1% AEP + climate change design event. Residual risk to the Solar PV Site has therefore be assessed through modelling of breach scenarios for the River Don, as per the hydraulic modelling methodology document shared with the Environment Agency on 7 June 2024. Two breach scenarios have been modelled, the first at the River Went outfall and the second at Kirk Bramwith. The breaches have been simulated for the 1% and 1% AEP + climate change events, and have been reported in the **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]**.
Water / Flood Risk / Drainage	Flood Risk Mitigation	Surface Water Drainage Issue: Soakaways design and placement should consider integrated flood risks (e.g., surface water and fluvial). Impact Potential increase in fluvial flood risk. Solution: Soakaways should be designed and positioned with consideration of integrated flood risks (e.g., surface water and fluvial).	Environment Agency	A drainage strategy has been produced for the scheme (where required) to manage surface water effectively without increase surface water flood risk to third party land. The drainage strategy is documented in **ES Volume III Appendix 9-4: Framework Drainage Strategy [EN010152/APP/6.3]**. The drainage strategy has consider flood extents when locating soakaways and other surface water management features.
Water / Flood Risk / Drainage	Flood Risk Mitigation	Magnitude of Impact Issue: The developer has suggested that an increase in flood risk could be a consequence of negligible magnitude and it is unclear where the thresholds have been derived. Impact: An increase in flood risk. Solution Note that any increase in flood risk on site or elsewhere would be considered unacceptable and adverse.	Environment Agency	Table 9-2 of **Chapter 9 (Water Environment) Volume I of the Environmental Statement [EN010152/APP/6.1]** has been updated where required with relation to flood risk. Hydraulic modelling has been undertaken to inform the Flood Risk Assessment. The results from this modelling have informed mitigation measures at the site which have been incorporated into the overall design so that the development remains safe throughout its lifetime without increasing flood risk to third party land. A sequential approach has been adopted whereby vulnerable equipment, such as the BESS and on-site substation, has been located in Flood Zone 1 i.e. the areas least at risk from fluvial flooding. The majority of the panels are located outside of the 1% AEP plus climate change extent. The exception is within parcels SW5 and SE3. Within these locations the panels will be raised above the design flood level including freeboard. The amount of panel mounts within the 1% AEP plus climate change extent is minimal and therefore the amount of floodplain displaced is considered negligible. Consequently, no compensatory storage is required. This has been documented within **Chapter 9 (Water Environment) Volume I of the Environmental Statement [EN010152/APP/6.1]** and the **Flood Risk Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**.
Water / Flood Risk / Drainage	Flood Risk Mitigation	Buffer Strips Issue: The buffer of nine metres required by the IDB would not be met if the ten metres buffer is measured form the centre line of the watercourse.	Environment Agency	Noted. The development has committed to apply a buffer of 10m from each bank of the watercourse channel, this is referenced within the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** and **Framework Operational Environmental Management Plan [EN010152/APP/7.8]**.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		Impact: The proposal would not conform with the IDB's request. Solution: Measure buffer from bank top or the most landward extent of a flood defence.		
Water / Flood Risk / Drainage	Flood Risk Mitigation	Outfalls Issue: The developer has provided no detail on the potential outfall design. Impact: The proposal may have adverse FCRM risks. Solution The developer should consult the Environment Agency / LLFA / IDB when it comes to the detailed design of outfalls if they are to be included within the proposal	Environment Agency	The potential outfall designs will be determined at detailed design stage. As part of the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**, the final location, position and orientation of the new outfalls will be carefully determined and informed by a hydromorphological survey to minimise any adverse local impacts on river processes. If headwalls are required, appropriate micro-siting of the outfalls will minimise loss of bank habitat, the need for bed scour or hard bank protection, and localised flow disturbance or disruption to sediment transport processes; and soft green ditch connections between swales and outfalls to watercourses will be implemented, where practicable.
Water / Flood Risk / Drainage	Flood Risk Mitigation	Appendix B – General Comments Flood Risk Flood Risk Activity Permits The developer should liaise with the Environment Agency's local Area Partnership and Strategic Overview team at the earliest opportunity regarding details pertaining to FRAPs to ensure that exemptions are applicable. The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place: • on or within 8 metres of a main river (16 metres if tidal) • on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal) • on or within 16 metres of a sea defence • involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert • in the floodplain of a main river if the activity could affect flood flow or storage and potential impacts are not controlled by a planning permission For further guidance please visit https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environmentagency.gov.uk. For a list of activities that may be exempt from a permit, given	Environment Agency	The Applicant has reached out to the Environment Agency in respect of agreeing protective provisions for the benefit of the Environment Agency, and has included a form of protective provisions for the benefit of the Environment Agency in Part 5 of Schedule 14 to **Draft Development Consent Order [EN010152/APP/3.1]** once agreed**.** As stated in the **Consents and Agreements Position Statement [EN010152/APP/3.3]** the draft DCO **[EN010152/APP/3.1]** is proposing to disapply requirements for flood risk activity permits required under the Environmental Permitting Regulations (England and Wales) 2016, on the basis these matters will be covered by the protective provisions to be agreed. Discussions are ongoing with the Environment Agency to agree this.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		that they meet certain conditions, see Exempt flood risk activities: environmental permits - GOV.UK (www.gov.uk). Please note, directional drilling within proximity to a watercourse, may be considered for an exemption, if it meets certain conditions. If the applicant is intending to disapply legislation, we advise them to consult with us at the earliest opportunity to discuss if this would be acceptable		
Water / Flood Risk / Drainage	Flood Risk Mitigation	Flood storage compensation Flood storage compensation is required for all proposed structures within the 1 in 100-year plus climate change flood extent. Flood storage compensation should: • be level for level. • be volume for volume. • be localised. • achieve net gain where possible. • not disrupt flood flow routes.	Environment Agency	Hydraulic modelling undertaken to inform the Flood Risk Assessment has shown that the majority of the panels are located outside of the 1% AEP plus climate change extent. The exception is within parcels SW5 and SE3. Within these locations the panels will be raised above the design flood level including freeboard. The amount of panel mounts within the 1% AEP plus climate change extent is minimal and therefore the amount of floodplain displaced is considered negligible. Consequently, no compensatory storage is required. This is documented in **Chapter 9 (Water Environment) Volume I of the Environmental Statement [EN010152/APP/6.1]** and the **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]**.
