FENWICK SOLAR FARM

Fenwick Solar Farm

EN010152

Consultation Report Appendix

Appendix O4: Section 47 Responses to Statutory Consultation and the Applicant's responses

Document Reference: EN010152/APP/5.2

Regulation 5(2)(a)

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

October 2024

Revision Number: 00

BOOM POWER

BOOM-POWER.CO.UK

Revision History

Revision Number	Date	Details
00	October 2024	DCO application

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Appendix O4: Section 47 Responses to Statutory Consultation and the Applicant's response

A.1 Tables evidencing regard had to statutory consultation responses (in accordance with Section 49 of the Planning Act 2008) – Section 47 of the Planning Act 2008 with the local community and statutory publicity – Coded Responses

A.1.1 The purpose of this document is to provide evidence that the Applicant has had due regard to the responses received during statutory consultation in accordance with section 49 of the Planning Act 2008. Responses have been organised by themes, with similar responses grouped together. These comments were received both via freeform email and feedback form, and are therefore not broken down by feedback form question. The Applicant has provided a summary of the comments received in **Table 1** below.

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 47 responses to statutory consultation and the Applicant's response

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0233	Air Quality	Traffic air pollution	Air pollution as a result of construction traffic	**Chapter 14.1 (Air Quality) Volume I of the Environmental Statement [EN010152/APP/6.1]** has considered the potential for emissions from construction traffic on the public highway. The number of vehicle movements required to support the construction activities would be up to a maximum of 316 two-way vehicles trips per day and, based on the assessment, would not have a significant effect on air quality.
S-0152	Community Benefit	Community Benefit Fund	Suggested improvements to local infrastructure for community benefit	The Applicant is committed to establishing a community benefit fund. The terms of reference will be discussed and agreed with a community liaison group. The exact details of the administration of the fund will be developed together with local residents' representatives.
S-0003	Community Benefit	Community Benefit Fund	Community benefit is bribery/ is pointless/ will not happen in reality/ will not compensate for the damage done to the landscape or environment	Community Benefit Funds (CBFs) are designed to provide additional support and tangible benefits to local communities impacted by large infrastructure projects. They are voluntary commitments by developers to enhance the local area. CBFs are not considered in the overall planning balance when the Planning Inspectorate makes a recommendation or the Secretary of State grants consent.
S-0005	Community Benefit	Community Benefit Fund	Support for Community benefit funding / Community benefit funding should be used to benefit impacted local communities/ the Applicant should consult community on best use of community benefit	The Applicant is committed to establishing a community benefit fund. The terms of reference will be discussed and agreed with a community liaison group. The exact details of the administration of the fund will be developed together with local residents' representatives. As part of the statutory consultation process, the Applicant provided a statutory consultation feedback form which gave respondents an opportunity to provide feedback as to where a potential community benefit fund would best be invested to provide the most impact to the local community. The statutory consultation form can be viewed at **Appendix L2: Statutory Consultation feedback form, Consultation Report Appendices [EN010152/APP/5.2]**. The majority of responses from the feedback form were in favour of the fund being invested in causes relating to the environment (50%) and wildlife (52%). 32% of respondents opted to choose the free-text "other" option when responding, citing causes such as youth causes, assisting low income residents and residents with disabilities with paying bills, the Burnet Heritage Trust, and several others. To view the responses that statutory consultees provided regarding use of a potential community benefit fund in more detail, please see **Figure 4-5** of the **Consultation Report [EN010152/APP/5.1]**.
S-0265	Community Benefit	Community Benefit Fund	Decisions about community benefit fund should not be made by other bodies	The Applicant sought the views of consultees on how it should allocate funds and resources as part of a community benefit fund. Consultees were provided with a number of options for recommending the Applicant to focus its efforts on a community benefit fund. As outlined in **Appendix L2: Statutory Consultation feedback form, Consultation Report Appendices [EN010152/APP/5.2]**, options included environment, education, wildlife, combatting climate change, community healthcare, or any other area (to be added as a free text response).

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
				The Applicant's decision to create a community benefit fund, which is not a statutory requirement of the DCO process, would see the Applicant delegate the administration of the fund through a registered charitable organisation which specialises in community fund management. The charity would set up a board made up of local residents who would decide how the fund 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 this consultation will be considered at the appropriate time.
S-0295	Community Benefit	Community Benefit Fund	Suggests a children's play area in Fenwick	The Applicant is committed to establishing a community benefit fund. The terms of reference will be discussed and agreed with a community liaison group. The exact details of the administration of the fund will be developed together with local residents' representatives, therefore uses of the fund cannot be confirmed at this stage. Suggestions submitted as part of this consultation, including for a children's play area, will be considered at the appropriate time.
S-0239	Construction Impact	Construction hours	No information / not enough information provided on construction hours	The core construction working hours are defined as: a. Monday to Friday from 07:00 to 19:00 (daylight hours permitting); b. Saturday from 07:00 to 13:00 (daylight hours permitting); and c. No Sunday or Bank Holiday working unless crucial to construction (for example for Horizontal Directional Drilling which can require periods of continuous activity) or in an emergency. Full detail on Construction hours can be found in **Chapter 2 (The Scheme) Volume I of the Environmental Statement [EN010152/APP/6.1]** and also within the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**.
S-0213	Construction impact	Construction materials	Concern regarding importation of materials for construction, industrialising the local area	Details of how materials will be imported can be found in the **Framework Construction Traffic Management Plan [EN010152/APP/7.17],** this includes the management of vehicle movements. Materials will be procured from locations close to the Solar PV Site where practicable. However, it is noted that some materials would need to be imported.
S-0308	Construction impact	Construction times	Materials should be brought in between 10:00 and 15:00 to avoid peak times and school traffic	Details relating to delivery timing restrictions can be found in the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**. Deliveries will be limited to between the hours of 09:00 and 16:00 to avoid peak periods, with no movements on Saturdays before 08:00 or after 13:00 or on Sundays.
S-0390	Construction impacts	Construction hours	Concern regarding 7:00 to 19:00 construction work day requiring use of floodlights	The Monday to Friday 07:00 to 19:00 core working hours are daylight permitting. Working hours would be shortened if working would necessitate artificial lighting and, therefore, the working day would be shorter in the months with reduced daylight hours. As an exceptional activity, HDD may require 24-hour working, for example to cross the Thorpe Marsh Drain flood defence crossing. 24-hour working is to be agreed in advance with the relevant Local Planning Authority (the City of Doncaster Council). Further detail on construction hours can be found in **Chapter 2 (The Scheme) Volume I of the Environmental Statement [EN010152/APP/6.1]** and also within the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**.
S-0393	Construction impacts	Construction hours	Suggest no noise-emitting works until 9:00 to minimise impact on songbird habitats and human health	An assessment of noise impacts on relevant ecological receptors, including sensitive bird species, is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**. An assessment of noise impacts on residential receptors is presented in **ES Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]**. Working hours are set out in the **Framework Construction Environmental Management Plan (CEMP) [EN010152/APP/7.7]** with the use of high noise generating plant limited to the hours between 08:00 and 18:00 from Monday to Friday and between 08:00 and 13:00 on Saturday. This approach is in line with all UK construction projects and there is no evidence to suggest that restricting noise emitting works until after 09:00 would minimise noise impacts on songbirds and human health.
S-0170	Construction impacts	Construction impact mitigation	Request for the Applicant to construct the Scheme	The construction programme has been carefully considered with due regard to residents and the environment. Each technical chapter in the ES, (**Chapters 6-14 Volume I of the Environmental Statement [EN010152/APP/6.1]**) has provided its own assessment of

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
			carefully/considerately/with due care	construction related activities and potential impacts. A suite of mitigation has been developed as a result of the assessment work. The construction phase mitigation measures are set out within the **Framework CEMP [EN010152/APP/7.7]** which will be secured within the DCO.
S-0389	Construction impacts	Construction timeline	Concern about length of construction period being longer than suggested	Details of construction activities and timeframes can be found in the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**. The construction period is expected to be two years, likely 2028-2030, based on a worst-case scenario assumption for the purposes of the EIA. If the activities were to take longer, they would be at a lower level and less intensive.
S-0357	Construction impacts	Impacts on equestrian safety	Construction workers should take necessary actions for the safety of horse and rider or driver and others in the vicinity	The Applicant notes the concerns of residents with regard to the interaction of construction workers and equestrian users. The Applicant will ensure that robust procedures are put in place in order to ensure the safety of equestrian users and these have been articulated in the **Framework Public Right of Way Management Plan [EN010152/APP/7.13]** and **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** submitted as part of the Application and secured within the DCO.
S-0358	Construction impacts	Impacts on equestrian safety	Warning notices should be displayed in advance of the Solar PV Site describing the hazards for both equestrians and the construction site workers or visitors	The Applicant notes the concerns of residents with regard to interaction of construction workers and equestrian users. The Applicant will ensure that robust procedures are put in place in order to ensure the safety of equestrian users and these have been articulated in the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** submitted as part of the Application. Any temporary signage to be installed on the road network will be discussed and approved by the Local Highway Authority.
S-0359	Construction impacts	Impacts on equestrian safety	Construction noise impact on horse/rider safety	The Applicant notes the concerns of residents with regard to interaction of construction noise and equestrian users. As set out in the **Framework Construction Environmental Management Plan [EN010152/APP/7.13]** the Applicant will follow Best Practicable Means, as far as reasonably practicable, during construction works to minimise noise and vibration arising from construction activities at noise sensitive receptors.
S-0356	Construction impacts	Impacts on equestrian safety	All members of the construction and operational work force and visitors should be made aware of the equestrian routes or areas affected by Solar PV Site	The Applicant notes the concerns of residents with regard to interaction of construction workers and equestrian users. The Applicant will ensure that robust procedures are put in place in order to ensure the safety of equestrian users and these have been articulated in the **Framework Public Right of Way Management Plan [EN010152/APP/7.13]** and **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** submitted as part of the Application.
S-0291	Construction impacts	Labour force	Concern that labour not local to the area will be used for construction/operation	The **Framework Skills, Supply Chain and Employment Plan [EN010152/APP/7.15]** sets out a variety of interventions that the Applicant proposes to pursue post-consent to maximise the economic benefits of the Scheme locally, including promoting local employment, apprenticeships and education. The proposals will be discussed with the City of Doncaster Council and other stakeholders post-consent and the Final Skills Employment and Supply Chain Plan will be subject to approval by the City of Doncaster Council.
S-0292	Construction impacts	Labour force	Want confirmation of no on-site accommodation for external labour force	The Applicant can confirm that there will be no overnight accommodation within the Order Limits as part of the Scheme.
S-0293	Construction impacts	Labour force	Tendering opportunities will be limited under NERS scheme	The Applicant will carry out a tender process and request tenders from companies who can demonstrate that they have the skills and qualifications to carry out the work.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
				The **Framework Skills, Supply Chain and Employment Plan [EN010152/APP/7.15]** sets out a variety of interventions which the Applicant proposes to pursue post-consent to maximise the economic benefits of the Scheme locally, including promoting local employment, apprenticeships and education. The proposals will be discussed with City of Doncaster Council and other stakeholders post-consent and the Final Skills Employment and Supply Chain Plan will be subject to approval by City of Doncaster Council.
S-0432	Construction impacts	Travel to site	Employees should be made aware of sustainable transport routes to site (including TransPennine Trail and National Cycle Network)	The Applicant is committed to the promotion of sustainable transport for construction workers where practicable, as set out in the **Framework Construction Traffic Management Plan [EN010152/APP/7.17].** The majority of construction workers will travel to/from the Solar PV Site by car or shuttle service, with limited potential to travel by sustainable modes because of its generally rural location. Measures have been considered to reduce the impact of the construction workforce in terms of additional vehicle movements on the surrounding network. Details of the strategy in terms of local and non-local staff and how they would travel to/ from the Scheme have been provided in **Appendix 13-5 (Transport Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]** and within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**. Additionally, information packs will be provided to all contractors, which will include details of the transport co-ordinator. The transport co-ordinator will be responsible for letting all employees know of their transport options for when travelling to and from the Solar PV Site, including by bicycle.
S-0171	Construction Impacts	Construction impact mitigation	Concerned about safety impacts at primary school in Askern	The Applicant will ensure that robust procedures are put in place in order to ensure the safety of the public and these have been articulated in the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** submitted as part of the Application. The final Construction Traffic Management Plant will be agreed post-application consent with City of Doncaster Council. Moss Road, which provides access to the primary school, is identified as a road that will have the majority of worker and construction traffic travelling along it throughout the working day. However, all workers will be travelling to the Solar PV Site between 06:00 and 07:00 and leaving between 18:00 and 19:00, outside of the school hours. In terms of HGVs, between 08:00 and 09:00, when schools typically start, there will be no HGV movements. Between 15:00 and 16:00, when schools typically finish, there will be two HGVs arriving to the Solar PV Site and two leaving the Solar PV Site across the hour. This is shown in the daily profile in **Appendix 13-5 (Transport Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**.
S-0175	Construction Impacts	Resident Safety	Concern regarding safety of equestrian school riders	The Applicant notes the concerns of residents with regard to the interaction of construction workers and equestrian users. The Applicant will ensure that robust procedures are put in place in order to ensure the safety of equestrian users and these have been articulated in the **Framework Public Right of Way Management Plan [EN010152/APP/7.13]** and **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** submitted as part of the Application. Further, no construction HGV traffic will pass through the village of Moss, where the closest equestrian school is located.
S-0234	Consultation	Consultation events	Information provided by staff was conflicting	As described in the **Consultation Report [EN010152/APP/5.1]**, the Applicant held three in-person events and one online webinar/Q&A session as part of the statutory consultation. These were drop-in sessions where members of the public could meet members of the project team, view information and plans, and ask any questions. All the events exhibited a full suite of the consultation materials, as well as exhibition boards to help clearly explain proposals to event attendees. The Applicant ensured subject matter experts were on-hand at each event to seek to answer questions based on the Scheme proposals at that time. Throughout the consultation, the Applicant has intended to provide consistent and clear messaging in response to questions. Additionally, consultees were encouraged to ask further questions of the project team via the established communications channels (telephone and email) in case further clarifications were required after consultation events had concluded. These channels remain open throughout the DCO process to provide clarifications.
S-0153	Consultation	Consultation events	Praise for events / event staff	The Applicant has noted this comment and thanks the respondent for their feedback.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0290	Consultation	Consultation events	Lack of trust re: developer / consultant's commitments	The Applicant 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.
S-0143	Consultation	Consultation feedback	The Applicant should take local insights / knowledge / concerns into account	The Applicant has incorporated local insights and concerns throughout the pre-application process. During both non-statutory and statutory consultation periods, the Applicant has sought out the views of the local community through various feedback channels and at both in-person and online consultation events. Respondents can review the methodology taken by the Applicant to consult the community in **chapters 2 and 3** of the **Consultation Report [EN010152/APP/5.1]**. This appendix details how the Applicant has considered the feedback provided by the local community. In preparation for the commencement of statutory consultation, the Applicant also prepared a Statement of Community Consultation (SoCC) (**Appendix H1: Published SoCC, Consultation Report Appendices [EN010152/APP/5.2]**). The purpose of the SoCC was to comply with Section 47(1) of the Planning Act 2008 which outlines the Applicant's duty to 'prepare a statement setting out how the applicant proposes to consult about the proposed application with people living in the vicinity of the land'. During the development process of the SoCC, the Applicant provided technical officers from the relevant local authority (City of Doncaster Council) the opportunity to provide feedback during both an informal and formal consultation period on the contents of the SoCC as representatives of the local community. City of Doncaster Council's feedback, and the Scheme response to this feedback, can be found in **Table 3-2** of **Consultation Report [EN010152/APP/5.1]**. Neighbouring local authorities, North Yorkshire Council (NYC) and East Riding of Yorkshire Council (EYRC), were also contacted at the informal consultation period for the SoCC to provide them with the opportunity to review the proposed hard to reach and community groups which fell within their jurisdiction. No responses to the request were received. The respondent can find the Applicant's contact with the neighbouring local authorities here: **Appendix G1: Letter to North Yorkshire Council regarding Hard to Reach groups list for the purposes of the SoCC** and **Appendix G2: Letter to East Riding of Yorkshire Council regarding Hard to Reach groups list for the purposes of the SoCC, Consultation Report Appendices [EN010152/APP/5.2]**. The Applicant will continue to engagement with the local community as the Scheme progresses through the examination process, and if consent is granted, into construction.
S-0160	Consultation	Consultation Materials	Criticism of information gaps / not enough information in consultation materials	The Applicant developed a full suite of consultation materials, in accordance with legislative requirements. These were posted to all households in the consultation area. For the in-person events, exhibition boards and large scale maps were available for attendees to view and comment on. A full list of the Applicant's statutory consultation materials available on the Scheme webpage and in hard copy at Document Inspection Points can be found in **paragraph 3.7.18** of the of **Consultation Report [EN010152/APP/5.1]**. The Applicant sought to make these materials as understandable as possible for a broad demographic of people, while promoting communication and feedback channels to consultees who wanted to understand the proposals in more technical detail. The contact details for the Scheme remain open for any queries from the public, and all consultation materials are on the website.
S-0421	Consultation	Consultation Materials	Images/references of TransPennine Trail /National Cycle Network routes should be included in consultation materials, not just further information	The Applicant provided information in its Consultation Brochure at statutory consultation on potentially affected Public Rights of Way. Further information is available within the **Framework Public Right of Way Management Plan [EN010152/APP/7.13**], which incorporates the TransPennine Trail and National Cycle Network Routes. The respondent can also review this within **Figure 2-2 (Public Rights of Way) Volume II** of the **Environmental Statement [EN010152/APP/6.2]**.
S-0335	Consultation	Consultation responses	Responses from the Applicant have been generic / insufficiently detailed	Throughout the statutory consultation, the Applicant promoted the use of established feedback and communication channels (telephone and email) to allow consultees to contact the project team and ask questions in further detail. When appropriate, the Applicant worked with subject matter experts to provide clear and robust responses to consultees' questions and feedback. The Applicant's communication channels will remain open throughout the DCO process to continue to provide clarifications.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
				Additionally, as described in the **Consultation Report [EN010152/APP/5.1]** at statutory consultation, the Applicant provided a brochure, feedback form, Frequently Asked Questions, Statement of Community Consultation, Site Elements Plan, Site Boundary Plan, Scheme Location Plan, PEIR, and Non-Technical Summary of the PEIR. The Applicant has aimed to provide as much detail as was appropriate at each stage of consultation, recognising that this has been iterative as the design has developed. All of the above documents presented accurate information at the time of publication, the core consultation documents are included within the Consultation Report Appendices **[EN010152/APP/5.2]**.
S-0248	Consultation	Correspondence	I think the Service Level Agreements for responding to complaints should be shorter	The Statement of Community Consultation outlined the Applicant's approach to responding to enquiries received via the dedicated contact channels, including that a member of the project team would aim to respond within five working days (**Appendix H1: Published SoCC, Consultation Report Appendices [EN010152/APP/5.2]**). The period outlined within the SoCC is required to ensure all correspondence could be considered and meaningful responses provided which addressed the specific concerns raised and is consistent with the target response time stated for similar schemes.
S-0162	Consultation	Further consultation	Final survey data must be publicly available	The Applicant 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 have been redacted.
S-0161	Consultation	Further consultation	Outcomes of consultation must be made publicly available	As set out in the Statement of Community Consultation (**Appendix H1: Published SoCC, Consultation Report Appendices [EN010152/APP/5.2]**), details of any responses received during consultation and the account taken of those responses has been included in the 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, the respondent can review **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 all statutory consultation feedback in **Appendix O1-O4: Tables evidencing regard had to statutory consultation responses (in accordance with Section 49 of the Planning Act 2008), Consultation Report Appendices [EN010152/APP/5.2]**.
S-0130	Consultation	Further consultation	Further consultation required if application is denied	If consent is not granted and the Applicant submits a further application, the Applicant will again follow the statutory requirements relating to consultation that are in force at the time.
S-0423	Consultation	Further consultation	Request for Trans Pennine Trail and Sustrans to be listed as "key stakeholders" for future	The Applicant contacted Trans Pennine Trail as a non-statutory stakeholder with an interest in the Scheme during the consultation. Pending acceptance from the Planning Inspectorate, as the application moves into the Examination phase, the Applicant would encourage both Trans Pennine Trail and Sustrans to register themselves as an 'interested party' to ensure that they are able to fully participate in the ongoing process.
S-0257	Consultation	Previous consultation	Concerns from previous consultation have been ignored regarding size/scale of the scheme	The Applicant has given due regard to all feedback received during the non-statutory consultation period. The respondent can review the summaries of respondent comments from non-statutory consultation, along with the Applicant's response which addresses the concerns raised within these comments within **Table 4-1** of the **Non-Statutory Consultation Report** (**Appendix B1: Non-statutory consultation report, Consultation Report Appendices [EN010152/APP/5.2]**).
S-0256	Consultation	Previous consultation	Concerns from previous consultation have been ignored (general)	The Applicant has given due regard to all feedback received during the non-statutory consultation period. The respondent can review the summaries of respondent comments from non-statutory consultation, along with the Applicant's response which addresses the concerns raised within these comments within **Table 4-1** of the **Non-Statutory Consultation Report** (**Appendix B1: Non-statutory consultation report, Consultation Report Appendices [EN010152/APP/5.2]**).
S-0271	Consultation	Previous consultation	The Scheme does not incorporate what villagers have identified as their	The Applicant must show due regard to any relevant responses in accordance with Section 49 (2) of the Planning Act 2008. To comply with this requirement, the Applicant has shown due regard to all feedback received during statutory consultation. The respondent can view all the Applicant's responses to consultee responses in **Appendices O1-O4: Tables evidencing regard had to statutory**