Water / Flood Risk / Drainage	Flood Risk Mitigation	Fencing Fencing should not inhibit flood flow routes.	Environment Agency	Any fencing proposed as part of the Scheme will be designed so that it does not impact on flood flow routes i.e. floodwater will be able to flow below/through the fencing. Section 2 of the **Framework Operational Environmental Management Plan [EN010152/APP/7.8]** details that site will comprise 'stock proof mesh-type' fencing, which isn't anticipated to impact upon flood flows.
Water / Flood Risk / Drainage	Flood Risk Mitigation	Setback Offset should be measured from bank top or the most landward extent of a flood defence where present	Environment Agency	The Applicant notes this comment, for example the buffer zone will extend 10m from the top of bank. This is referenced within both the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** and **Framework Operational Environmental Management Plan [EN010152/APP/7.8]**.
Water / Flood Risk / Drainage	Flood Risk Mitigation	Construction Environmental Management Plans The developer should consider the 1 in 100-year plus climate change flood extent for the placement of materials / topsoil / construction compounds / spoil from excavations etc. These should be placed outside of the 1 in 100-year flood extent where reasonably practicable. Where this cannot be reasonably achieved there should be a contingency plan (e.g., ERP) for a flood event to remove the debris outside of the 1 in 100-year plus climate change flood extent.	Environment Agency	Topsoil, construction materials and compounds will be located out of the 1% AEP plus climate change flood extent. The contractor will monitor weather forecasts and any laydown areas/site offices will be notified of any potential flood event by use of the Floodline Warning Service. These measures are documented within the **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]**. As part of the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**, an Emergency Response Plan will be provided which will detail the response to any impending flood event.
Water / Flood Risk /	Flood Risk Mitigation	The developer should follow a sequential approach when placing the construction compounds	Environment Agency	A sequential approach has been adopted to the location of construction compounds, this has been informed by hydraulic modelling and is documented in the **Flood Risk**

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
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Drainage				**Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]**. The River Went hydraulic modelling shows that all construction compounds are located outside of the 1% AEP plus climate change flood extent. For resilience, the Contractor will be required to produce an Emergency Response Plan as part of the detailed Construction Environmental Management Plan and Decommissioning Environmental Management Plan which will provide detail of the response to an impending flood.
Water / Flood Risk / Drainage	Flood Risk Mitigation	In addition to preventative measures, we would expect the developer to monitor erosion and accretion within the water and carry out appropriate remediation e.g., silt fencing.	Environment Agency	With the exception of open trench crossing and HDD of watercourses for cable installation, where required, no works will be undertaken within at least 10 m of watercourses. Further measures are included within the **Framework Construction Environmental Management Plan [EN010152/APP/7.7].** Practicable measures (such as silt fencing) to prevent sediment laden runoff draining to the watercourse without prior treatment will be provided as necessary. A temporary drainage system will be developed to prevent runoff contaminated with fine particulates from entering surface water drains without treatment. Additionally, temporary drainage will be monitored throughout construction. Prior to construction, the Contractor will develop an Emergency Response Plan (ERP), this will detail procedures for responding to incidents (such as generation of silt laden runoff).
Water / Flood Risk / Drainage	Flood Risk Mitigation	Plans could include the below considerations. • Vibration: Realtime vibration detection with limits adjacent to assets and agreed thresholds for action and remediation. • Scaffolding: If using scaffolding, then fix boards in place. • Flood warnings/alerts: Sign up for flood warnings and alerts with works to stop and site made safe and evacuated during a flood event. • SuDS: Temporary SuDS should be provided for all impermeable surfaces. • Debris: Measures to prevent debris entering the watercourse during a flood event. • Surveys: Where works are proposed close to a flood defence, we will require a survey to better understand it's geometry, condition, composition, structure, etc. Where possible the survey should be corroborated by As-built drawings.	Environment Agency	The **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** includes the commitment to no works being undertaken within 16 m of the landward tow of flood defences. This document also commits to a 10 m buffer from water courses. This also includes a commitment to all cables being installed by HDD, or similar, will be installed a minimum of 1.5 m below the bed of watercourses, except for Thorpe Marsh Drain and Engine Dike due to connectivity to the River Don where the minimum installation depth would be 5.0m**.** The Contractor would be required to produce an Emergency Response Plan (ERP) as part of the detailed Construction Environmental Management Plan which would provide detail of the response to an impending flood. Measures to prevent debris and sediment entering watercourses are included within the **Framework Construction Environmental Management Plan [EN010152/APP/7.7].**
Water / Flood Risk / Drainage	Flood Risk Modelling	Modelling Some of the Main Rivers and Ordinary Watercourses which bisect the sites or are close by have no associated Flood Zones due to the small size of their respective catchments (<3km2). There may be flood risk associated with these watercourses, it is just not modelled and mapped as a catchment area of 3km2 was the de minimis in the generalised 2d modelling used to	Environment Agency	Hydraulic modelling has been undertaken in order to accurately determine flood risk from the River Went, the Fleet Drain and Fleet Common Drain. The model extents and coverage are as per the hydraulic modelling methodology document shared with the Environment Agency on 7 June 2024. Results from this modelling have been used to inform mitigation measures for the development and is documented in **Chapter 9 (Water Environment) Volume I of the Environmental Statement [EN010152/APP/6.1]** and the **Flood Risk Assessment Volume III of the Environmental Statement**

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		determine the extent of Flood Zone 2 and 3 where no detailed hydraulic modelling is available.		**[EN010152/APP/6.3]**.