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
			requirements from this development	**consultation responses (in accordance with Section 49 of the Planning Act 2008), Consultation Report Appendices [EN010152/APP/5.2]**. The Applicant's response to the community is presented in this document (Appendix O4).
S-0312	Consultation	Previous consultation	Concern about changes from non-statutory consultation such as inclusion of BESS on site	As stated within the **Non-Statutory Consultation Brochure (Appendix B2: Non-statutory consultation brochure, Consultation Report Appendices [EN010152/APP/5.2])**, due to the early stage of the Scheme at that point in time "the layout of the solar modules and the location of the associated technology on the site [had] not yet been determined". The brochure goes on to state that "a variety of components enable the solar farm's function, including substations, inverters, transformers, internal cabling and other electrical infrastructure." Following further technical work carried out by the project team between the conclusion of non-statutory consultation and the opening of statutory consultation, consultation the Applicant has been able to confirm that the BESS, likely housed within shipping container-style units, would be located within the BESS Area at a distance greater than 500m from residential properties and greater than 80m from Public Rights of Way to reduce visibility. Consultees were then able to share their feedback on the plans as part of statutory consultation, which ran between 18 April and 31 May 2024.
S-0313	Consultation	Previous consultation	Changes from non-statutory consultation not appropriate for the development	The Applicant ran a non-statutory consultation between 27 June and 24 July 2023, during which time initial comments and feedback were received from consultees. Following non-statutory consultation, the Applicant made a number of changes to manage potential impacts from the scheme. These changes included additional areas for environmental mitigation and confirmation that the Scheme will use fixed south facing solar PV panels (which require less land take, or are less tall, than the alternatives). Following further technical work carried out by the project team between the conclusion of non-statutory consultation and the opening of statutory consultation, the Applicant refined its plans for the Scheme, and consultees were then able to share their feedback on the plans as part of statutory consultation, which ran between 18 April and 31 May 2024.
S-0447	Consultation	Previous consultation	Concern about changes from non-statutory consultation such as inclusion of transformer facilities on site	As stated within the **Non-Statutory Consultation Brochure (Appendix B2: Non-statutory consultation brochure, Consultation Report Appendices [EN010152/APP/5.2])**, due to the early stage of the Scheme at that point in time "the layout of the solar modules and the location of the associated technology on the site [had] not yet been determined". The brochure goes on to state that "a variety of components enable the solar farm's function, including substations, inverters, transformers, internal cabling and other electrical infrastructure." A common concern raised about equipment such as transformers and inverters is what the potential noise impacts would be. Noise impacts have been assessed as set out in **Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]**. Noise from transformers is not considered to be a significant effect and is likely to be less than ambient noise levels. Transformer housing would be designed applying good practice and using all reasonable measures to minimise noise emissions. Consultees were then able to share their feedback on the plans as part of statutory consultation, which ran between 18 April and 31 May 2024.
S-0021	Consultation	Consultation events	Criticism of events and event staff / staff unprepared for events / staff did not answer questions	As described in the **Consultation Report [EN010152/APP/5.1]** at statutory consultation, the Applicant provided a brochure, feedback form, Statement of Community Consultation, Site Boundary Plan, the PEIR, and Non-Technical Summary of the Preliminary Environmental Information (PEI) Report. This aligns with relevant guidance for pre application consultation for Nationally Significant Infrastructure Projects. All the events exhibited a full suite of the consultation materials, in addition to exhibition boards to help clearly explain proposals to event attendees. A full set of the consultation documents were also available to view throughout the consultation period at the document inspection locations provided. The Applicant also welcomed enquiries in relation to all consultation materials during the consultation period (including any requests for hard copies of the materials) using the contact details provided, or at a drop in event or online webinars.

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				Furthermore, consultants in a variety of specialist disciplines relevant to the Scheme, including planning, traffic and environmental impact assessment, along with several members of the Applicant's team who specialise in solar power construction and operation were on-hand at the consultation events to discuss any enquiries stakeholders had regarding the Scheme. The Applicant's communication channels remain open throughout the DCO process for any further enquiries.
S-0013	Consultation	Consultation feedback	Consultation feedback will not have material impact on design/not meaningful consultation/box-ticking exercise/pre-determined consultation	Consultation feedback has led to changes to the design of the Scheme through both non-statutory consultation and statutory consultation. The Applicant must show due regard to any relevant responses in accordance with Section 49 (2) of the Planning Act 2008. To comply with this requirement, the Applicant has shown due regard to all feedback received during statutory consultation. The respondent can view all the Applicant's responses to consultee responses in **Appendices O1-O4: Tables evidencing regard had to statutory consultation responses (in accordance with Section 49 of the Planning Act 2008), Consultation Report Appendices [EN010152/APP/5.2]**. The Applicant's response to the community is presented in this document (Appendix O4). Furthermore, the Applicant received several specific design change requests as part of feedback to the statutory consultation. The Applicant has considered each of these and, where the change has or has not been taken forward, the reason for this is explained in **Table 4-3** of the **Consultation Report [EN010152/APP/5.1]**.
S-0014	Consultation	Consultation Materials	Consultation materials are biased / do not give full picture / the Applicant should be more transparent and honest / questions are loaded	As described in the **Consultation Report [EN010152/APP/5.1]** at statutory consultation, the Applicant provided a brochure, feedback form, Frequently Asked Questions, Statement of Community Consultation, Site Boundary Plan, the PEIR and Non-Technical Summary of the Preliminary Environmental Information (PEI) Report. All of the above documents presented accurate information at the time of publication, the core consultation documents are included within the Consultation Report Appendices **Consultation Report [EN010152/APP/5.2]**. The Applicant has had due regard to all feedback received to the statutory consultation – this is included in **Appendix O1-O5** of the **Consultation Report [EN010152/APP/5.1]**. The Statement of Community Consultation (SoCC) explained how the Applicant would carry out the statutory consultation, including details of how the Applicant would ensure that the consultation is fair, transparent, and inclusive. The Applicant consulted with the host Local Authority, City of Doncaster Council, and incorporated their comments into the final SoCC. The Applicant also welcomed and responded to enquiries received via the contact details shared during statutory consultation on the Scheme webpage and brochure, in addition to hosting three in-person events and one online webinar. At these drop-in sessions, any member of the public could meet members of the project team, view information and plans, and ask questions about any topic of their choice.
S-0016	Consultation	Consultation Materials	Consultation materials were not clear / too much information / too technical / should be simpler	As set out in the Statement of Community Consultation **(Appendix H1: Published SoCC, Consultation Report Appendices [EN010152/APP/5.2]),** the Applicant provided a range of materials to explain the Scheme in further detail. This included a brochure to explain the proposals to the public and a non-technical summary of the PEIR. The Applicant sought to make these materials as understandable as possible for a wide range of people, while promoting communication and feedback channels to consultees who wanted to understand the proposals in more technical detail. The Applicant also welcomed and responded to enquiries received via the contact details shared during statutory consultation on the Scheme webpage and brochure, in addition to hosting three in-person events and one online webinar. At these drop-in sessions, any member of the public could meet members of the project team, view information and plans, and ask questions about any topic of their choice. The Applicant's communication channels remain open throughout the DCO process for any further enquiries.
S-0025	Consultation	Consultation Materials	Misleading images/content in the materials	As set out in the Statement of Community Consultation **Appendix H1: Published SoCC, Consultation Report Appendices [EN010152/APP/5.2]**, the Applicant identified several methods to publicise the consultation, and provided a range of materials to explain the Scheme in further detail.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
				The full suite of statutory consultation materials, as described in the **Consultation Report [EN010152/APP/5.1]**, included a brochure, feedback form, Frequently Asked Questions, Statement of Community Consultation, Site Boundary Plan, the PEIR and Non-Technical Summary of the Preliminary Environmental Information (PEI) Report. All of the above documents presented accurate information at the time of publication, and the core consultation documents are included within the Consultation Report Appendices **Consultation Report [EN010152/APP/5.2]**.
S-0015	Consultation	Consultation Materials	Consultation materials were clear / well presented / helpful / useful / informative	The Applicant has noted this comment and thanks the respondent for their feedback.
S-0022	Consultation	Consultation Materials	Further information is needed / not enough information to respond	As described in **paragraph 3.7.18** of the **Consultation Report [EN010152/APP/5.1]** at statutory consultation, the Applicant provided a brochure, feedback form, plans of the proposed solar farm and grid connection, Statement of Community Consultation, Preliminary Environmental Information (PEI) Report, and a PEIR Non-Technical Summary. This aligns with relevant guidance for pre application consultation for Nationally Significant Infrastructure Projects. The Applicant has aimed to provide as much detail as was appropriate at each stage of consultation, recognising that this has been iterative as the design has developed. All the events exhibited a full suite of the consultation materials, in addition to exhibition boards to help clearly explain proposals to event attendees. A full set of the consultation documents were also available to view throughout the consultation period at the six document inspection locations provided. The Applicant also welcomed enquiries in relation to all consultation materials during the consultation period (including any requests for hard copies of the materials) using the contact details provided, or at a drop in event or online webinars.
S-0026	Consultation	Consultation promotion	Not enough notice of consultation start / not enough notice of consultation events	The Applicant ensured that various methods of communication were utilised so that plenty of notice was provided for stakeholders and interested parties for the beginning of the consultation period and for the dates and times of consultation events. As outlined in **Chapter 3** of the **Consultation Report [EN010152/APP/5.1],** all residents identified as living within a defined primary consultation zone (comprising of 3,762 addresses) were provided with notification of the consultation's commencement by receiving a consultation brochure which identified when consultation began, where to access hard-copy materials and the dates and times of consultation events. The contents of the consultation brochure can be reviewed in **Appendix L1: Statutory Consultation booklet, Consultation Report Appendices [EN010152/APP/5.2]**. The statutory consultation ran between 18 April 2024 and 31 May 2024, in excess of the statutory 28 day minimum. The first event took place on 26 April, to give people sufficient notice and an online Q&A was held a week and a half after the in-person events to increase accessibility. It was also possible to fully participate in the consultation without attending a consultation event. Furthermore, the Applicant was compliant with Sections 47 and 48 of the Planning Act 2008 regarding providing adequate notice of the consultation start to the local community and other interested parties by placing several notices of the consultation's commencement, document inspection point locations and event dates and times in several national and local publications from dates ranging 4 April - 18 April 2024. All media notices can be reviewed in **Appendix M1-M9 Consultation notices, Consultation Report Appendices [EN010152/APP/5.2]**.
S-0018	Consultation	Consultation promotion	Consultation period should have been longer / needed further time to respond	Section 45 (2) of the Planning Act 2008 for Nationally Significant Infrastructure Project applications such as this scheme states that the Applicant must provide a deadline for statutory consultation no earlier than 28 days which begins the day after the day which consultees receives consultation documents. The Applicant commenced statutory consultation on 18 April 2024 and provided a deadline of 11.59pm on 31 May 2024 for any feedback. Consultation documents were provided prior to this date, and the consultation period which the Applicant set provided consultees and interested parties 44 days to provide feedback, which exceeded the 28 day statutory minimum.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0174	Design	Access Routes	There will be limited parking on Moss Road/High Street junction	The junction of Moss Road and High Street has been included in the Scheme boundary in order to account for any temporary traffic management that may be required during the limited number of abnormal load movements required. There will be up to five abnormal load movements during the construction phase, meaning that any impact on parking at the Moss Road/High Street junction will be infrequent and temporary. The Applicant would not be seeking to use this junction or the immediate area for parking.
S-0169	Design	Alternative access route suggested	Propose purchase and use of unmade road which crosses a field and links to Fenwick Lane	The Applicant has considered the alternative suggested and it would not be suitable due to the extensive improvement works and additional construction that would be needed for use by construction vehicles. However, the Applicant has sought to reduce impacts on the junction near the level crossing by adopting a one-way route on Fenwick Common Lane, meaning construction vehicles will not use the junction of Fenwick Common Lane and Moss Lane to leave the Solar PV Site. Construction traffic was assessed within **Chapter 13 (Transport and Access) Volume I of the Environmental Statement [EN010152/APP/6.1]** and found to not have a significant effect.
S-0337	Design	Alternative design suggestion	Support for the creation of wetlands within SE6 and SE7 with an 'anti-predator fence'	This mitigation has been reviewed and it has been concluded that appropriate mitigation has been identified for the Scheme through surveys and assessments within the **Environmental Statement [EN010152/APP/6.1]**. The creation of wetlands within SE6 and SE7 was considered by the Applicant, but based on field surveys undertaken by the Applicant, topography and presence of existing boundary features consisting of mature hedgerow/tree lines, it was decided that the River Went corridor was a more suitable location for wetland creation/enhancement. The Applicant has engaged with both the Burnet Heritage Trust and Yorkshire Wildlife Trust and will consider any opportunities to continue to work with both groups to deliver ecological mitigation and enhancement during the operation of the Scheme.
S-0178	Design	Alternative design suggestion	Suggest design is replaced with coal-powered plant	A coal-powered plant is not considered a viable alternative because this form of energy generation does not support the goal of reducing greenhouse gas emissions and is restricted by national planning policy. According to EN-1, all new commercial-scale combustion power plants, including coal generation stations, must be constructed to be Carbon Capture Ready. By comparison, new renewable energy projects like the Scheme are explicitly encouraged by various government policies, including EN-1 and EN-3, for the contributions these make to the decarbonisation of the UK's energy system and the national Net Zero targets.
S-0200	Design	Alternative design suggestion	Suggest guarantees are made that no damage will be made to local infrastructure	There are no direct effects (i.e. land take) on social infrastructure such as schools, health centres, parks or play spaces. The **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** will be implemented to ensure that roads are not damaged by construction vehicles. Measures include washing wheels down to avoid dirt/debris etc., falling onto the local road network. As per the Construction Traffic Management Plan, pre and post construction road condition surveys will be undertaken at identified locations in coordination with the relevant Local Highway Authority, and any surfaces reinstated.
S-0201	Design	Alternative design suggestion	Suggest guarantees are made that any tractor and trailer access near railway bridge will not exceed annual haycrop collection	The Applicant notes the concerns of residents with regard to the interaction of construction vehicles and the railway bridge. The Applicant will ensure that robust procedures are put in place in order to ensure the safety of vehicles using the railway bridge and also that traffic is appropriately managed. These have been articulated in the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** submitted as part of the Application and secured within the DCO.
S-0216	Design	Alternative design suggestion	Wildflower meadow should be introduced not just grass	The Scheme will introduce large areas of neutral grassland along field margins and within ecological mitigation areas, as well as underneath some Solar PV Panels. This is reflective of the existing habitats present within the Solar PV Site which will be retained and enhanced where possible through sensitive grazing regimes. The neutral grassland communities not only comprise of grasses, but with the correct management will support abundant forbs (wildflowers) which will increase the overall biodiversity values. The grassland supports a wide range of invertebrates, small mammals, reptiles and amphibians by providing food and shelter. Furthermore, it provides essential breeding space for ground nesting birds such as Skylark and Yellow Wagtail. More detail on the type of habitats and