Water / Flood Risk / Drainage	Flood Risk Modelling	Chapter 9 – Water Environment Detailed comments regarding Flood Risk Modelling Gauging Stations Document Reference(s): PEIR Report Chapters: 9 Issue The PEIR describes the nearest gauging station on the River Went to the site as being at Walden Stubbs. This is the nearest flow gauge to the site. Please note, there is also a level gauge just to the east of the proposed development boundary on the River Went at Topham Ferry Bridge (SE6196617384), and at the outfall with the River Don (SE6676118738) Impact: Not all gauge data is discussed in the PEIR. This could be useful in helping to understand flood risk to the site and also in the calibration and verification of any modelling which is developed for the River Went. Solution: When undertaking hydraulic modelling for the River Went, please also consider the available level gauge data as this may be useful in hydraulic model calibration and verification	Environment Agency	Hydraulic modelling has been undertaken in order to accurately determine flood risk from the River Went, the Fleet Drain and Fleet Common Drain as detailed in the **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]**. Model proving has been undertaken in order to build confidence in the model and has been documented within the associated modelling report. Observed/historical data, including local gauges, have been utilised as per the hydraulic modelling methodology document shared with the Environment Agency on 07/06/2024. Given the quality of gauge records, along with the specific hydraulic characteristics of the River Went (influence of tidal locking), formal calibration of the model has not been undertaken. Rather, model proving has been undertaken comprising comparison of modelled/observed records at the relevant gauges, qualitative comparison of modelled flood extents with observed data, along with sensitivity analysis.
Water / Flood Risk / Drainage	Flood Risk Modelling	Document Reference(s): PEIR Report Issue: The PEIR describes the nearest gauging station on the River Don to the site as being at Doncaster. This is the nearest flow gauge to the site. Please note, there are also level gauges at Kirk Bramwith (SE6206511498), Fishlake (SE6687913505), and Rawcliffe Bridge (SE7013321106) Impact Minor impact. Not all gauge data is discussed in the PEIR. This could be useful in helping to understand flood risk to the site from the River Don. Solution: Level gauge information on the River Don may be useful in further understanding flood risk to the developmentarea from the River Don	Environment Agency	The River Don modelling (2018) as provided by the Environment Agency at the outset of the Scheme, has been utilised in order to assess flood risk to the site from the River Don, as per the hydraulic modelling methodology document shared with the Environment Agency on 7 June 2024. The model and associated results are considered appropriate to use to inform **the Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]**, and no model updates or re-simulations are proposed as part of the assessment of the Scheme. It should be noted that the Don model was calibrated as part of the 2018 study, considering gauges at Doncaster, Kirk Bramwith and Fish Lake. The calibration was assessed to be acceptable, showing a reasonable agreement with observed data. It is noted that the site is not impacted by the River Don in the 1% AEP + climate change event in either the defended or undefended scenario. Therefore residual risk to the site from the River Don has been assessed through breach modelling with results documented within the **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]**. This is considered a proportionate approach to capture the flood risk to the site from the River Don. Given the level of risk posed to the development by the River Don (only in the 0.1% AEP event, above the design event), it is not proposed that the **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]** will further consider

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Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
				gauge data on the River Don.
Water / Flood Risk / Drainage	Flood Risk Modelling	Flood Map for Planning Issue: "The Environment Agency's Flood Map for Planning (Ref. 9-46) shows that the majority of the south and west areas of the Solar PV Site are located within Flood Zone 1," Please note, only watercourses with a catchment area of greater than 3 km2 were modelled as part of the original Flood Map for Planning. There may be flood risk associated with the smaller ordinary watercourses which have a catchment area of less than 3 km2 which cross the site, it is just not modelled or represented in the Flood Map for Fluvial flood risk Impact: Flood risk could be underestimated for watercourses which have a catchment area of less than 3 km2 Solution: Please consider the flood risk associated with smaller watercourses which cross the Solar PV site in the Flood Risk Assessment.	Environment Agency	Hydraulic modelling has been undertaken in order to accurately determine flood risk from the River Went, the Fleet Drain and Fleet Common Drain as documented in the **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]**. The model extents and coverage are as per the hydraulic modelling methodology document shared with the Environment Agency on 07/06/2024.
MWater / Flood Risk / Drainage	Flood Risk Modelling	Document Reference(s): PEIR Report Issue: "Approximately 0.7 km of the Grid Connection Corridor is located within Flood Zone 1 towards its northern extent." Please note there are watercourses in this area which have no associated Flood Zone mapping due to their small catchment size. For example, Fenwick Common Drain, Ell Wood and Fenwick Grange Drain, Mill Dyke, Carrs Drain, and Haywood and Trumfleet Drain Section/ pages/ table reference: Table 9-13 page 9-52 Impact: Flood risk could be underestimated for watercourses which have a catchment area of less than 3 km2 Solution: Please consider the impact of flood risk associated with smaller watercourses which cross the grid connector corridor in the Flood Risk Assessment.	Environment Agency	The grid connection cables will be buried and it is therefore considered that fluvial sources pose a low risk during operation. To mitigate risk during construction and decommissioning an Emergency Response Plan will be included as part of the detailed Construction Environmental Management Plan, Decommissioning Environmental Management Plan and Operational Environmental Management Plan which will provide details of the response to an impending flood including an evacuation plan. This is explained within the **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]**.
Water / Flood Risk / Drainage	Flood Risk Modelling	Issue: "The BESS Area and On-Site Substation will be located within Flood Zone 1". Please be mindful of previous comments made with regards to Flood Zones for watercourses with catchments less than 3km2 in area not being mapped Section/ pages/ table reference: Section 9.8.28 page 9-68 Impact: Flood risk could be underestimated for watercourses which have a catchment area of less than 3 km2 Solution: Please consider the impact of flood risk associated with smaller watercourses with respect to the BESS and on-site	Environment Agency	Hydraulic modelling has been undertaken in order to accurately determine flood risk from the River Went, the Fleet Drain and Fleet Common Drain as documented in the **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]**. The model extents and coverage are as per the hydraulic modelling methodology document shared with the Environment Agency in June 2024. These results have been used to inform the overall design of the Scheme. This includes the location of the BESS and on-site substation which have been sequentially located outside of the 1% AEP plus an allowance for climate change.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		substation		
Water / Flood Risk / Drainage	Flood Risk Modelling	Peak River Flow allowances Issue: The quoted values for the higher central allowance (21%) and upper end allowances (36%) are correct for the 2050's epoch. It is noted that the life of the development is approximately 40 years. This brings the end of the development lifetime close to the 2080's epoch. Impact: If the development lifetime extends into 2070 then it will fall within the 2080's epoch and the impacts of climate change could be underestimated. Solution: Please consider the impact of climate change associated with the 2080's epoch or demonstrate that the development life will not extend beyond 2069	Environment Agency	The design event that has been used for assessment of the site in the FRA is the 1% AEP + 38% climate change scenario (Higher Central 2080s, Don and Rother Management Catchment). This design event can therefore be considered conservative given the 40 year development lifetime. This is explained in the **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]**.
Water / Flood Risk / Drainage	Flood Risk Modelling	Tidal Flood Risk Issue: If we look at the stage time series at Topham Ferry Bridge and at the River Went outfall gauges on the River Went a tidal signature is present. The Don, which the Went Drains into, is a tidal watercourse and the effects of sea level rise are likely to be a factor in the Went's ability to discharge into the River Don. Table 9-13 on page 9-52 acknowledges the tidal nature of the Don and high associated flood risk. As such there should be some consideration of the effects hat sea level rise could have on the proposed scheme, particularly with respect to the Went's ability to discharge into the River Don. Impact: The impact of tidal flood risk because of sea level rise could be underestimated, particularly when considering the River Went's ability to discharge into the River Don. Solution: As part of any hydraulic modelling undertaken on the River Went, please consider the impact that rising tidal water levels on the River Don because of climate change could have on the River Went to confirm that tidal flood risk to the development site is not a concern from the River Went. This could be achieved by undertaking some sensitivity testing on the downstream boundary within the proposed hydraulic model for the River Went	Environment Agency	Based upon examination of results of the River Don model for both the defended and undefended scenario the site is only affected from the River Don in the 0.1% AEP event, and not in the 1% AEP + climate change design event. Residual risk to the site has therefore been assessed through modelling of breach scenarios for the tidal River Don, as per the hydraulic modelling methodology document shared with the Environment Agency on 7 June 2024. Two breach scenarios have been modelled, the first at the River Went outfall and the second at Kirk Bramwith. The breaches have been simulated for the 1% and 1% AEP + climate change events, and have been reported in the **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]**. . The impact of the tidal River Don on flooding from the River Went has been taken into account and represented within the fluvial modelling. The model includes the River Went outlet sluice, and the downstream boundary for the modelling is a head-time time series extracted from the River Don model for an appropriate flood event. Initial assessment of modelled levels on the River Don at the Went outfall, from the 2018 modelling, shows that the River Went will be tidally locked for the majority of the simulated design event. Sensitivity analysis have been undertaken to explore the impact of River Don tidal levels upon flooding on the River Went. A credible maximum scenario has also been simulated as part of the sensitivity testing undertaken for the Went model, which applies the upper climate change allowance to fluvial inflows, along with 1% AEP plus climate change levels from the tidal Don at the downstream model boundary. The modelling undertaken therefore takes into account the influence of the tidal River Don upon flood risk to the site, including the potential impact of future climate change. Results from these simulations have been considered as part of the overall design of the development i.e. through mitigation as documented within the **Flood Risk Assessment**

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
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				Volume III of the Environmental Statement [EN010152/APP/6.3].