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
				the management of these habitats across the Solar PV Site can be found in **Volume 7.14: Framework Landscape and Ecological Management Plan [EN010152/APP/7.14]**.
S-0221	Design	Alternative design suggestion	Maintenance work on access routes to improve condition	The Applicant will be undertaking pre and post construction road condition surveys in co-ordination with the Local Highways Authority, the details of this can be found within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**. In the event that any damage is attributable to the construction of the Scheme, repairs will be undertaken.
S-0225	Design	Alternative design suggestion	Alternative site suggestions (brownfield)	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 in **Chapter 3 (Alternatives and Design Evolution) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0336	Design	Alternative design suggestion	Removal of London Lane and proposed extra road in the next field from the scheme	London Lane was not within the Order Limits presented at statutory consultation and the Applicant has no plans to use this road.
S-0163	Design	Alternative site suggestion	Suggest fields SE6 and SE7 be used instead for mitigation	The Applicant has identified appropriate mitigation opportunities for the Scheme, as set out in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** of the Environmental Statement. This does not include SE6 and SE7 as these were instead considered appropriate for the Solar PV Site, however the area selected for mitigation opportunities makes up a contiguous area larger than SE6 and SE7.
S-0242	Design	Alternative site suggestion	Site should be moved to disused industrial land (airports / power station)	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 in **Chapter 3 (Alternatives and Design Evolution) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0211	Design	BESS	BESS should be located at Thorpe Marsh	Thorpe Marsh is not available as it is being developed for another energy project. In addition, locating BESS in close proximity to the Solar PV panels reduces the impacts of a large additional cable connection. The Applicant considers that the current site of the BESS Area – 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.
S-0206	Design	BESS	Does not believe the BESS is required	The BESS is designed to provide peak generation and grid balancing services to the national grid. It would do this by allowing excess electricity generated from the Solar PV Panels or excess energy in the grid to be stored in batteries and dispatched at strategic times of the day. In this regard, removing the Batteries from the scheme would result in a less efficient use of the secured grid connection capacity at a time when there is a critical national priority to deploy renewable and low-carbon energy generating infrastructure. Further information regarding the case for the Scheme can be found in the **Statement of Need / Case for the Scheme [EN010152/APP/7.3]**.
S-0317	Design	BESS	More information required re: safety mitigation for local residents in close proximity to BESS	The Applicant has provided a **Framework Battery Safety Management Plan [EN010152/APP/7.16].** This provides a detailed plan which ensures that the final design of the BESS will be acceptable and that in the unlikely event of a fire it would be managed safely ensuring the safety of site staff, first responders and the wider community. A final detailed Battery Safety Management Plan is required under the draft DCO **[EN010152/APP/3.1]** to be agreed with local fire authorities and City of Doncaster Council post-consent, and will need to be in general accordance with the framework plan.

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S-0318	Design	BESS	BESS should be further away from residents than 500m	The ES has considered the potential effects of the BESS on sensitive receptors. The 500m distance to residential receptors is considered adequate. The BESS will not emit any liquids or gases in routine operation but does emit noise when the fans are operating. The BESS has been carefully located with respect to distance to receptors for noise and this has been assessed in **Chapter 11 (Noise and Vibration)** and **Chapter 3 (Alternatives and Design Evolution) Volume I of the Environmental Statement [EN010152/APP/6.1]**. This concludes that noise during operation of the Scheme will be negligible at all residential receptors. **Chapter 10 (Landscape and Visual Amenity) Volume I of the Environmental Statement [EN010152/APP/6.1]** provides an assessment of impacts of the Scheme on landscape and visual amenity. BESS is specifically mentioned and described below. The Landscape and Visual assessment did not identify any significant landscape or visual effects associated with BESS. The Applicant has also provided a **Framework Battery Safety Management Plan [EN010152/APP/7.16]** which ensures that the final design of the BESS will be acceptable and that, in the unlikely event of a fire, it would be managed safely ensuring the safety of site staff, first responders and the wider community. The Plan, and the design of the Solar PV Site within the **Works Plan [EN010152/APP/2.2]** ensure a distance of at least 500m from nearby receptors in the case of a fire.
S-0319	Design	Buffer zones	Buffer zones should increase in proportion with site increase (25%)	All ecological and heritage buffer zones are based on an appropriate distance to avoid significant effects on the relevant ecological features and heritage assets. Justifications for any ecological buffers are provided in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** and justifications for any heritage buffers are provided in Chapter 7 (Cultural Heritage) of the ES [EN010152/APP/6.1].There are also buffers from other features that have been considered in the design, including at least 50m between Solar PV Panels and residential properties, and at least 15 m between Public Rights of Way and Solar PV Panels.
S-0137	Design	Grid connection corridor	Cables should be overhead / use pylons	The Applicant notes that the inclusion of overhead lines would likely bring visual impacts for local communities, which could be cause for additional concern. On this basis, the Grid Connection Corridor would not require the installation of additional overhead lines or pylons. The potential for a line drop to the On-Site Substation within the Solar PV Site from existing overhead power lines is currently being explored. Should this option be practicable, this could supersede the requirement for the Grid Connection Corridor. However, the determination of this option's viability will only be possible after the granting of any DCO for the Scheme.
S-0030	Design	Grid connection corridor	In favour of the location / route of the Grid Connection Corridor	The Applicant has noted this comment and thanks the respondent for their feedback.
S-0136	Design	Grid connection corridor	Opposition to underground cabling	The Applicant currently has two options for a grid connection – connecting the On-Site Substation to the existing overhead power lines, or via an underground cable to the existing National Grid Thorpe Marsh Substation. A decision on which option will be used depends on ongoing discussions with National Grid, and will only be confirmed after the granting of any DCO for the Scheme (both options have been assessed in the **Environmental Statement [EN010152/APP/6.1]**). If the connection to Thorpe Marsh Substation is used, the Applicant considers underground cabling to be the appropriate technology due to its avoidance of long term visual impacts on local communities.
S-0168	Design	Grid connection corridor	Suggest Grid connection corridor runs closer to road for ease of maintenance	A Grid Connection Corridor has been identified which is as direct a route as practicable to the point of connection, in order to avoid losses in transmission. The Grid Connection Corridor optimises routing to ensure the cable can be laid in a straight line or shallow curve so that the cable can be pulled through the ducting efficiently. The routing of cables within the Grid Connection Corridor will be to the edges of fields and the road network where this is practicable, to minimise the number of landowners affected. More detail on how the Grid Connection Corridor has been located and designed can be found in **Chapter 3 (Alternatives and Design Evolution) Volume I of the Environmental Statement [EN010152/APP/6.1]**.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0314	Design	Grid connection corridor	Cable route should follow route of roads to avoid disruption	A Grid Connection Corridor has been identified which is as direct a route as practicable to the point of connection, in order to avoid losses in transmission. The Grid Connection Corridor optimises routing to ensure the cable can be laid in a straight line or shallow curve so that the cable can be pulled through the ducting efficiently. The routing of cables within the Grid Connection Corridor will be to the edges of fields and the road network where this is practicable, to minimise the number of landowners affected. More detail on how the Grid Connection Corridor has been located and designed can be found in **Chapter 3 (Alternatives and Design Evolution) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0269	Design	Interfacing schemes / infrastructure	The substation at Thorpe Marsh and plans for a battery storage facility negates the need for the Scheme	The battery energy storage component of both this Scheme and the separate BESS scheme proposed at Thorpe Marsh will provide peak generation and grid balancing services to the national grid. They are not competing schemes but are both necessary as 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). National Grid has offered a separate connection to each scheme. 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.
S-0270	Design	Planning	The proposal goes against the terms of the Governments Rural White Paper 'Our Countryside, Our Future - A Fair Deal for Rural England'	The Government's Rural White Paper "Our Countryside, Our Future – A Fair Deal for Rural England" published in 2000, primarily served as a policy document outlining the government's vision and strategies for rural development and support. While it laid out important goals and principles for rural policy at the time, it has since been superseded with more recent rural policies. More detail on planning policy can be found in **Planning Statement and Policy Accordance Tables [EN010152/APP/7.1]** which assesses the Scheme against all relevant policy.
S-0190	Design	Scheme lifespan	Concern regarding longevity of design of the scheme	The design life of the Scheme is 40 years with decommissioning to commence 40 years after final commissioning (currently anticipated to be 2030 to 2070). This is set out in the **Framework Decommissioning Environmental Management Plan [EN010152/APP/7.9]** which will be secured by a requirement in Schedule 2 of the **Draft DCO [EN010152/APP/3.1]**. Solar panel efficiency is guaranteed for 30 years by the manufacturer; the assessment has assumed an indicative design life of 25-40 years. The Applicant will have ongoing relationships with solar panel manufacturers to allow a solution if panels need replacing. At the end of the 40 years, the Solar PV Site would be decommissioned and returned back to its former condition and land use. Some areas of habitat and biodiversity mitigation and enhancement may be left for species protection. Further details are set out in the **Framework Decommissioning Environmental Management Plan [EN010152/APP/7.9]**.
S-0165	Design	Proximity of scheme to residents	NW3 and NW4 are too close to residences	The Scheme's design has been developed by a team of qualified and experienced professionals comprising solar energy and highway engineers; planners; landscape architects; ecologists; heritage specialists and other environmental professionals. The design team has worked collaboratively to provide an integrated and responsive design. This has included an understanding of the local context such as the location of residential properties in the vicinity of the Solar PV Site. As discussed in the **Design and Access Statement [EN010152/APP/7.2]** the Scheme responds to a series of design principles which includes ensuring the design responds sensitively to its proximity to residential properties. The Scheme design therefore incorporates buffers from residential properties to minimise the potential for adverse impacts on visual amenity. The includes specimen tree and shrub planting, or the planting of 'ready hedges' at an approximate height of 1.5m at time of planting along the southern edge of Fields NW3 and NW4 to help provide early screening for properties along the northern side of Lawn Lane in Fenwick. This would reduce the time between planting during the construction phase and establishment when the planting would provide an effective screen, usually Year 15. These locations are set out within the **Framework LEMP [EN010152/APP/7.14].**
S-0286	Design	Scheme design	The site proposed and the equipment does not meet current G99 requirements in line with the ENA document section C6 and G5/5	The proposals presented at the consultation were part of a developing design and did not include the level of detail that would be included in the final detailed design of the Scheme. The Applicant can confirm that the Scheme will be required to meet all necessary requirements. The final detailed design will be completed after consent of the Scheme, should be it granted and this is secured by requirement 4, Schedule 2 of the **Draft DCO [EN010152/APP/3.1]**.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0296	Design	Site location	Site location is unsuitable for the area	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]**. The Scheme has been designed to exclude development of fields immediately surrounding heritage assets such as listed buildings and scheduled monuments, in order to preserve their current setting and to avoid significant impacts as a result of the Scheme.
S-0074	Design	Size of scheme	Too much land take required	The land take required has been refined throughout the evolution of the Scheme to be conservative whilst meeting the Design Principles. 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. From Non-Statutory Consultation to Statutory Consultation the size of the Solar PV Site increased from 323 ha to 421 ha following discussions with landowners who identified additional land as available, suitable and adjacent to the Solar PV Site. This additional land provides flexibility for designing the Solar PV Panel arrangement and also for providing ecological, heritage and landscape mitigation areas. The land take has reduced slightly since Statutory Consultation to 407 ha primarily due to the removal of Fields SW13 and SW14. The Grid Connection Corridor has also gone through the same process with the original search area at Non-Statutory Consultation of 3km having been narrowed down to approximately 100 m for Statutory Consultation. All land take required for the Scheme has been considered in detail by various specialists including highway engineers; planners; landscape architects; ecologists; heritage specialists and other environmental professionals and have only been taken forward where their presence is necessary to meet the design objectives (see **Design and Access Statement [EN010152/APP/7.2]**) or for presenting an increased opportunity to incorporate mitigation land. Technical considerations that influence the amount of land required for a solar farm are also discussed in the **Statement of Need [EN010152/APP/7.3].**
S-0278	Design	Size of scheme	Substation size is too small for mW output, believes it will have to increase	The footprint of the On-Site Substation compound will be up to 100m by 200m based upon the maximum design parameters set out within **Chapter 3 (Alternatives and Design Evolution) Volume I of the Environmental Statement [EN010152/APP/6.1]**. The Applicant is confident that a Substation this size would have capabilities 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.
S-0298	Design	Size of scheme	Suggests greater support would be received if the Scheme was scaled down	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/7.3]**, 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/7.2]** 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.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0156	Design	Solar PV Site	Suggests moving the whole site to Thorpe Marsh	As set out in **Chapter 3 (Alternatives and Design Evolution) Volume I of the Environmental Statement [EN010152/APP/6.1]**, the Thorpe Marsh site is not available as it is being developed for another energy project.
S-0151	Design	Solar PV Site	Solar Panels should be installed on industrial sites / roofs	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/7.3],** this includes low carbon energy generation using solar technology. The Statement also notes that, whilst decentralised generation has an important role to play in decarbonisation, 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.
S-0410	Design	Suggested mitigation measures	The Applicant should engage with Burnet Heritage Trust and Yorkshire Wildlife Trust re: management of ecological mitigation to maximise biodiversity and protection of measures after decommissioning	The Applicant has engaged with both the Burnet Heritage Trust as stated in the Consultation Report **[EN010152/APP/5.1]** and Yorkshire Wildlife Trust and will consider any opportunities to continue to work with both groups to deliver ecological mitigation and enhancement during operation of the Scheme. Following decommissioning of the Scheme and cessation of the DCO the Applicant will no longer have control of the land and any future management.
S-0409	Design	Suggested mitigation measures	Suggested creating large permanent pools in the River Went floodplain to attract breeding Garganey, Redshank, Little Ringed Plover, Snipe, Avocet, Common Tern and Spoonbill	The Applicant has considered opportunities to create habitat for wetland birds throughout the Scheme and has incorporated a series of permanent pools along the River Went corridor on the northern edge of the Order Limits. Details of these are provided in, and shown on the Landscape Masterplan in **Volume 7.14: Framework Landscape and Ecological Management Plan [EN010152/APP/7.14]**.
S-0408	Design	Suggested mitigation measures	Suggested an additional 39ha of mitigation adjacent to most sensitive areas	The Applicant has considered a range of opportunities for mitigation and enhancement and the proposals set out in **Framework Landscape and Ecological Management Plan [EN010152/APP/7.14]** are considered sufficient to fully mitigate adverse effects to important ecological features.
S-0411	Design	Suggested mitigation measures	Suggests creation of new footpath linked to PRoW linking Fenwick, Topham and Sykehouse	As per the **Framework Public Right of Way Management Plan [EN010152/APP/7.13]**, any Public Right of Ways that will be affected by the Scheme will be diverted rather than closed. Therefore, it is considered that additional footpaths are not necessary.
S-0412	Design	Suggested mitigation measures	Suggests creation of bird hide overseeing new pools	The Applicant is providing wetland creation and enhancement along the River Went corridor, which is not subject to public access. Therefore, a public bird hide is not feasible.
S-0415	Design	Suggested mitigation measures	Site (specifically wet grasslands along the River Went near Fenwick and	An assessment of impacts to qualifying species of designated sites is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** and **No Significant Effects Report [EN010152/APP/7.12]**. This includes an assessment of nightjar, which were assessed as unlikely to fly more than 4km to forage. The River Went corridor will be enhanced with

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
			Sykehouse) could act as a feeding area for cranes and nightjar as they breed at Thorne Moors (8.5km form site)	creation of new areas of wet grassland which will enhance foraging opportunities for these species. River Went enhancement is detailed within the **Framework Landscape and Ecological Management Plan [EN010152/APP/7.14].**
S-0416	Design	Suggested mitigation measures	Archaeology is not acceptable as reason to limit or reduce mitigation measures	Ecological mitigation has been designed to ensure that it fully mitigates adverse effects on important ecological features. This has been driven by the specific requirements of the relevant ecological features, but in delivering mitigation solutions, synergies with mitigation for other environmental disciplines have been considered. For example, neutral grassland, which will provide permanent breeding habitat for ground-nesting birds, will be delivered in areas where archaeological protection is also required. As such, the delivery of appropriate ecological mitigation has not been constrained by archaeology, or other environmental disciplines.
S-0316	Design	Transformers	Transformers should be located at Thorpe Marsh	Transformers are needed at the Solar PV Site itself for proximity to the Solar PV panels, and will be contained in Field Stations.
S-0441	Design	Alternative design suggestion	Re-alignment of bridleway from Thorpe in Balne to Braithwaite using the River Don and the New Junction Canal	There is no existing bridleway which connects Thorpe in Balne to Braithwaite, nor does the Scheme require the diversion of bridleways. Therefore, the Applicant is unable to facilitate the request.
S-0440	Design	Design suggestion	Suggests solar panel artwork	Noted, however the Applicant will not be progressing with this suggestion.
S-0035	Design	Grid connection corridor	Grid Connection Corridor to Thorpe Marsh is too large / should be smaller / requires too much land take	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. A wider corridor is presented for the DCO application however, to retain necessary space for any flexibility required at the detailed design phase post consent. However, the indicative cable route (i.e. the 30 m wide working width) at this stage 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 cable 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 Cables. The Grid Connection Cables which will go from the On-Site Substation to the National Grid Thorpe Marsh Substation, will be approximately 1.2m to 1.4m deep, depending on other utilities in the area, and in a trench approximately 0.7m 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 to avoid construction impacts. No overhead pylons are proposed.
S-0036	Design	Interfacing schemes / infrastructure	Scheme should link with / use existing infrastructure	The Scheme currently has two options for connecting to the national grid. These are: a. **Grid Connection Corridor option** – this is an underground corridor in which three 400 kV cables would run for approximately 6.3 km from the from the On-Site Substation to the Existing National Grid Thorpe Marsh Substation.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
				b. **Grid Connection Line Drop option** – this is where the On-Site Substation would be connected to existing overhead power lines within the Solar PV Site. This option would comprise of below ground cables connecting the On-Site Substation to a new Cable Sealing End Compound at the base of an existing on-site 400 kV overhead line tower within Field SE2. Both options will link with and use existing infrastructure. A decision on which option is reliant on discussions with National Grid, and will not occur until post consent (both options have been assessed in the Environmental Statement **[EN010152/APP/6.1]**). If the connection to Thorpe Marsh Substation is used, the Applicant considers underground cabling to be the appropriate technology due to its avoidance of visual impact.
S-0400	Design	Size of scheme	Concerned scheme will continue to expand	Through the DCO process, the Applicant will only be consented to construct the scheme as consulted on and set out in the **Draft Development Consent Order [EN010152/APP/6.1],** and as assessed within the worst case parameters set out within the **Environmental Statement [EN010152/APP/6.1]**. The proposed scheme cannot be constructed beyond those limits.
S-0032	Design	Solar PV Site	Opposed to the location / route of the Grid Connection Corridor	Section 3-10 and Table 3-4 of **Chapter 3 (Alternatives and Design Evolution) Volume I of the Environmental Statement [EN010152/APP/6.1]** summarises the main factors that have determined the selection of the Grid Connection Corridor from the southern extent of the Solar PV Site to the Existing National Grid Thorpe Marsh Substation. The Corridor has been the subject of refinement at different design stages and undergone multi-disciplinary inputs in arriving at the current corridor.
S-0028	Design	Solar PV Site	An alternative site area should be considered	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]**.
S-0034	Design	Solar PV Site	Solar PV Site is too large / should be smaller / requires too much land take	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. Technical considerations that influence the amount of land required for a solar farm are also included in the **Statement of Need [EN010152/APP/7.3].**
S-0031	Design	Solar PV Site	Opposed to the location of the Solar PV Site	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]**.
S-0149	Ecology & Biodiversity	Animal safety	Safety concerns for animals (wild and domestic)	Impacts upon all species identified as important ecological features are fully assessed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**. Measures to protect animals during all phases of the Scheme are set out in the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** and **Framework Operational Environmental Management Plan [EN010152/APP/7.8]**. Whilst these are targeted at wild animals, the measures may equally apply to domestic animals.

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S-0208	Ecology & Biodiversity	Deer population / habitats	Negative impact upon deer habitats	Impacts upon all species identified as important ecological features are fully assessed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**. With specific reference to deer, the alignment of security fencing will allow for deer movements to continue across the landscape, and likewise used to prevent ingress into areas that would be considered dangerous. Deer will still be able to access all areas outside the security fencing. Following completion of the works the habitat will be more optimal for deer, providing larger areas of grassland and additional trees and hedgerows.
S-0238	Ecology & Biodiversity	Deer population / habitats	Impact on deer habitat near Jett Hall	Impacts upon all species identified as important ecological features are fully assessed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**. With specific reference to deer, the alignment of security fencing will allow for deer movements to continue across the landscape. Deer will still be able to access all areas outside the security fencing. Following completion of the works the habitat will be more optimal for deer, providing larger areas of grassland and additional trees and hedgerows.
S-0043	Ecology & Biodiversity	Destruction of environment	Net Zero/green energy should not come at the expense of the destruction of the environment	The Environmental Impact Assessment (EIA) process plays a crucial role in ensuring that green energy projects are developed responsibly and sustainably. **Volume 6: Environmental Statement (ES) [EN010152/APP/6]** presented as part of this DCO application rigorously evaluates all potential environmental impacts from the Scheme, including construction, operation and decommissioning. By identifying these impacts early on, the EIA ensures that the Applicant can implement effective mitigation measures to minimize any negative effects on the environment. This comprehensive approach guarantees that the pursuit of net zero and green energy does not come at the expense of the environment. In addition to this, the Applicant 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.
S-0397	Ecology & Biodiversity	Ecological mitigation	Ecological mitigation located in areas of high biodiversity therefore would need to double to yield BNG results (Skylark)	The Applicant has followed the mitigation hierarchy when designing the Scheme, avoiding where possible areas of high biodiversity value. Where mitigation is required the location of any habitat creation or enhancement has carefully considered existing ecological conditions. Details of habitat creation and enhancement is presented in **the Framework Landscape and Ecological Management Plan [EN010152/APP/7.14].** The Biodiversity Net Gain (BNG) assessment is presented in **in DCO Volume 7.11 [EN010152/APP/6.3]** and follows all current guidance and best practice. The Ecology Mitigation Area provides a large, contiguous area of open grassland which will provide nesting opportunities to enhance the site for Skylark.
S-0404	Ecology & Biodiversity	Ecological mitigation	Want assurance that any gains made from environmental mitigation are preserved when the scheme is decommissioned	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.
S-0405	Ecology & Biodiversity	Ecological mitigation	Scheme ecological mitigation measures must be aligned with the Government's 25 Year Environmental Plan (2018) and support future conservation initiatives	Gains in biodiversity will be managed and monitored for at least 30 Years as per the requirements of the Environment Act 2021 and the Government's 25 Year Environmental Plan (2018).
S-0406	Ecology & Biodiversity	Ecological mitigation	Any plans for mitigation through creation of broadleaf woodland must avoid areas of wetland or	Proposed mitigation planting along the northern boundary of the Solar PV Site has been moved southward so it is adjacent to the perimeter fenceline, meaning it is located outside of the River Went corridor.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
			susceptible to flooding by the Went	
S-0407	Ecology & Biodiversity	Ecological mitigation	Mitigation measures should last in perpetuity with the scheme (e.g. through land acquisition or aiding SSSI status submission for incorporated land)	Mechanisms for creating and/or maintaining and securing habitats for the duration of the Scheme need to be agreed along with details of monitoring for habitats and species – this will form part of the detailed Landscape and Ecological Management Plan, consistent with the principles set out in the **Framework Landscape and Ecological Management Plan [EN010152/APP/7.14]**. If after decommissioning, when land is no longer under the control of the Applicant nor covered by this consent, a landowner decided to remove vegetation, this would be subject to applicable planning or licensing requirements as appropriate at that point in time.
S-0147	Ecology & Biodiversity	Endangered birds	Concern re impact on endangered bird species	An assessment of impacts on birds is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0215	Ecology & Biodiversity	General negative impacts	Negative ecological impact (general)	Ecologic impacts have been fully assessed and any negative ecological impacts will be mitigated for as detailed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0384	Ecology & Biodiversity	Impact on endangered birds	Desk study not sufficient on impact on bird habitats	A detailed ornithological baseline, including both desk and field based surveys, is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0328	Ecology & Biodiversity	Impact on endangered birds	Negative impact on birds of prey	An assessment of impacts on birds is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0372	Ecology & Biodiversity	Impact on endangered birds	Further consideration required on impacts to breeding and wintering birds associated with areas outside the Order limits, such as the River Went and Topham areas and due to the loss of habitats within the Order Limits	An assessment of impacts on birds is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0386	Ecology & Biodiversity	Impact on endangered birds	Accurate assessment of the numbers of territories of ground nesting birds for BNG	An assessment of impacts on birds is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0385	Ecology & Biodiversity	Impact on ground nesting birds	PV site will cause damage on habitat of prevalent ground nesting birds (Skylark, Meadow Pipit, Grey Partridge and Eurasian Curlew)	An assessment of impacts on birds is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0263	Ecology & Biodiversity	Impact on local wildlife	Endangering fish, ground nesting birds, migratory	An assessment of impacts on important ecological features, including fish, birds, mammals, reptiles and amphibians, is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
			birds, small mammals, reptiles, amphibians	
S-0275	Ecology & Biodiversity	Impact on local wildlife	Negative impact on newt population - mitigation required	An assessment of impacts on amphibians, including newts, is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0276	Ecology & Biodiversity	Impact on local wildlife	Negative impact on bat population - mitigation required	Any negative ecological impacts will be mitigated for as detailed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1].** Details of bat populations are presented in the bat report **(Appendix 8-3 (Bat Report) Volume III of the Environmental Statement [EN010152/APP/6.3])**.
S-0274	Ecology & Biodiversity	Impact on local wildlife	Negative impact on barn owl population - mitigation required	An assessment of impacts on birds is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0325	Ecology & Biodiversity	Impact on local wildlife	Negative impact on badger habitats - mitigation required	Any negative ecological impacts will be mitigated for as detailed within the **E Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** and the badger report (not published as part of the application due to confidential information).
S-0277	Ecology & Biodiversity	Impact on local wildlife	Negative impact on hare population - mitigation required	Impacts upon priority species including hare are mitigated for within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0414	Ecology & Biodiversity	Impact on wildlife	Query whether any consideration given to the proximity of the development area (and its potential impacts) to Thorne Moors	Nationally designated biodiversity sites such as Thorne Moors were avoided during the 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 also within the **No Significant Effects Report [EN010152/APP/7.12] and Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0398	Ecology & Biodiversity	Impact on wildlife	Site could act as potential landscape scale sink of aquatic insect populations due to size	An assessment of impacts on aquatic invertebrates is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0399	Ecology & Biodiversity	Impact on wildlife	Cumulative effects of all solar developments on habitats of Grey Partridge and Curlew	An assessment of impacts on birds is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0401	Ecology & Biodiversity	Impact on wildlife	Concern regarding impacts on grassland bird habitats	An assessment of impacts on birds is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0402	Ecology & Biodiversity	Impact on wildlife	Concern regarding impact on habitats/loss of habitats (west lane)	An assessment of impacts to habitats is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0403	Ecology & Biodiversity	Impact on wildlife	Construction/operation will have negative impact on important wildlife areas (west lane)	Construction phase impacts will be mitigated for within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** and also within the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**.
S-0417	Ecology & Biodiversity	Suggested mitigation measures	Cattle population should be managed go achieve a better sward	The grassland habitats will be managed through sheep grazing or mowing as described within **Chapter (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** and the **Framework Landscape and Ecological Management Plan [EN010152/APP/7.14]**
S-0250	Ecology & Biodiversity	Endangered species	The Scheme will harm endangered species	Negative ecological impacts upon protected and endangered species will be mitigated for as detailed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0038	Ecology & Biodiversity	Impact on local wildlife	Construction/operation will have negative impact on important wildlife areas	Construction phase impacts will be mitigated for within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** and also within the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**. Operation phase impacts are assessed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** and mitigated within the **Framework Operational Environmental Management Plan [EN010152/APP/7.8]**
S-0040	Ecology & Biodiversity	Impact on local wildlife / Loss of habitat(s)	Ecological surveys need to take place / need to survey ecology, wildlife and habitats of the area	Protected species surveys and further ecological surveys have been undertaken in order to inform appropriate mitigation as detailed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** of the Environmental Statement.
S-0037	Ecology & Biodiversity	Loss of habitat(s)	Concern regarding impact on habitats/loss of habitats	An assessment of impacts on habitats is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0044	Ecology & Biodiversity	Wildlife / Ecological mitigation	Scheme should deliver environmental/ecological enhancement	The Scheme will provide a measurable 10% Biodiversity Net Gain as per the Environment Act 2021 as a minimum, as detailed within the **Biodiversity Net Gain Assessment [EN010152/APP/7.11**]. Additional ecological enhancement will be detailed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** as well as within **Framework Landscape and Ecological Management Plan [EN010152/APP/7.14]**.
S-0042	Ecology & Biodiversity	Wildlife / Ecological mitigation	Need further information on mitigation / Mitigation should be a priority	Negative ecological impacts will be mitigated for as detailed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** of the Environmental Statement. Construction phase impacts will be mitigated for within the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**.
S-0045	Ecology & Biodiversity	Wildlife / Ecological mitigation	Scheme should achieve Real Biodiversity Net Gain / BNG target suggestions/questions	The Scheme will at least provide a measurable 10% Biodiversity Net Gain as per the Environment Act 2021 as detailed within the **Biodiversity Net Gain Assessment [EN010152/APP/7.11].** This report will also address biodiversity targets. Additional ecological enhancement will be detailed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]** as well as within **Framework Landscape and Ecological Management Plan [EN010152/APP/7.14]**.
S-0264	Ecology & Biodiversity	Impact on local wildlife	Damage local wildlife area (River Went)	An assessment of impacts on local wildlife sites, including the River Went, is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**. The River Went LWS is to be retained and protected.
S-0266	Ecology & Biodiversity	Impact on local wildlife	Scheme will have a negative impact on nature	An assessment of impacts on important ecological features is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0223	Ecology & Biodiversity	Wildlife / Ecological mitigation	Wildlife corridor should be wider	Negative ecological impacts will be mitigated for as detailed within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1].** This includes enhancement of the River Went corridor and creation of an Ecological Mitigation Area. Construction phase impacts will be mitigated for within the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**.
S-0367	Ecology and biodiversity	Ecological impact	Fishlake and Sykehouse must be considered as areas of unique eco-cultural value (with reference to White Willow population and presence of Settled Clay Farmland provided as justification for this)	An assessment of impacts on important ecological features is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**. The process for defining important ecological features is clearly set out, based on relevant legislation and national and local policy. Additional enhancement includes the planting of white willow.
S-0365	Ecology and biodiversity	Ecological impact	No consideration for rich biodiversity in Topham area	Habitats were considered within the Biodiversity Net Gain assessment via both Habitat Condition Assessments for condition and Strategic Significance for local importance. Further details can be found within the **Biodiversity Net Gain Assessment [EN010152/APP/7.11]**.
S-0366	Ecology and biodiversity	Ecological impact	Topham should be treated as though it is a region of SSSI status	An assessment of impacts on important ecological features, including designated sites is presented in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**. Designated sites are those currently designated or where a proposal for designation is in the public domain. Irrespective of this, all areas of biodiversity value have been considered, as appropriate, within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0368	Ecology and biodiversity	Ecological impact	Veteran white willow tree population from Sykehouse / Fishlake extending to Fenwick requires active management	Veteran trees on Site are to be managed as per principles of minimum intervention. This includes affording the veteran trees sufficient space in the design to facilitate the continuation of decay and regeneration lifecycle processes. The principal issue identified during the tree survey is encroaching scrub and tree growth competing with the veteran trees, which may cause their premature loss/or deterioration (e.g. due to shade suppression). Work to prevent this competition would be carefully undertaken to avoid sudden changes in exposure (e.g. through a multi-year staged work programme). Further detail can be found within **10-7 Arboricultural Impact Assessment** as part of the **Environmental Statement [EN010152/APP/6.3]**.
S-0369	Ecology and biodiversity	Ecological impact	Fleet Ings and Topham Ferry Ings should be treated as Sites of Importance for Nature Conservation (SINC) grassland (Gr2) and/or Standing Water habitats (SW1) due to biodiversity of regions	Habitats within and adjacent to the Solar PV Site have been considered for their ecological and biodiversity importance as shown within **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1].**
S-0424	Economic	De-commissioning	Query whether development opportunities on site land would be restricted due to cables remaining in place	As set out in **Chapter 12 (Socio-economics) Volume I of the Environmental Statement [EN010152/APP/6.1]**, where development land which is subject to a planning application or allocation overlaps with the Grid Connection Corridor, the Applicant will engage with scheme promoters to share information on the construction process and timing of the Scheme as required, so that any potential for hinderance of or conflict with other schemes is minimised. It is not yet known whether the Grid Connection Cables would stay in place after operation; this would be agreed with National Grid Electricity Transmission (NGET) and/or the asset owners prior to the commencement of decommissioning.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0046	Economic	Developer financial incentives	Profit / greed / cost is clear driver for site / corridor locations / other factors (people, environment, wildlife) should be given equal or more weight in decision-making	If constructed, the Scheme will deliver enough carbon-free electricity to power approximately 75,000 homes and contribute to the UK government's target of reaching a net-zero carbon electricity grid by 2035 and an overall net-zero carbon economy by 2050. In developing the Scheme that has gone into the application for a DCO, the Applicant has undertaken significant work to consider local communities and the environment. This included two stages of public consultation (and set out in this **Consultation Report [EN010152/APP/5.1]**) and extensive environmental assessment and mitigation, as set out in the **Environmental Statement [EN010152/APP/6.1]**. The **Framework Skills, Supply Chain and Employment Plan [EN010152/APP/7.15]** sets out a variety of interventions that the Applicant proposes to pursue post-consent to maximise the economic benefits of the Scheme locally, including promoting local employment, apprenticeships and education.
S-0299	Economic	Profitability of scheme	Suggests developers will store excess energy and sell back to the National Grid as green energy	Battery Energy Storage Systems are an industry standard system for storing excess electricity generated by the solar farm or available in the grid. Stored electricity can be released at appropriate times to meet peak energy demands.
S-0135	Economic	Waste of money	Scheme is a waste of taxpayer money	The Scheme is privately funded. See the **Funding Statement [EN010152/APP/4.2]** for further details.
S-0228	Economic	Waste of money	Underground cabling is a waste of money	The Applicant currently has two options for a grid connection – connecting the On-Site Substation to the existing overhead power lines, or via an underground cable to the existing National Grid Thorpe Marsh Substation. A decision on which option will be used will be made after the DCO Application has been submitted (both options have been assessed in the Environmental Statement **[EN010152/APP/6.1]**). If the connection to Thorpe Marsh Substation is used, the Applicant considers underground cabling to be the appropriate technology due to its avoidance of visual impact on local communities.
S-0283	Economic	Waste of money	Believes landowners who have signed up will not see financial returns	The Applicant cannot comment on commercial terms in agreements with landowners affected by the PV site.
S-0329	Environment	Environmental impact	Support for positive environmental impact of the scheme	The Applicant welcomes this comment and this is demonstrated through the **Framework Landscape and Ecology Management Plan [EN010152/APP/7.14]** and the potential for significant biodiversity net gain delivered by the Scheme, as outlined in the **Biodiversity Net Gain (BNG) Assessment [EN010152/APP/7.11]**. In addition to this, the Applicant 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.
S-0241	Environment	Environmental mitigation	Does not believe the planting will make up for site damage	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 during the construction, operation and decommissioning of the Scheme. Whilst there will be views of solar farm development from some places in year 15 of operation, they will largely be screened or filtered by existing vegetation or proposed planting. The **Framework Construction Environmental Management Plan [EN010152/APP/6.3]** includes a Soil Management Plan (SMP) setting out how agricultural soils would be managed, preserved, retained and reinstated.
S-0309	Environment	Environmental mitigation	Any works should fit in with the local environment.	The EIA process plays a crucial role in ensuring that green energy projects are developed responsibly, minimising / mitigating against as many environmental impacts as possible. **Volume 6: Environmental Statement (ES) [EN010152/APP/6]** presented as part of this DCO application rigorously evaluates all potential environmental impacts from the Scheme, including construction, operation and decommissioning. This includes an assessment of how the character of the area will change as presented in **Chapter 10 (Landscape**