Water / Flood Risk / Drainage	Flood Risk Modelling	Issue: The FRA states the that the H scenario is not applicable for the Scheme but the Don and Went both exhibit a tidal response Impact: The impact of tidal flood risk because of sea level rise could be underestimated, particularly when considering the River Went's ability to discharge into the River Don Solution: As part of any hydraulic modelling undertaken on the River Went, please consider the impact that rising tidal water levels on the River Don as a result of climate change could have on the River Went to confirm that tidal flood risk to the development site is not a concern from the River Went. This could be achieved by undertaking some sensitivity testing on the downstream boundary within the proposed hydraulic model for the River Went	Environment Agency	Based upon examination of results of the River Don model for both the defended and undefended scenario the site is only affected from the River Don in the 0.1% AEP event, and not in the 1% AEP + climate change design event. Residual risk to the site has therefore been assessed through modelling of breach scenarios for the tidal River Don, as per the hydraulic modelling methodology document shared with the Environment Agency on 7 June 2024. Two breach scenarios are being modelled, the first at the River Went outfall and the second at Kirk Bramwith. The breaches have been simulated for the 1% and 1% AEP + climate change events, and have been reported in the FRA. The impact of the tidal River Don on flooding from the River Went has been taken into account and represented within the fluvial modelling that is being undertaken. The model includes the River Went outlet sluice, and the downstream boundary for the modelling is a head-time time series extracted from the River Don model for an appropriate flood event. Initial assessment of modelled levels on the River Don at the Went outfall, from the 2018 modelling, shows that the River Went will be tidally locked for the majority of the simulated design event. Sensitivity analysis has been undertaken to explore the impact of River Don tidal levels upon flooding on the River Went. A credible maximum scenario will also be simulated as part of the sensitivity testing undertaken for the Went model, which will apply the upper climate change allowance to fluvial inflows, along with 1% AEP plus climate change levels from the tidal Don at the downstream model boundary. The modelling undertaken therefore takes into account the influence of the tidal River Don upon flood risk to the site, including the potential impact of future climate change.
Water / Flood Risk / Drainage	Flood Risk Modelling	Data / Models If the developer utilises an existing model, it is important to check that it: • Represents current risk. • Uses the latest available datasets. • Complies with current modelling standards. • Is at a scale suitable for the assessment being undertaken. • Captures the detail required for a site-specific assessment. • Makes use of current climate change allowances.	Environment Agency	The River Don modelling (2018) as provided by the Environment Agency at the outset of the Schemet , has been utilised in order to assess flood risk to the site from the River Don, as per the hydraulic modelling methodology document shared with the Environment Agency on 7 June 2024. The model and associated results are considered appropriate to use to inform the **Flood Risk Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**, and no model updates or re-simulations are proposed as part of the assessment of theScheme. Hydraulic modelling has been undertaken in order to accurately determine flood risk from the River Went, the Fleet Drain and Fleet Common Drain as documented in the **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]**. The model extents and coverage are as per the hydraulic modelling methodology document shared with the Environment Agency in June 2024.
Water / Flood Risk / Drainage	Flood Risk Modelling	Please be aware that: • Environment Agency models are not designed to assess third-party developments. The developer should not assume that the	Environment Agency	The River Don modelling (2018) as provided by the Environment Agency at the outset of the Scheme, has been utilised in order to assess flood risk to the site from the River Don, as per the hydraulic modelling methodology document shared with the Environment Agency on 7 June 2024. The model and associated results are considered

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
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		model is suitable for assessing the flood risk associated with the proposed development. • It is the developer's responsibility to assess the suitability of a model for the project. • The developer should provide evidence of any modelling checks and subsequent updates and document these in the FRA model reporting.		appropriate to use to inform **the Flood Risk Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**, and no model updates or re-simulations are proposed as part of the assessment of the Scheme. Hydraulic modelling has been undertaken in order to accurately determine flood risk from the River Went, the Fleet Drain and Fleet Common Drain as documented in the **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]**. The model extents and coverage are as per the hydraulic modelling methodology document shared with the Environment Agency in June 2024.
Water / Flood Risk / Drainage	Flood Risks	Flood Risk Please note that we would oppose the culverting of any watercourses and instead prefer the installation of a temporary clear-span bridge crossing. This is in line with the Environment Agency's policy regarding culverts. We will normally only grant a permit for a culvert if there is no reasonably practical alternative, and if the detrimental effects would be sufficiently minor that a more costly alternative would not be justified or there are reasons of overriding public/economic interest. The developer should consider the effects of proposed crossings on hydrology and geomorphology. The developer will need to model the hydrology of culvert installation and how this relates to flood risk.	Environment Agency	There are open span bridge crossing options of Fenwick Drain, Ell Wood and Fenwick Grange Drain, southern tributary to Fleet Drain and one over Fleet Drain to the southeast of Parcel SW5. These will be designed to not impede flood flows. There will be no new culverts installed, with the removal of a culvert to the west of Field SW3.
Water / Flood Risk / Drainage	Flood Risks	Climate Change Assumptions Issue: The proposed timeline for development is not conservative in regards to climate change projections for flood risk. Impact: Underestimating flood risks (e.g., in the event that the construction phase is delayed). Solution Use a conservative estimate of climate change projections pertaining to flood risks (e.g., peak river flow). Additional narrative / explanation (if required) Considering Table 3-3 this would suggest that the 2080s epoch may be appropriate, rather than the 2050s stated within section 3.4.4. Similarly for the Credible Maximum Scenario stated within section 3.4.8.	Environment Agency	When it comes to hydraulic modelling of peak river flow allowances, guidance from the Environment Agency states that for 'Essential Infrastructure' developments in Flood Zone 2 or 3a the Higher Central allowance should be used. As the lifetime of the development is 40 years, the 2050 epoch would need to be considered. This results in a necessary allowance of 21% for the Don and Rother Management Catchment. However, as a conservative approach, the 2080 epoch higher central allowance of 38% has been applied as the design event within the hydraulic modelling, as agreed with the Environment Agency. The Credible Maximum Scenario i.e. simulating the Upper end allowance for peak river flow (+60%) has been undertaken as a sensitivity scenario and has been considered as part of the mitigation for the development. This is explained in the **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]**.
Water / Flood Risk / Drainage	Flood Risks	Reservoirs Issue: The developer has not provided sufficient detail regarding the grid connection corridor in relation to the flood storage reservoirs (e.g., Thorpe Marsh and Bentley Ings).	Environment Agency	Bentley Ings is not located within the site boundary. The Thorpe Marsh Flood Storage Area has been considered within **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3].**

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic area	**Sub-topic**	**Consultation response**	**Prescribed Consultee**	**The Applicant's response (including the regard had to the consultation response)**
		Impact: Potential risk to the reservoir from the proposed infrastructure which could have catastrophic consequences		
Water / Flood Risk / Drainage	Flood Risks	Time-limited Agreement Issue: It is unclear how the developer has committed to a timelimited agreement to ensure that the proposal does not exceed the design-life of forty years (for operation). Impact: Exceeding the Proposed design-life would lead to an inadequate assessment of FCRM environmental parameters and risks. Solution The developer should commit to a time-limited agreement.	Environment Agency	Requirement 18(2), Schedule 2 of the draft DCO **[EN010152/APP/3.1]** secures the decommissioning of the Scheme no later than 40 years following the date of final commissioning.
Water / Flood Risk / Drainage	Flood Risks	Flood Zones and Future Flood Zones Issue: The Flood Map for Planning does not account for climate change throughout the lifetime of the development. Especially noteworthy for the placement of sensitive equipment such as the BESS and on-site substation and to ensure that the Sequential Test is applied appropriately. Impact The developer has not applied a sequential approach with consideration of climate change and the associated increase in flood risk throughout the lifetime of the development.	Environment Agency	As part of **Appendix 6-2 (Climate Change Risk Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**, a climate change risk assessment was carried out to evaluate the potential impacts of climate change on the proposed Scheme. This assessment considered the effects of flooding on the proposed Scheme, using Met Office climate projection data to inform the assessment.
Water / Flood Risk / Drainage	Flood Risks	Culverting Issue: The proposal is inconsistent regarding whether culverts are proposed to be utilised / built or whether the developer is proposing to use clear span bridges. Impact: We would oppose the culverting of any watercourses and instead prefer the installation of a temporary clear-span bridge crossing. This is in line with the Environment Agency policy regarding culverts. Culverts may adversely affect flood risk, hydrology, and geomorphology	Environment Agency	As stated within the **Framework Construction Environmental Management Plan [EN010152/APP/7.7], n**o new culverts are proposed. Where a new ditch crossing is required an open span bridge will be suggested, with the type of crossing selected based on site-specific factors and in consultation with the relevant authority (generally the IDB/ lead local flood authority). Two existing culverts may be extended by up to 2m, these are between Fields NE7 to NE8 and between Fields NW8 and SW1/2.
Water / Flood Risk / Drainage	Impact on Watercourses	Watercourse Surveys Issue: Surveys may be incomplete. Impact: Inadequate assessment of watercourses and associated flood risks. Solution: Where possible vegetation should be cleared to help maximise coverage of surveys	Environment Agency	As detailed within **ES Volume III Appendix 9-2 Water Framework Directive Assessment [EN010152/APP/6.3]**, watercourse surveys have been completed by a hydromorphology and water quality specialist to gather baseline information on watercourses to inform assessment of impacts. Watercourses were surveyed from accessible locations based on land owner access.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
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Water / Flood Risk / Drainage	Water Design	Crossing Register Issue: We have insufficient detail regarding all watercourse crossings proposed (e.g., internal cables, HDD, open-cut, access tracks, etc). These should be presented within the Crossing Register. Impact: An inadequate assessment of FCRM risks without more detail. Solution: As suggested in section 2.7.32, a Crossing Register should be provided for the ES. 2.7.30 2.7.31 7.3.2 9.8.6 9.8.30 9.8.40 9.9.13 9.9.52 9.9.93 The Crossing Register should also consider the Grid Connection Drop Line option (e.g., the below ground cables running approximately 1.5km) if the developer is proposing to pursue this option. Additional narrative / explanation (if required) Noting our policy regarding culverts, Main rivers must be crossed by a non-intrusive method (e.g., HDD). We require clarity on the river Don flood assets referred to in sections 6.2.2 and 7.3.2, an assessment of their condition (pre-works and post-works), how risks to these assets will be managed and a commitment to remediation for defects. We would welcome detail on the proposed depth of each watercourse crossing	Environment Agency	**Chapter 9 (Water Environment) Volume I of the Environmental Statement [EN010152/APP/6.1]** includes information on the crossings of watercourses by access tracks, internal cabling and open span bridge options. There will be no new culverts, and the removal of one culvert. Within **Chapter 2 (The Scheme) Volume I of the Environmental Statement [EN010152/APP/6.1]**, there is a list of HDD locations, which includes watercourse crossings. HDD, or other non-intrusive methods, will be used on all IDB maintained channels, and WFD monitored reaches within the Grid Connection Corridor. The layout is currently indicative, the exact locations of watercourse crossings will be subject to detailed design with details brought forward as part of the detailed Construction Environmental Management Plan which is secured by requirement 11, Schedule 2 the draft DCO **[EN010152/APP/3.1]**.
Water / Flood Risk / Drainage	Water Quality	Detailed comments regarding Water Quality and Water Resources Water Framework Directive Issue: The method for determining magnitude of impacts to water quality in Table 9-2 requires the reduction of WFD classification for a medium or high adverse effect to be determined. Impact: Significant pollutions or deterioration in water quality can occur without resulting in a change in WFD status. This can be because the effect is short term, it occurs in a	Environment Agency	Noted. Within **Chapter 9 (Water Environment) Volume I of the Environmental Statement [EN010152/APP/6.1],** Table 9-3 details the magnitude of impact criteria. For the medium and high adverse magnitude of impacts, these would be triggered by a loss of attribute and/or quality and integrity of the attribute. These criteria would take into consideration of the deterioration of water quality which would not result in a change of WFD status. This impact would be considered under the 'loss of quality' of the attribute.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
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		nondesignated water body, or it takes place in a location that is not actively monitored. The proposed method risks the underestimation of water quality impacts as a result. Solution: Changes to water quality that do not impact WFD status should still be considered as having the potential to cause medium or high adverse effects, depending on the extent, severity and duration of that change.		