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
				and Visual) Volume I of the Environmental Statement [EN010152/APP/6.1]. By identifying these impacts early on, the EIA ensures that the Applicant can implement effective mitigation measures to minimize any negative effects on the environment.
S-0310	Environment	Grid connection corridor	Grid connection corridor will have negative impact on the environment	The EIA process plays a crucial role in ensuring that green energy projects are developed responsibly, minimising / mitigating against as many environmental impacts as possible. **Volume 6: Environmental Statement (ES) [EN010152/APP/6]** presented as part of this DCO application rigorously evaluates all potential environmental impacts from the Scheme (including the Grid Connection Corridor), including construction, operation and decommissioning. By identifying these impacts early on, the EIA ensures that the Applicant can implement effective mitigation measures to minimize any negative effects on the environment. This comprehensive approach guarantees that the pursuit of net zero and green energy does not come at the expense of environmental. A record of all of the mitigation measures associated with the Scheme can be found in **Environmental Mitigation and Commitments Register [EN010152/APP/6.5]**. With the mitigation proposed, the ES demonstrates that the Scheme will not have any significant adverse effects in relation to designated landscapes, biodiversity sites or protected species or habitats; flood risk and water quality; transport networks; access; noise and vibration; soils; air quality and land uses.
S-0024	Environment	PEIR	PEIR is too long / difficult to find required information	In order to enable consultees to understand the likely environmental effects of the Scheme, the PEIR presented preliminary findings of the environmental assessments undertaken up to that point. Together with ongoing discussion and meetings, this allowed consultees the opportunity to provide informed comments on the Scheme, the assessment process, and preliminary findings prior to the finalisation of the DCO Application and the ES. The Applicant sought the views of consultees on the information contained within the PEIR, and there was an opportunity within the process up to submission of the DCO Application for both the EIA and the Scheme design to have regard to comments received. The Applicant recognises that this is a technical report. To mitigate this, environmental impact and mitigation was summarised in the consultation brochure and a non-technical summary of the PEIR was also made available as part of the statutory consultation. The Applicant also provided several ways for people to find out more information including webinars, email, post and freephone contact.
S-0237	Environment	PEIR	Information in the PEIR does not suggest the damage to the environment will be mitigated sufficiently	The PEIR only represents a snapshot of the Applicant's assessment at that time in order to enable consultees to understand the likely environmental effects of the Scheme. The ES **(Environmental Statement [EN010152/APP/6])** presented alongside this DCO provides a full assessment of environmental effects and the relevant mitigation. A full list of Mitigation Measures is provided in **Environmental Mitigation and Commitments Register [EN010152/APP/6.5].**
S-0371	Environment	PEIR	PEIR information too preliminary for meaningful comments / feedback	In order to enable consultees to understand the likely environmental effects of the Scheme, the PEIR presented preliminary findings of the environmental assessments undertaken up to that point. Together with ongoing discussion and meetings, this allowed consultees the opportunity to provide informed comments on the Scheme, the assessment process, and preliminary findings prior to the finalisation of the DCO Application and the ES. The Applicant sought the views of consultees on the information contained within the PEIR, and there was an opportunity within the process up to submission of the DCO Application for both the EIA and the Scheme design to have regard to comments received.
S-0053	Environment	Environmental mitigation	Need further information on mitigation / further environmental mitigation should be a priority	The PEIR only represents a snapshot of the Applicant's assessment at that time in order to enable consultees to understand the likely environmental effects of the Scheme. The ES **(Environmental Statement [EN010152/APP/6])** provides a full assessment of environmental effects and the relevant mitigation. A full list of Mitigation Measures is provided in **Environmental Mitigation and Commitments Register [EN010152/APP/6.5]**.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0203	Environment	Further consultation	Suggest that archaeological data is shared locally	Any findings from archaeological surveys undertaken in support of and with the DCO, including physical archive and reporting, will be deposited with Doncaster Museum. A digital copy of the report will be submitted to the Historic Environment Record to ensure the findings are made available to the local and wider community.
S-0204	Environment	Further consultation	Suggest that archaeological finds should be stored locally	The physical archive obtained from any archaeological surveys undertaken in support of the DCO will be deposited with Doncaster Museum.
S-0051	Environment	Impact on the environment	The scheme will damage / destroy the environment	The DCO process in the UK is designed to ensure that large infrastructure projects, such as the proposed Scheme, are developed in a way that protects the environment and considers the interests of local communities. This is achieved through the following pillars: **Environmental Impact Assessment (EIA):** The EIA evaluates all the potential environmental impacts associated with the Scheme and recommends mitigation measures (see **Volume 6: Environmental Statement [EN010152/APP/6]** for full assessment). **Public Consultation and Engagement:** Extensive public consultations allow stakeholders to raise concerns, ensuring that environmental and community issues are addressed (see **Volume 5: Consultation Report [EN010152/APP/5]** for more information). **Examination by the Planning Inspectorate:** The Planning Inspectorate reviews the EIA and consultation feedback, requiring additional information or revisions if necessary to meet environmental standards. Ultimately, if the Planning Inspectorate deemed the Scheme too environmentally damaging, they would not grant it consent. **Conditions and Requirements:** Granted DCOs include specific conditions for environmental protection during construction and operation, monitored and enforced by relevant authorities.
S-0054	Environment	Land use	Negative impact on green belt	The Scheme is not located on a Green Belt.
S-0052	Environment	Land use	Land should be returned to its original state after decommissioning	The change from arable agriculture to grassland is temporary, as the land can be returned to arable farming upon decommissioning of the solar farm. The temporary shift from arable to grassland is predicted to result in positive changes to soil structure and soil carbon content. It can also be used for sheep grazing. The change of agricultural land into wildlife habitat is likely to lead to a significant benefit to ecology as reported in **Chapter 8 (Ecology) Volume I of the Consultation Report [EN010152/APP/6.1]**. Information about management of the decommission process can be found in the **Framework Decommissioning Environmental Management Plan [EN010152/APP/7.9]** – this is secured in the **draft DCO [EN010152/APP/3.1]**.
S-0288	General / Other	Future ownership	Query if there are guarantees that potential new owners will abide by current proposal	The Applicant is the "undertaker" who will be authorised to construct and operate the Scheme as set out in the **Draft Development Consent Order [EN010152/APP/6.1]**. The draft DCO provides that if the Applicant transfers or leases the benefit of the draft DCO then the transferree or lessee will be subject to all obligations relating to the Scheme secured in the draft DCO.
S-0287	General / Other	Future ownership	Question as to what will stop the Applicant selling the Scheme off before completion	Any such restriction is unnecessary. The Applicant is the "undertaker" who will be authorised to construct and operate the Scheme as set out in the **Draft Development Consent Order [EN010152/APP/6.1]**. The draft DCO provides that if the Applicant transfers or leases the benefit of the draft DCO then the transferree or lessee will be subject to all obligations relating to the Scheme secured in the draft DCO.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0058	General / Other	General opposition	General opposition to the Scheme	The Applicant understands that some people have concerns about the aspects of the Scheme. The Applicant has sought to engage throughout the pre-application process to address concerns and mitigate impacts from the scheme. The Applicant will continue to engage with local communities throughout the DCO examination process and, should the Scheme be consented, through construction and operation.
S-0059	General / Other	General support	General support for the Scheme	The Applicant has noted this comment and thanks the respondent for their feedback.
S-0297	General / Other	Legal advisory	Respondent taking legal advice regarding the Scheme proposals	The Applicant understands that some people have concerns about the aspects of the Scheme. The Applicant has sought to engage throughout the pre-application process to address concerns and mitigate impacts from the scheme. The Applicant will continue to engage with local communities throughout the DCO examination process and, should the process be consented, through construction and operation.
S-0268	General / Other	No need for the development	There is no need for the development	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.
S-0057	General / Other	Scheme lifespan	Concern around time Scheme will take to complete / questions around completion date / duration of works	As described in **Chapter 2: (The Scheme) Volume I of the Environmental Statement [EN010152/APP/6.3]** subject to being granted development consent and following a final investment decision, the earliest construction could start is in 2028. Construction of the Solar PV Site and Grid Connection Cables would start in tandem. The Grid Connection Cables would require approximately 12 months, and the construction of the Solar PV Site would require an estimated 24 months, with the operation and maintenance phase anticipated to commence in 2030. The construction phase could be of longer duration however these timings have been used within the ES as a worst-case assumption for the technical assessments presented in **Chapter 6 to 14 Volume I of the Environmental Statement [EN010152/APP/6.1]**. The design life of the Scheme is 40 years with decommissioning to commence 40 years after final commissioning (currently anticipated to be 2030 to 2070).
S-0289	General / Other	Rochdale envelope	Not abiding to Rochdale Envelope and disclosing full scheme	As described in **Chapter 3 (Alternatives and Design Evolution) Volume I of the Environmental Statement [EN010152/APP/6.1]** the Scheme has evolved over time through conversations with landowners, access and desk surveys and consultation feedback. As described in **Chapter 2 (The Scheme) Volume I of the Environmental Statement [EN010152/APP/6.1]** the Environmental Impact Assessment (EIA) presented within the ES has been undertaken adopting the principles set out in the Planning Inspectorate's Advice Note Nine: Rochdale Envelope ('Advice Note Nine'). A number of the design aspects and features of the Scheme cannot be confirmed until the tendering process for the detailed design and construction of the Scheme has been completed. For example, the enclosure or building sizes may vary, depending on the contractor selected and their specific configuration and selection of plant. The technical assessments therefore assess an 'envelope' within which the works would take place. As such, the DCO Application and EIA have been based on maximum and, where relevant, minimum parameters. The parameters are set out in Chapter 2. Furthermore, as outlined in the **Consultation Report [EN010152/APP/5.1],** the Applicant has ensured that the Scheme has been subject of appropriate consultation at each stage of the pre-application process for a Development Consent Order in accordance with the requirements of the Planning Act 2008.
S-0177	Health, Safety & Security	BESS	Concern regarding local resident health, safety and environmental risks of the Battery Energy Storage System (BESS)	A **Framework Battery Safety Management Plan (FBSMP) [EN010152/APP/7.16]** for the Scheme has been produced and has been submitted alongside this ES. The provision of a detailed FBSMP will be secured via a requirement in the DCO. The development of the FBSMP has been considered in the iterative design of the Scheme ensuring that design requirements to ensure fire safety (such as ensuring adequate provision of land for water storage, and the location of the BESS Area away from trees