Water / Flood Risk / Drainage	Water Quality	Abstraction: Scheme receptors Issue: Omission to identify and evaluate surface water abstraction as receptors that may be impacted by the scheme. Impact: The risk of pollution and increased sedimentation may pose a threat to abstraction points which are lawful users of water for irrigation. Solution: Identify potential receptors and risk of derogation. Additional narrative / explanation (if required) Abstraction licence holders are not considered in table 9-14 in the evaluation of receptors. Table 9-16 describes the impact from pollution and sediment run off to the river Went as Minor (not significant). There exist a number of surface water abstractions from the River Went which borders the north boundary of the PV site which do not appear to have been acknowledged by the PEIR. Abstractions also exist from surface water on the EA Beck and River Don itself within the cable corridor boundary. It was noted in the scoping report that abstractions data would be requested for inclusion in the ES. We acknowledge the information included in the report which assesses risk to private GW abstraction, however it appears surface water abstraction has not been considered. Abstraction data can be requested from the EA and should identify these potential receptors and the risk of derogation should be considered	Environment Agency	Details of Private Water Supply (PWS) abstraction were obtained from City of Doncaster Council, of which two were within the 1 km Study Area. The assessment concluded there would be a neutral effect (not significant) due to the distance from the Scheme and abstraction from the underlying Sandstone Aquifer from PWS1 and PWS2. Details of abstractions have been obtained from the Environment Agency. The abstractions within 1 km are shown in **Figures 9-1 and 9-2** of the **Environmental Statement [EN010152/APP/6.2]**. The impact assessment within **Chapter 9 (Water Environment) Volume I of the Environmental Statement [EN010152/APP/6.1]** acknowledges these abstractions, and the mitigation measures included within the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** to ensure there are no significant effects upon these abstractions.
Water / Flood Risk / Drainage	Water Quality	Water Quality Section 2.7.64 lists the legislation that will be incorporated into the contracts with companies involved in the construction works. It does not list the Environmental Permitting (England and Wales) Regulations 2016. These regulations are one of the key pieces of legislation protecting the water environment from significant impacts during construction. If they are not also incorporated into the contracts, there is an increased risk of impacts to water quality and subsequently habitats and	Environment Agency	Environmental Permitting (England and Wales) Regulations 2016 are included in **Chapter 9 (Water Environment) Volume I of the Environmental Statement [EN010152/APP/6.1]** and included in **Chapter 14 (Other Environmental Topics (under Ground Conditions, Legislation, Policy and Guidance)) Volume I of the Environmental Statement [EN010152/APP/6.1].** The **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** includes a requirement for contractors to implement Environmental Management Plans that ensure compliance with procedures and legislation.

Statutory consultation under Section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
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		species.		
Water / Flood Risk / Drainage	Water Quality	The framework Construction Environmental Management Plans confirms that permits will be held for any water discharge activities that need to take place during construction. We often encounter construction sites that struggle to meet the water quality limits listed in their permits due to the design of their drainage system or the lack of appropriate treatment. To minimise this risk, we advise early engagement with our permitting pre-application advice service who will be able to provide indicative limits that can be considered when designing the required treatment method. They can also provide help to ensure that permit applications are high quality, reducing the risk of delays in the permitting process and subsequent delays to construction	Environment Agency	The **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** includes a requirement for Construction site runoff to either be treated on Site and discharged under a Water Discharge Activity Permit from the Environment Agency to Controlled Waters (potentially also including infiltration to ground) or to the nearest public sewer with sufficient capacity for treatment following discussions with Yorkshire Water, or else removed from site for disposal at an appropriate and licensed waste management facility. The Applicant will engage with both the EA and Yorkshire Water prior to commencing the permit application process, should this be required.
Water / Flood Risk / Drainage	Water resources	Abstraction: Consumptive uses of water Issue: Omission to acknowledge and include consumptive uses of water (e.g. for dust suppression; materials production (e.g. concrete); plant machinery washing and potable/domestic supply for workforces) as requiring an abstraction licence. Impact: Consumptive uses will require an abstraction licence and restrictions applied to surface water abstraction may affect design and operational decision making. Solution: A comprehensive assessment of consumptive water use which considers both construction and operational uses should be included in the ES. Additional narrative / explanation (if required) The comprehensive assessment will support the identification of any obstacles or potential restrictions and evaluation of any mitigation required. This will also help to expedite the formal permitting determination process. We recommend early engagement with the Environment Agency's National Permitting Service if licences are required	Environment Agency	As stated in **Chapter 9 (Water Environment) Volume I of the Environmental Statement [EN010152/APP/6.1]**, the water supply for the Scheme will be from Main water. There will be no abstractions from local watercourses.