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
				and hedgerows to minimise risk of fire spreading) and management of any firewater runoff are captured. The development of the FBSMP has been discussed with South Yorkshire Fire and Rescue Service. The FBSMP also covers the life safety, welfare and property protection fire safety requirements of the batteries and demonstrate that their location does not give rise to a significant increase in fire risk and that any risk that does exist is managed by constructing, operating and maintaining, and decommissioning the Scheme in accordance with the approved FBSMP.
S-0327	Health, Safety & Security	Fire Hazard	Battery energy storage is a fire hazard	The risk of fire from the BESS has been considered in **Chapter 14 (Other Environmental Topics (Major Accidents and Disasters)) Volume I of the Environmental Statement.** This chapter concludes that the location of the BESS does not give rise to a significant increase in fire risk and that any risk that does exist is managed by constructing, operating and maintaining, and decommissioning the Scheme in accordance with the approved **Framework Battery Safety Management Plan (FBSMP) [EN010152/APP/7.16]**.
S-0062	Health, Safety & Security	Food security	Construction impacts on food security	As set out in **Chapter 12 (Socio-economics) 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 which land is a strategic national resource 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. The Grid Connection Corridor, if required, would also intersect a number of agricultural land holdings. However, impacts will be temporary and reversible after construction. Prior to start of construction, a Soil Management Plan will be published (as outlined in the Framework CEMP submitted as **Framework Construction Environmental Management Plan [EN010152/APP/7.7]);** this will ensure soils are not degraded and farming activities can re-commence following completion of the construction works. It is not considered therefore that there would be any impacts on food security. The Energy NPSs and the NPPF do not make reference to food security in relation to the determination of applications for energy generation schemes. This is a conscious decision by the Government.
S-0350	Health, Safety & Security	Local crime	Solar PV Site susceptible to crime	The Scheme incorporates fencing and various security measures such as CCTV which will mitigate against the risk of criminal activity. These measures are considered to be appropriate for a scheme of this nature, similar to other consented schemes, and are in line with what will be required by the Scheme's insurers.
S-0273	Health, Safety & Security	Local health	Negative impact on child safety on Lawn Lane and Fenwick Common Lane	No vehicles are expected to use Lawn Lane and only cars / minibuses will be required to use Fenwick Common Lane for access to the Solar PV Site. Details of construction traffic, including volumes and routing of vehicles are included within **Appendix 13-5 (Transport Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]** and **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.
S-0068	Health, Safety & Security	Animal safety	Concern regarding impact on livestock / grazing animals and their land	The Applicant commissioned an independent consultant to review the feasibility of sheep grazing on the grassland beneath solar panels, which has shown it is feasible for sheep to graze on the land. More detail is contained within **Appendix 2-1 (Grazing Feasibility Study) Volume III of the Environmental Statement [EN010152/APP/6.3].** The flock would be of a suitable size for the land available, rotated as required to ensure that no areas were over-grazed and that the land being currently grazed was sufficiently dry to support them thereby avoiding potential damage to soil structure. The provision of shade within animal husbandry has recognised welfare benefits. The Applicant is engaged with farmers who are directly impacted by the Scheme. As grazing achieves an essential maintenance function (maintaining the grass at a low level) without the need for/cost of machinery, it is possible for solar farms to use less agriculturally productive breeds (such as heritage breeds) and to graze at low densities. The agricultural business model for grazing would be around the provision of vegetation management services in combination with the sale of fleece, meat or other products. The current landowners may not have sheep husbandry skills, but these can be developed, or other shepherds may wish to rent the land to keep and expand their own sheep enterprises.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
				Sheep grazing can help to maintain the land in agricultural use and help to diversify farming in the area adding much needed security for farmers during challenging economic times. The Applicant will further explore sheep grazing post-consent, or otherwise maintain grass levels e.g. via mowing.
S-0232	Health, Safety & Security	Fire Hazard	Not enough information for fire mitigation / evacuation plan	A **Framework Battery Safety Management Plan (FBSMP) [EN010152/APP/7.16]** for the Scheme has been produced and has been submitted alongside this ES. The provision of a detailed FBSMP will be secured via a requirement in the DCO. The development of the FBSMP has been considered in the iterative design of the Scheme ensuring that design requirements to ensure fire safety (such as ensuring adequate provision of land for water storage, and the location of the BESS Area away from trees and hedgerows to minimise risk of fire spreading) and management of any firewater runoff are captured. The development of the FBSMP has been discussed with South Yorkshire Fire and Rescue Service. The FBSMP also covers the life safety, welfare and property protection fire safety requirements of the batteries and demonstrate that their location does not give rise to a significant increase in fire risk and that any risk that does exist is managed by constructing, operating and maintaining, and decommissioning the Scheme in accordance with the approved FBSMP.
S-0231	Health, Safety & Security	Fire Hazard	Not enough information on potential fire hazards of scheme	The risk of fire from the BESS has been considered in **Chapter 14 (Other Environmental Topics (Major Accidents and Disasters)) Volume I of the Environmental Statement [EN010152/APP/6.1]**. This chapter concludes that the location of the BESS does not give rise to a significant increase in fire risk and that any risk that does exist is managed by constructing, operating and maintaining, and decommissioning the Scheme in accordance with the approved **Framework Battery Safety Management Plan (FBSMP) [EN010152/APP/7.16]**.
S-0067	Health, Safety & Security	Impacts on local traffic safety	Increase in agricultural traffic accidents	A review of recent road traffic accidents within the Study Area has been undertaken within the **Environmental Statement Volume III, Appendix 13-5: Transport Assessment [EN010152/APP/6.3]**. This also includes a review of the likelihood of future accidents related to increases in traffic during the construction period. It has been concluded that the proposals will have a negligible/minor impact on road safety in the area.
S-0063	Health, Safety & Security	Local health	Concern regarding impacts on health of local residents	Potential effects to human health are considered in the ES 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 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]**;

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
				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.
S-0066	Health, Safety & Security	Local health	Concern regarding impact on mental health	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. A consideration of mental health runs through many chapters of the EIA given that many of the effects considered are relevant to mental as well as, or rather than, physical health. For example, Landscape and Visual Amenity effects solely relate to mental health, while noise and vibration effects have potential to affect both mental and physical health.
S-0338	Landowner	Alternative design suggestion	Support for incorporation of respondent's land within requested creation of wetland 'sanctuary' in zones SE6 and SE7	The Applicant has identified appropriate mitigation opportunities for the Scheme, as set out in **Chapter 8 (Ecology) Volume I of the Environmental Statement [EN010152/APP/6.1]**. The mitigation proposed for zones SE6 and SE 7 has been reviewed and is not considered necessary. Appropriate mitigation has been identified through surveys and assessments within the Environmental Statement.
S-0272	Landowner	Village Hall Plan 2006/07	The committee who wrote the Village Hall Plan 2006/07 are amongst those who are taking financial compensation to aid this Scheme which ignores the Plan's terms	This question is not directed at the Applicant and as such a response has not been provided.
S-0070	Landowner	Individual landowner concerns	Impacts to individual property	The Scheme will not necessitate demolition of any homes, businesses or community facilities. 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 within the Solar PV Site. The impact on views for residents from individual properties or clusters of properties has been considered within **Chapter 10 (Landscape and Visual Amenity) Volume I of the Environmental Statement [EN010152/APP/6.1].** Landscape mitigation has been embedded within the design of the scheme to reduce adverse visual effects from properties as far as possible. As such, there would be no significant adverse visual effects on properties at year fifteen, with the exception of Jet Hall Farm during winter.
S-0077	Landscape & Visual	Negative visual impacts	Impact on scenic areas along Trans Pennine Trail and/National Cycle Network	The impact on views for users of the Trans Pennine Trail / National Cycle Network has been considered within **Chapter 10 (Landscape and Visual Amenity) Volume I of the Environmental Statement [EN010152/APP/6.1].** Landscape mitigation has been embedded within the design of the Scheme along the northern boundary of the Solar PV Site to reduce adverse visual effects on the Trans Pennine Trail / National Cycle Network. As such, there would be no significant adverse visual effects on the promoted route. Access for the construction and operation of the proposed Scheme has been carefully selected in order to minimise the overall environmental impact whilst demonstrating that each access is able to be operated safely.
S-0210	Landscape & Visual	Visual impact mitigation	Suggested further mitigation measures to reduce visual impact	The effect of the Scheme on the visual amenity of different receptor groups, including residents, users of PRoW, users of roads and users of the railway have been considered within **Chapter 10 (Landscape and Visual Amenity) Volume I of the Environmental Statement [EN010152/APP/6.1]**. Where the potential for adverse visual effects have been identified, landscape mitigation has been used to reduce these effects as far as practicable. Proposed mitigation has been designed to integrate with the existing landscape character of the Solar PV Site. Details of the proposed landscape mitigation can be found within the **Framework Landscape and**

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
				Ecological Management Plan [EN010152/APP/7.14], as well as on the **Indicative Landscape Masterplan** within **Appendix 1** of the Framework Landscape and Ecological Management Plan.
S-0079	Landscape & Visual	Negative visual impacts	Negative impact on rural landscape / urbanisation / industrialisation of rural landscape / greenspace / countryside / open landscape	The Landscape and Visual Impact Assessment in **Chapter 10 (Landscape and Visual Amenity) Volume I of the Environmental Statement [EN010152/APP/6.1]** recognises that there will be impacts on some views during the construction, operation and decommissioning of the Scheme. Whilst there will be views of solar farm development from some places in year 15 of operation, they will largely be screened or filtered by existing vegetation or proposed planting.
S-0080	Landscape & Visual	Negative visual impacts	Negative impact on the local landscape and views	The Landscape and Visual Impact Assessment in **Chapter 10 (Landscape and Visual Amenity) Volume I of the Environmental Statement [EN010152/APP/6.1]** recognises that there will be impacts on some views during the construction, operation and decommissioning of the Scheme. Whilst there will be views of solar farm development from some places in year 15 of operation, they will largely be screened or filtered by existing vegetation or proposed planting.
S-0084	Landscape & Visual	Negative visual impacts	Concern regarding glare from Solar PV Panels	The effect of the Scheme on the visual amenity and safety of different receptor groups, including residential dwellings, users of PRoW, users of roads, users of railways and aviation assets such as air traffic control towers and runway approach paths have been considered within **Chapter 14 (Other Environmental Topics) Volume I of the Environmental Statement [EN010152/APP/6.1]** and **Appendix 14-2 (Glint and Glare Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**. Where the potential for adverse impacts have been identified, landscape mitigation, including vegetative screening, has been recommended to negate any negative visual impacts on the ground-based receptors.
S-0083	Landscape & Visual	Visual impact mitigation	Visual impacts should be mitigated / screening should be used / natural screening should be used / routing should be done to minimise and mitigate impact	The effect of the scheme on the visual amenity of different receptor groups, including residents, users of PRoW, users of roads and users of the railway have been considered within **Chapter 10 (Landscape and Visual Amenity) Volume I of the Environmental Statement [EN010152/APP/6.1]**. Where the potential for adverse visual effects have been identified, landscape mitigation, including vegetative screening, has been embedded within the design of the Scheme to reduce these effects as far as possible. Proposed mitigation has been designed to integrate with the existing landscape character of the Solar PV Site.
S-0081	Landscape & Visual	Visual impact mitigation	Need further information on mitigation / mitigation should be a priority	The effect of the scheme on the visual amenity of different receptor groups has been considered within **Chapter 10 (Landscape and Visual Amenity) Volume I of the Environmental Statement [EN010152/APP/6.1].** Where the potential for adverse visual effects has been identified, landscape mitigation has been embedded within the design of the Scheme to reduce these effects as far as possible. Details of the proposed landscape mitigation can be found within the **Framework Landscape and Ecological Management Plan [EN010152/APP/7.14]**, as well as on the **Indicative Landscape Masterplan** within **Appendix 1** of the Framework Landscape and Ecological Management Plan. The BNG assessment will follow the mitigation hierarchy of avoid, mitigate, compensate as per the BNG Principles.
S-0428	Landscape and Visual	Impact on equestrian safety	Assurance required that glint and glare will not have detrimental impact on horses/riders	Impacts upon the local bridleways has been conducted within **Chapter 14 (Other Environmental Topics) Volume I of the Environmental Statement [EN010152/APP/6.1]** and **Appendix 14-2 (Glint and Glare Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**. This showed that there would be no adverse impacts upon bridleway users.
S-0294	Landscape and Visual	Negative visual impacts	Suggests that transformer will be visible from individuals property and no screening is proposed	The effect of the scheme on the visual amenity of different receptor groups is set out in **Chapter 10 (Landscape and Visual Amenity) Volume I of the Environmental Statement [EN010152/APP/6.1]**. Where the potential for adverse visual effects have been identified, landscape mitigation, including vegetative screening, has been embedded within the design of the Scheme to reduce these effects as far as possible.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0150	Landscape and Visual	Visual impact mitigation	Panels will still be visible, despite proposed screening	The Landscape and Visual Impact Assessment in **Chapter 10 (Landscape and Visual Amenity) Volume I of the Environmental Statement [EN010152/APP/6.1]** recognises that there will be impacts on some views during the construction, operation and decommissioning of the Scheme. Whilst there will be views of solar farm development from some places in year 15 of operation, they will largely be screened or filtered by existing vegetation or proposed planting.
S-0259	Landscape and Visual	Visual impact mitigation	Does not agree with conclusions of visual impact mitigation studies	The Landscape and Visual Assessment (LVIA) in **Chapter 10 (Landscape and Visual Amenity) 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.
S-0254	Landscape and Visual	Visual impact mitigation	More information required regarding extent of hedgerow planting	Proposed landscape mitigation, including new native hedgerow planting and gapping up of existing hedgerows is shown in the Landscape Masterplan in **Annex 1** of the **Framework Landscape and Ecological Management Plan [EN010152/APP/7.14]**. More information on the composition of new native hedgerows and how they will be implemented and managed can be found in **Framework Landscape and Ecological Management Plan Volume III of the Environmental Statement [EN010152/APP/7.14]**.
S-0320	Landscape and Visual	Visual impact mitigation	Hedgerows under 3.5m in height will need increasing to screen panels	The maximum height of solar panels would be up to 3.5m to the top of the solar PV table. Hedgerows will be maintained up to a height of 3.5m, as noted within the **Framework Landscape and Ecological Management Plan Volume III of the Environmental Statement [EN010152/APP/7.14]**.
S-0387	Landscape and Visual	Light pollution	Requests further information regarding lighting around the Solar PV Site	Information regarding lighting around the Solar PV Site during both construction and operation can be found in **Chapter 2 (The Scheme) Volume I of the Environmental Statement [EN010152/APP/6.1]**. During operation, no visible lighting would be needed for security as infrared CCTV cameras would be used. During construction, lighting would be directional and task specific. The lighting strategy for the construction phase will be set out in the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]**. The effects of lighting during construction and operation on the character of the night sky has been considered within **Chapter 10 (Landscape and Visual) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0260	Noise & Vibration	Noise / vibration mitigation	Does not agree with conclusions of noise / vibration impact mitigations studies	The assessment of noise and vibration, as set out in **Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]**, was undertaken with reference to requirements set out in the Noise Policy Statement for England. No significant effects on health and quality of life were identified during the construction or operational phases of the scheme.
S-0354	Noise & Vibration	Noise / vibration mitigation	Inverter housing should be soundproofed to reduce noise pollution	Noise impacts from equipment, including inverters, have been assessed as set out in **Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1].** Noise from inverters is not considered to be a significant effect and is likely to be less than ambient noise levels. Inverter housing would be designed applying good practice and using all reasonable measures to minimise noise emissions.
S-0355	Noise & Vibration	Noise / vibration mitigation	Site should be located further away from byway / bridleway / PRoW to reduce noise pollution	Horses and humans share the most closely related hearing ranges of any other mammals on the planet. In '*The Advice on the Impact of Noise on Horses,'* The British Horse Society (BHS) state that "*A horse's range of hearing is greater than a human to higher frequencies (over 33 kHz in the horse compared with under 20 kHz in humans) although a horse may not be able to hear the lowest frequencies audible to humans*". The BHS go on to state that: "*Horses can become difficult to handle in conditions where there is a continuous level of noise because it may mask other sounds that could be a threat*". Examples are provided of noise sources that may affect a horse as "*gunshot, motorway, train*. Noise predictions presented in Figure 11-2 of the ES [**EN010152/APP/6.2**] indicate operational noise levels of no higher than approximately 45 dB LAeq,T at bridleway locations. This level of noise is likely to be perceptible but can be compared as equivalent to a quiet residential area. This level of noise is unlikely to cause disturbance to bridleway users. Horses may be startled by sudden high levels of construction noise. Consequently, a communications strategy will be developed that will include regular meetings with contractors to review and address any issues associated with equestrian activity to/from/within the