Water / Flood Risk / Drainage	Watercourses	Chapters: 2 Issue: An automatic fire detection and suppression system will be installed at the BESS, with an associated impermeable firewater containment. It is unclear whether the penstock will be operated manually or automatically. Impact: Potential to pollute surface and groundwaters from contaminated firewater runoff.	Environment Agency	Surface water run off has been identified as one of the potential pathways within **Chapter 14 (Other Environmental Topics (under Ground Conditions, Legislation, Policy and Guidance)) Volume I of the Environmental Statement [EN010152/APP/6.1]**. The **Framework Battery Safety Management Plan (BSMP) [EN010152/APP/7.16]** includes details on the fire detection and suppression requirements within the BESS. A Framework Drainage Strategy has been prepared within **ES Volume III Appendix 9-4:**

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		Solution: If firewater is to be applied automatically in the event of a fire, then the penstock should also be closed at the same time. This design detail should be reflected within the DCO submission. If the automatic fire suppression system does not apply water, and therefore water will only be applied by the Fire and Rescue Service, then the requirement to close the penstock prior to the application of water should be reflected within the Framework Battery Safety Management Plan.		**Framework Drainage Strategy [EN010152/APP/6.3]** and includes details of the drainage arrangements to ensure no release of fire water to the environment. Both the **Framework Battery Safety Management Plan (BSMP) [EN010152/APP/7.16]** and the **ES Volume III Appendix 9-4: Framework Drainage Strategy [EN010152/APP/6.3]** are secured within the draft DCO **[EN010152/APP/3.1]** requirements, where final plans must be in general accordance with these framework plans.
Water / Flood Risk / Drainage	Watercourses	Additional narrative / explanation (if required) Table 2-1 does not explain how firewater will be contained in the event of a fire at the on-site substation. Transformers have an inherently high risk of fire and if firewater cannot be contained at the on-site substation, then there is a risk that firewater is discharged to the environment in the event of a fire. We would expect to see methods of controlling firewater built into the design of the drainage system at the substation. This should be addressed in addition to the BESS system. The Fire and Rescue Service should be consulted to understand likely firewater requirements, which should then inform required levels of storage.	Environment Agency	A Framework Drainage Strategy has been prepared within **ES Volume III Appendix 9-4: Framework Drainage Strategy [EN010152/APP/6.3]** and includes details of the drainage arrangements to ensure no release of fire water to the environment. The Applicant has already been engaging with South Yorkshire Fire and Rescue Service to gain their input on the BESS Container design. Further details regarding management of fire water are outlined in the **Framework Drainage Strategy** (**ES Volume III Appendix 9-4 [EN010152/APP/6.3]**). Details on battery safety management are provided within the **Framework Battery Safety Management Plan [EN010152/APP/7.16]**. Engagement with South Yorkshire Fire and Rescue Service will be ongoing, and consultation with other emergency services will be undertaken as part of the Applicant's post-application work.
Water / Flood Risk / Drainage	Watercourses	Additional narrative / explanation (if required) It is not clear whether certain activities that could pose a risk to controlled waters will be included in the Environmental Management Plans. Of particular concern are risks associated with horizontal directional drilling and foundation works. This is of particular concern in areas where the Triassic Sandstone Principal aquifer and source protection zones may be encountered	Environment Agency	As stated in the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**, a site specific Hydraulic Fracture Risk Assessment will be developed following further investigation of specific ground conditions. A specialist contractor would undertake the work monitoring the water column and using water-based drilling fluids during drilling. Where there are increased perceived risks associated with drilling, remediation action will be implemented. A Water Management Plan will also be developed. Any required permit conditions and best industry practice is outlined in the **Framework Construction Environmental Management Plan [EN010152/APP/7.7].** Outline predicted impacts on public water supplies and aquifers are outlined in **Chapter 9 (Water Environment) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
Water / Flood Risk / Drainage	Watercourses	Surveys We would welcome a commitment to return watercourses to their original state in the case where adverse effects are surveyed between the pre- and post-works surveys. The developer should carry out pre-works and post-works surveys to nearby flood defences to ensure that the HDD works, and associated excavations have had no detrimental effects on the flood defences. Remediation is required for defects identified. Note that the pit excavations should be	Environment Agency	A pre-works morphology survey of the channel of each watercourse to be crossed will be undertaken prior to construction. This requirement has been included within the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**. As stated in the above document, watercourses will be reinstated as found. The Grid Connection Corridor passes under some flood embankments towards the south of the Grid Connection Corridor, along the Thorpe Marsh Drain. There is currently a commitment for a 16 m stand off from the flood defences to ensure no impact on the flood defences during the HDD process as stated in **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**. As stated within **Framework Construction Environmental Management Plan**

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		setback from flood defences		**[EN010152/APP/7.7]** the depth of construction will be identified through consultation with the Environment Agency to ensure sufficient depth of construction to avoid detrimental effects on the flood defences.
Water / Flood Risk / Drainage	Watercourses	Groundwater Protection Baseline conditions The principal aquifers are receptors in their own right and must be protected from contamination. We therefore expect it to be considered as highly sensitive going forward.	Environment Agency	Principal aquifers have been given a 'High' importance in in **Chapter 9 (Water Environment) Volume I of the Environmental Statement [EN010152/APP/6.1]** and assessed accordingly.
Water / Flood Risk / Drainage	Watercourses	Table 3-4 states that construction site runoff may be discharged to the nearest public sewer with sufficient capacity. It is the Environment Agency's position that discharges of surface water to foul sewer should be a last resort.	Environment Agency	As stated in the **Framework Drainage Strategy Volume 6.3 of the Environmental Statement [EN010152/APP/6.3]**, foul drainage from offices on site will be directed an on-site cesspit – with no connections to ground. This would be emptied regularly by a licenced Contractor. During construction the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** states that any site welfare facilities will be appropriately managed, and all foul waste (e.g. from sealed cess tank) disposed of by an appropriate contractor to a suitably licensed facility.

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