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				Order limits. This commitment to engagement is secured in the **Framework Public Right of Way Management Plan [EN010152/APP/7.13].**
S-0392	Noise & Vibration	Noise impacts on songbirds	Concern regarding noise impacts on songbird communities (Grasshopper Warbler and Marsh Warbler in BHT wetlands in Topham)	An assessment of impacts on birds is presented in **Chapter 8 (Ecology) Volume 1 of the Environmental Statement [EN010152/APP/6.1]**.
S-0138	Noise & Vibration	Noise pollution / concerns regarding vibration	Disruption to quiet / peaceful village and communities	The operational noise assessment set out in **Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]** identifies a worst-case noise level of 35 dB LAeq,T at the closest neighbouring receptor. Noise of this level is described as the level of noise that may be experienced in a quiet library and is associated with a peaceful environment.
S-0226	Noise & Vibration	Noise pollution / concerns regarding vibration	Disruption to quiet countryside lifestyle	The operational noise assessment set out in **Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]** identifies a worst-case noise level of 35 dB LAeq,T at the closest neighbouring receptor. Noise of this level is described as the level of noise that may be experienced in a quiet library and is associated with a peaceful environment.
S-0085	Noise & Vibration	Noise pollution / concerns regarding vibration	Concern regarding impact of construction noise and vibration on local community / residents	Construction activities would not be undertaken close enough to properties to result in perceptible levels of vibration. Construction activities would be undertaken over a substantial area and would only affect individual properties for a short duration. No significant levels of construction noise would be experienced at any property based on modelling and assessments completed for the Scheme, more information can be found in **Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0086	Noise & Vibration	Noise pollution / concerns regarding vibration	Concern regarding impact of operational noise and vibration	The scheme would generate imperceptible levels of operational vibration. The operational noise assessment identifies a worst-case noise level of 35 dB LAeq,T at the closest neighbouring receptor. Noise of this level is described as the level of noise that may be experienced in a quiet library and is associated with a peaceful environment. More information can be found in **Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0394	Noise & Vibration	Noise pollution / concerns regarding vibration	No consideration in PEIR for noise effects of construction on the Topham Ings area	**Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]** accounts for receptors at Topham Ings through assessment at receptor R4. No significant construction noise effects are identified.
S-0395	Noise & Vibration	Noise pollution / concerns regarding vibration	Negative impact to visitors of the Topham Ferry Bridge	**Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]** accounts for receptors at Topham Ferry Bridge through assessment at receptor R4. No significant construction or operational noise effects are identified.
S-0209	Noise & Vibration	Noise pollution / concerns regarding vibration	Concerns regarding noise pollution in proximity to West End Farm	**Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]** accounts for receptors at West End Farm through assessment at receptor R8. No significant construction or operational noise effects are identified.

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S-0253	Noise & Vibration	Noise pollution / concerns regarding vibration	Concerns regarding vibration as a result of traffic within Askern	When considering traffic generated vibration, the Design Manual for Roads and Bridges LA111 states that: "*Ground-borne vibrations are produced by the movement of rolling wheels on the road surface and can be perceptible in nearby buildings if heavy vehicles pass over irregularities in the road*" (Paragraph A5.25). Occupants of buildings would be at risk to disturbance from traffic generated vibration if buildings were "…*founded on soft soils close to heavily trafficked older roads where the road surface is uneven or constructed from concrete slabs which can rock under the weight of passing heavy vehicles*" (paragraph A5.25). A review of the roads through Askern from 2024 street view imagery that would be used by construction traffic indicates that that the roads are in good condition and free of surface irregularities that may result in vibration.
S-0425	Noise & Vibration	Noise pollution / concerns regarding vibration	Impact of noise / vibration on Trans Pennine Trail and National Cycle Network users	The impact of noise and vibration on PRoW users will be managed through the development of the **Public Rights of Way Management Plan [EN010152/APP/7.13].** This will outline measures to control noise as far as reasonably practicable such as implementation of best practicable means and installing fencing around the Solar PV Site during construction.
S-0388	Noise & Vibration	Noise pollution / concerns regarding vibration	Requests further information regarding low level hum from substation	Substations can generate low frequency noise at 100 Hz. The substation is located approximately 700m from the nearest residential receptor. Low frequency noise can be very difficult to predict with a high level of certainty and similarly hard to identify and resolve if present. This is because it can be generated by the unexpected interactions between system components and can be amplified by the geometry of the Solar PV Site and receptor buildings. The issue of low frequency noise will be considered during the detailed design post consent for the substation through good design, or appropriately mitigated (isolation and attenuation measures) where appropriate. For more information please refer to **Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0262	Noise & Vibration	Post-construction	Requests further information regarding noise creation from operational components (BESS, substation)	Details on noise emission information from BESS and substations are presented in **Appendix 11-4: Construction and Operation and Maintenance Noise Modelling [EN010152/APP/6.3].** The operational noise assessment set out in **Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]** identifies a worst-case noise level (including from BESS and the substation) of 35 dB LAeq,T at the closest neighbouring receptor. Noise of this level is described as the level of noise that may be experienced in a quiet library and is associated with a peaceful environment.
S-0240	Noise & Vibration	Transformers	Not enough information regarding noise pollution from transformers	Details on noise emission information from transformers are presented in **Appendix 11-4: Construction and Operation and Maintenance Noise Modelling [EN010152/APP/6.3].** The operational noise assessment set out in **Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]** identifies a worst-case noise level (including from transformers) of 35 dB LAeq,T at the closest neighbouring receptor. Noise of this level is described as the level of noise that may be experienced in a quiet library and is associated with a peaceful environment.
S-0205	Operational impacts	Further consultation	Concern that verbal assurances / commitments regarding existing Scheme operations provided by staff are insufficient / not being maintained	The **Environmental Statement [EN010152/APP/6]** includes a comprehensive list of commitments made by the Applicant. These commitments are not merely verbal; they are formal and will be secured as part of the DCO process. This legal framework will require the Applicant to deliver on all specified commitments, ensuring accountability and transparency throughout the Scheme's lifecycle. The **Environmental Mitigation and Commitments Register [EN010152/APP/6.5]** sets out the schedule of proposed mitigation and enhancement measures.
S-0172	Operational impacts	Operational impact mitigation	Concerned about ongoing impact of regular maintenance / operational impacts of the Solar PV Site	During the operational period, it is expected there would be one to three staff on-site per day arriving in their own vehicles. Other visitors (e.g. maintenance workers and deliveries) will be needed on-site on an ad hoc basis. The number is not expected to be more than four visitors per day at worst. Further information can be found in the **Framework Operational Environmental Management Plan [EN010152/APP/7.8]**.

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				A small number of small van and HGV trips associated with solar PV panel removal/delivery and inverter removal/delivery would be expected across the operational phase. In addition, if a transformer failure occurred during the operational phase this could result in one Abnormal Indivisible Load (AIL) trip for delivery and removal. During operation, it is not anticipated that there will be any type of vehicle accessing the Solar PV Site that has not done so previously during construction. Further details are provided within **Appendix 13-5 (Transport Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**.
S-0173	Operational impacts	Operational traffic	Concerned about permanent increase of regular HGV movements through Askern during operation	A small number of small van and HGV trips associated with solar PV panel removal/delivery and inverter removal/delivery would be expected across the operational phase. Further information can be found in the **Framework Operational Environmental Management Plan [EN010152/APP/7.8]**. In addition, if a transformer failure occurred during the operational phase this could result in one AIL trip for delivery and removal. During operation, it is not anticipated that there will be any type of vehicle accessing the Solar PV Site that has not done so previously during construction. Further details are provided within the **Appendix 13-5 (Transport Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**.
S-0324	Socio-economic	General negative impact	Negative sociological impact on local area	**Chapter 12 (Socio-economics) Volume I of the Environmental Statement [EN010152/APP/6.1]** assesses effects on local private, recreational and community assets (homes, businesses, agricultural land holdings, open spaces, PRoW, visitor attractions, community facilities and development land), as well as on the local economy. No significant adverse effects are identified. 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. A consideration of mental health runs through many chapters of the EIA given that many of the effects considered are relevant not just to physical health but to wider wellbeing.
S-0445	Socio-economic	Local employment	Local jobs will be impacted by the scheme	As set out in **Chapter 12 (Socio-economics) Volume I of the Environmental Statement [EN010152/APP/6.1]** it is estimated that the Scheme will require a peak workforce of 250 full-time equivalent (FTE) staff per day, and create an average of 200 gross FTE jobs on-site. Of these construction jobs, 45% are expected to be taken up by people living within 60 minutes travel time of the Solar PV Site. Jobs will also be created within the supply chain and the local economy beyond the Solar PV Site. The temporary employment generated during decommissioning is likely to be of a similar scale. During the operational and operation and maintenance phase, it is estimated that the jobs created by the scheme (minimum one FTE) will balance out any agricultural jobs lost as a result of the Scheme (estimated at one FTE). The **Framework Skills, Supply Chain and Employment Plan [EN010152/APP/7.15]** sets out a variety of interventions which the Applicant proposes to pursue post-consent to maximise the economic benefits of the scheme, including promoting local employment, apprenticeships and education. The proposals will be discussed with City of Doncaster Council and other stakeholders post-consent and the Final Skills Employment and Supply Chain Plan will be subject to approval by City of Doncaster Council.
S-0442	Socio-economic	Loss of agricultural land	Impact on UK food security / Reduction in amount of agricultural land	As set out in **Chapter 12 (Socio-economics) 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 which land is a strategic national resource with protection in planning policy). Impacts on this land will be almost entirely temporary and reversible. The Applicant has reached voluntary land agreements with all landowners in the Solar PV to incorporation of their agricultural land within the Scheme.

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S-0443	Socio-economic	Loss of agricultural land	Land should be used for farming	Within the Solar PV Site, fields currently used to grow arable crops (with some grazing) would cease to be part of a working farm during construction and operation, although 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, but will be available for agricultural use again post construction, given cables will be buried at sufficient depth to enable agricultural to continue on the surface. Further information can be found in the **Framework Soils Resource Management Plan [EN010152/APP/7.10]**. Prior to the start of construction, a detailed Soils Resource Management Plan will be published (as outlined in the Framework CEMP submitted as **Framework Construction Environmental Management Plan [EN010152/APP/7.7])**. This will ensure soils are not degraded and farming activities can re-commence following completion of the construction works.
S-0444	Socio-economic	Loss of agricultural land	More difficult for farmers to farm land / impact on agricultural operations	Impacts on farmland will be reversible (after operation for the Solar PV Site and after construction for the Grid Connection Corridor). During operation, the Grid Connection Cables would be buried at sufficient depth to allow typical farming operations to continue (including ploughing). The Applicant has reached voluntary land agreements with all landowners in the Solar PV Site and is negotiating voluntary agreements with landowners in the Grid Connection Corridor.
S-0142	Socio-economic	Agricultural benefits	Scheme is providing a benefit for agricultural land use in the area	The Applicant notes this comment and thanks the respondent for their feedback.
S-0311	Socio-economic	Grid connection corridor	Grid connection corridor will disrupt local residents	Measures to minimise community disturbance from noise, lighting and traffic as a result of the construction of the Grid connection corridor are provided in the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** and the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**. Detailed management plans will need to be approved post consent and prior to construction by the relevant local authority, City of Doncaster Council. These detailed management plans must substantially accord with the framework management plans and this is secured by a requirement in Schedule 2 to the **Draft Development Consent Order [EN010152/APP/3.1]**. Once construction is complete, there is not anticipated to be any impacts on local residents by the grid connection.
S-0090	Socio-economic	Local compensation	Cheap / discounted electricity should be offered to impacted local residents	It is not possible for the Applicant to offer discounted electricity to local residents as a result of this Scheme, as all energy generated will be fed into the national electricity supply and be subject to standard electricity pricing. However, the Applicant is committed to establishing a community benefit fund. The terms of reference will be discussed and agreed with a community liaison group. The exact details of the administration of the fund will be developed together with local residents' representatives.
S-0146	Socio-economic	Local financial incentives	No benefit for local residents	**Chapter 12 (Socio-economics) Volume I of the Environmental Statement [EN010152/APP/6.1]** identifies a beneficial effect with regard to the creation of employment during the construction phase. It is estimated that the Scheme will require a peak workforce of 250 full-time equivalent (FTE) staff per day and create an average of 200 gross FTE jobs on-site. Of these construction jobs, 45% are expected to be taken up by people living within 60 minutes travel time of the Solar PV Site. Jobs will also be created within the supply chain and the local economy beyond the Solar PV Site. The **Framework Skills, Supply Chain and Employment Plan [EN010152/APP/7.15]** sets out a variety of interventions which the Applicant proposes to pursue post-consent to maximise the economic benefits of the scheme, including promoting local employment, apprenticeships and education. The proposals will be discussed with City of Doncaster Council and other stakeholders post-consent and the Final Skills Employment and Supply Chain Plan will be subject to approval by City of Doncaster Council. The Applicant is also committed to establishing a community benefit fund. The terms of reference will be discussed and agreed with a community liaison group. The exact details of the administration of the fund will be developed together with local residents' representatives.
S-0100	Socio-economic	Local financial incentives	Landowners will benefit financially at the expense on the local area and	As noted above, **Chapter 12 (Socio-economics) Volume I of the Environmental Statement [EN010152/APP/6.1]** identifies a beneficial effect with regard to the creation of employment during the construction phase. The Applicant is also committed to

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			residents / only local landowners will benefit	establishing a community benefit fund. The terms of reference will be discussed and agreed with a community liaison group. The exact details of the administration of the fund will be developed together with local residents' representatives.
S-0101	Socio-economic	Local financial incentives	Request for local employment / training opportunities for the Scheme	The **Framework Skills, Supply Chain and Employment Plan [EN010152/APP/7.15]** sets out a variety of interventions which the Applicant proposes to pursue post-consent to maximise the economic benefits of the scheme, including promoting local employment, apprenticeships and education. The proposals will be discussed with City of Doncaster Council and other stakeholders post-consent and the Final Skills Employment and Supply Chain Plan will be subject to approval by City of Doncaster Council.
S-0094	Socio-economic	Local services	Impact of construction on local services / amenities	**Chapter 12 (Socio-economics) Volume I of the Environmental Statement [EN010152/APP/6.1]** also assesses effects on local private, recreational and community assets (homes, businesses, agricultural land holdings, open spaces, PRoW, visitor attractions, community facilities and development land). No significant adverse effects are identified.
S-0092	Socio-economic	Loss of agricultural land	Concerned about impact on good quality agricultural land / best and most versatile land	In identifying areas that could be suitable for a Solar PV Site the Applicant considered locations that would avoid best and most versatile (BMV) agricultural land. To identify these locations the Applicant used provisional Agricultural Land Classification (ALC) mapping published by Natural England. As set out in **Chapter 12 (Socio-economics) 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 which land is a strategic national resource with protection in planning policy). Impacts on this land will be almost entirely temporary and reversible.
S-0089	Socio-economic	Loss of agricultural land	Avoid best quality / most productive agricultural land	In identifying areas that could be suitable for a Solar PV Site the Applicant considered locations that would avoid best and most versatile (BMV) agricultural land. To identify these locations the Applicant used provisional Agricultural Land Classification (ALC) mapping published by Natural England. As set out in **Chapter 12 (Socio-economics) 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 which land is a strategic national resource with protection in planning policy). Impacts on this land will be almost entirely temporary and reversible. The Scheme has been designed to take into account the quality of agricultural land such, positioning infrastructure to avoid BMV land as far as practicable. Less than 1 ha (7,800.5 sqm) of the land permanently required is BMV land.
S-0303	Socio-economic	Loss of agricultural land	If farming land is to be lost it should be used for housing	The removal of farmland from current arable farming activities will be almost entirely temporary and reversible. The UK Government has committed to sustained growth in solar capacity to ensure the UK is on a pathway to net zero emissions. As such, solar is a key part of the government's strategy for low-cost decarbonisation of the energy sector and has an important role in delivering the government's goals for greater energy independence (as recognised by paragraph 2.10.9 and 2.10.10 of NPS EN-3). There is a therefore a pressing need to bring forward grid-scale solar and associated energy storage systems developments and it is important these assets are brought forward quickly due to the urgency of the need.
S-0154	Socio-economic	Negative local resident impact	Negative impact on local residents	**Chapter 12 (Socio-economics) Volume I of the Environmental Statement [EN010152/APP/6.1]** identifies a beneficial effect with regard to the creation of employment during the construction phase. It is estimated that the Scheme will require a peak workforce of 250 full-time equivalent (FTE) staff per day and create an average of 200 gross FTE jobs on-site. Of these construction jobs, 45% are expected to be taken up by people living within 60 minutes travel time of the Solar PV Site. Jobs will also be created within the supply chain and the local economy beyond the Solar PV Site. The **Framework Skills, Supply Chain and Employment Plan [EN010152/APP/7.15]** sets out a variety of interventions which the Applicant proposes to pursue post-consent to maximise the economic benefits of the scheme, including promoting local employment, apprenticeships and education. The proposals will be discussed with City of Doncaster Council and other stakeholders post-consent and the Final Skills Employment and Supply Chain Plan will be subject to approval by City of Doncaster Council. **Chapter 12 (Socio-economics) Volume I of the Environmental Statement [EN010152/APP/6.1]** also assesses effects on local private, recreational and community assets (homes, businesses, agricultural land holdings, open spaces, PRoW, visitor attractions, community facilities and development land). No significant adverse effects are identified.

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S-0093	Socio-economic	Property devaluation	Devaluation of property / difficulty selling property / concern about blight / compensation for nearby homeowners	The Applicant has not identified the risk of any reduction of property values as a result of the Scheme. Any such claims which are made can be evidenced and sought under the compulsory purchase Compensation Code.
S-0091	Socio-economic	Proximity of scheme to residents	Concern about impact / proximity to local property / nearby residents	The Scheme's design incorporates buffers from residential properties to minimise the potential for adverse impacts. As discussed in the **Design and Access Statement [EN010152/APP/7.2]** the Scheme responds to a series of design principles which includes ensuring the design responds sensitively to its proximity to residential properties.
S-0096	Socio-economic	Quality of life	Impact on quality of life for residents / families / children	**Chapter 12 (Socio-economics) Volume I of the Environmental Statement [EN010152/APP/6.1]** assesses effects on local private, recreational and community assets (homes, businesses, agricultural land holdings, open spaces, PRoW, visitor attractions, community facilities and development land). No significant adverse effects are identified. It is acknowledged that potential effects on local people go beyond physical health and it is important to consider quality of life impacts more widely. 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. A consideration of mental health runs through many chapters of the EIA given that many of the effects considered are relevant to mental health as well as, or rather than, physical health. For example, Landscape and Visual Amenity effects solely relate to mental health, while noise and vibration effects have potential to affect both mental and physical health. These have all been carefully considered and mitigated as appropriate throughout the **Environmental Statement [EN010152/APP/6.1]**.
S-0098	Socio-economic	Tourism	Impact on tourism to the area	**Chapter 12 (Socio-economics) Volume I of the Environmental Statement [EN010152/APP/6.1]** confirms that there are no visitor attractions within 500m of the Solar PV Site. Chapter 12 also assesses potential effects on local accommodation (hotels, bed and breakfast and inns) during construction. Based on the typical occupancy rates of local accommodation and jobs generated by the construction of the Scheme, it is concluded that there would be no effect.
S-0102	Sustainability	Alternate carbon reduction suggestion	Alternative suggestions provided to meet UK sustainability targets / alternative green energy and carbon reduction methods	While there are multiple approaches to achieving UK net-zero goals, the Scheme offers significant and measurable benefits. **Chapter 6 (Climate Change) Volume I of the Environmental Statement [EN010152/APP/6.1]** reports when compared to a CCGT of the same generation capacity, the breakeven period for emissions will be under 5 years of operation. This means that, over the remaining 35 years of its operational life, the solar farm will save approximately 3.5 million tCO_2e. These substantial carbon savings highlight the effectiveness of the Scheme in decarbonising the UK power grid and contributing to the UK's net-zero ambitions.
S-0243	Sustainability	Alternative carbon reduction suggestions	Should develop offshore wind	As is set out in the **Statement of Need [EN010152/APP/7.3]**, whilst offshore wind is expected to produce a significant proportion of the UK's future low-carbon electricity needs, it is not tasked with meeting, and cannot be expected to meet, future UK electricity needs on its own. The UK Government has committed to sustained growth in solar capacity to ensure the UK is on a pathway to net zero emissions. As such, solar is a key part of the government's strategy for low-cost decarbonisation of the energy sector and has an important role in delivering the government's goals for greater energy independence (as recognised by paragraph 2.10.9 and 2.10.10 of NPS EN-3). There is a therefore a pressing need to bring forward grid-scale solar and associated energy storage systems developments and it is important these assets are brought forward quickly due to the urgency of the need.

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S-0244	Sustainability	Alternative carbon reduction suggestions	Should develop onshore wind	As is set out in the **Statement of Need [EN010152/APP/7.3]**, whilst recent NPPF changes have proposed the removal of the moratorium on onshore wind, the onshore wind development pipeline is not extensive and is unlikely to play a meaningful part in decarbonisation in the short term. The UK Government has committed to sustained growth in solar capacity to ensure the UK is on a pathway to net zero emissions. As such, solar is a key part of the government's strategy for low-cost decarbonisation of the energy sector and has an important role in delivering the government's goals for greater energy independence (as recognised by paragraph 2.10.9 and 2.10.10 of NPS EN-3). There is a therefore a pressing need to bring forward grid-scale solar and associated energy storage systems developments and it is important these assets are brought forward quickly due to the urgency of the need.
S-0307	Sustainability	Alternative carbon reduction suggestions	Should develop wind turbines as land could still be used	Wind turbines generally require more land to generate the same amount of electricity as solar panels. This is due to the offsets required between turbines. For more information regarding Scheme alternatives, please refer to **Chapter 3 (Alternatives and Design Evolution) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0435	Sustainability	Car Parking	Car parking should include disabled and EV facilities	Car parking for construction workforce has been considered as part of the Scheme's **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.
S-0110	Sustainability	Net Zero	Support for Net Zero aspect / appreciate need to incorporate green energy and renewable technologies into the energy system	The Applicant has noted this comment and thanks the respondent for their feedback.
S-0104	Sustainability	Net Zero	Net Zero should not be at expense of other factors (landscape, residents, the environment etc.)	The EIA process plays a crucial role in ensuring that green energy projects are developed responsibly and sustainably. **Volume 6: Environmental Statement (ES) [EN010152/APP/6]** presented as part of this DCO application rigorously evaluates all potential environmental impacts from the Scheme, including construction, operation and decommissioning. By identifying these impacts early on, the EIA ensures that the Applicant can implement effective mitigation measures to minimize any negative effects on local people and the environment. This comprehensive approach guarantees that the pursuit of net zero and green energy does not come at the expense of other environmental factors. In addition to this, the Applicant 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.
S-0436	Sustainability	PEIR	No mention of sustainable transport within the PEIR	Sustainable Transport Initiatives for construction workforce have been considered as part of the Scheme's **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.
S-0107	Sustainability	Scheme sustainability	Scheme is not green / sustainable / does not improve the environment	**Chapter 6 (Climate Change) Volume I of the Environmental Statement [EN010152/APP/6.1]** presents the findings of an assessment of the likely significant effects of the proposed Scheme on climate change. This assessment has been informed by a climate change risk, lifecycle greenhouse gas impact, and in-combination climate change impact assessments. *Climate Change Risk* Potential climate risks, including the likelihood, consequence and significance are detailed in ES **Volume III Appendix 6-2: Climate Change Risk Assessment [EN010152/APP/6.3]**. As a result of the embedded climate change mitigation measures highlighted in **Section 6.6** of the ES and **ES Volume III Appendix 6-2: Climate Change Risk Assessment [EN010152/APP/6.3]**, such as the **Framework CEMP [EN010152/APP/7.7]**, it is concluded that all climate change risks during the construction, operation and maintenance, decommissioning phases have been identified to be **negligible to low** and **not significant**. *Lifecycle greenhouse gas impact* As outlined in **paragraph 6.6.4 of the ES**, the Scheme incorporates embedded greenhouse gas (GHG) mitigation measures that prioritise low-carbon design materials and construction practices, which determines the Scheme as **minor adverse** and **not**

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
				significant during construction. In addition, the impact of operation and maintenance is considered to have a **beneficial, significant** effect due to the operation and maintenance carbon intensity remaining substantially below that of a gas-fired CCGT generating facility throughout its design life, its role in achieving the rate of transition required by nationally set policy commitments and supporting the trajectory towards net zero. The without-Scheme baseline alternative of a CCGT facility would result in substantially higher GHG emissions. As stated in the latest IEMA guidance, "*a project that causes GHG emissions to be avoided or removed from the atmosphere has a beneficial effect that is significant*." *In-combination Climate Change Impact Assessments* Potential ICCIs, including the likelihood, consequence, and significance are detailed in **ES Volume III Appendix 6-3: ICCI Environmental Technical Disciplinary Risk Assessment [EN010152/APP/6.3]**. As a result of the embedded climate change mitigation measures highlighted in **Section 6.6 of the ES** and **ES Volume III Appendix 6-2: Climate Change Risk Assessment [EN010152/APP/6.3]**, such as the **Framework CEMP [EN010152/APP/7.7]**, it is concluded that all climate change risks during the construction, operation and maintenance, decommissioning phases have been identified to be **negligible to low** and **not significant**.
S-0251	Sustainability	Scheme sustainability	Support for long-term proposal aspect of the development	The Applicant has noted this comment and thanks the respondent for their feedback.
S-0217	Sustainability	Scheme sustainability	Carbon emissions from construction period too high to offset	**Chapter 6 (Climate Change) Volume I of the Environmental Statement [EN010152/APP/6.1]** reports that the construction and decommissioning phase emissions for the Scheme will be 542,681 tCO_2e. When contextualised against a counterfactual CCGT of the same generation capacity the breakeven period for emissions will be under 5 years of operation. Therefore, the total tCO_2e savings for the remaining 35 years will be approximately 3.5 million tCO_2e.
S-0281	Sustainability	Scheme sustainability	Energy capability of the Scheme is higher than the figure provided for solar energy production	As detailed within the **Grid Connection Statement [EN10152/APP/7.4]** the Applicant has a grid connection offer (a Bilateral Connection Agreement and Construction Agreement) for the import and export of up to 237.5 MW alternating current although as is now standard practice across solar NSIPs the generating capacity of the Scheme is not proposed to be capped. The Scheme would be required to operate within the parameters of this connection offer.
S-0284	Sustainability	Scheme sustainability	The scheme will be changed to become less sustainable / primarily a BESS scheme	The Scheme will be delivered in accordance with the stringent requirements of the DCO (once granted), including the requirements for detailed design. In any case it would not be in the Applicant's commercial interest to seek consent for a solar PV NSIP and then build out a BESS only scheme, which could have been consented outside of the DCO process.
S-0180	Sustainability	Scheme sustainability	Concern regarding environmental impacts of disposing of Solar PV panels	**Chapter 14.7 (Other Environmental Topics, (Materials and Waste)) Volume I of the Environmental Statement [EN010152/APP/6.1]** section assesses the environmental impacts of disposing of solar panels. The disposal of solar PV panels will be carried out in accordance with best practices and government regulations concerning Waste Electrical and Electronic Equipment. This approach aims to minimise the amount of solar PV waste sent to landfill, thereby reducing the environmental and carbon impacts associated with their disposal.
S-0179	Sustainability	Scheme sustainability	Concern that Solar PV panels operate inefficiently in poor weather	Advancements in solar technology have made this highly efficient even in lower light conditions. Modern solar panels can generate significant amounts of electricity on cloudy days. Solar power is a proven and reliable source of renewable energy in the UK, contributing to our energy mix and reducing reliance on fossil fuels. **Chapter 6 (Climate Change) Volume I of the Environmental Statement [EN010152/APP/6.1]** states when compared to an unabated CCGT plant of the same generation capacity, the breakeven period for emissions will be under 5 years of operation. Over the remaining 35 years of its operational life, the solar farm will save approximately 3.5 million tCO_2e. These substantial carbon savings highlight the effectiveness of solar power in contributing to the UK's net-zero targets.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0106	Sustainability	Scheme sustainability	Opposition to Net Zero / Net Zero is unachievable / climate change is not real / Scheme has nothing to do with Net Zero / UK has no impact on global climate change	The Scheme is essential for supporting the UK's net-zero targets by generating clean, renewable energy and reducing reliance on fossil fuels. While opinions on climate change vary, the scientific consensus affirms its reality and the need for global action. Schemes like this contribute significantly to reducing greenhouse gas emissions, promoting energy security, and delivering economic and environmental benefits. For further information on the case for the Scheme, please refer to the **Statement of Need / Case for the Scheme [EN010152/APP/7.3]**.
S-0279	Sustainability	Scheme sustainability	Request confirmation of the max export limit offered on the connection agreement with National Grid	In order to connect to the National Grid Thorpe Marsh Substation as part of the Grid Connection Corridor option, the Applicant has submitted an application for the grid connection. It received a grid connection offer from National Grid Electricity System Operator Limited (NGESO) to connect the Scheme to the National Electricity Transmission Network (NETS) at the National Grid Thorpe Marsh Substation in South Yorkshire. The grid connection offer (a Bilateral Connection Agreement and Construction Agreement) is for the import and export of up to 237.5 MW alternating current. For more information please refer to the **Grid Connection Statement [EN010152/APP/7.5]**.
S-0282	Sustainability	Scheme sustainability	Solar panel total will reduce or not be built	The Applicant acknowledges there may be aspects of the Scheme design that are not yet fixed and, therefore, it may be necessary for the Environmental Impact Assessment (EIA) to assess likely worst-case variations to ensure all foreseeable significant environmental effects of the Scheme are assessed. A number of the design aspects and features of the Scheme cannot be confirmed until the tendering process for the detailed design and construction of the Scheme has been completed. For example, the enclosure or building sizes may vary, depending on the contractor selected and their specific configuration and selection of plant. Therefore, the 'Rochdale Envelope' approach is adopted in this ES. As such, the DCO Application and EIA have been based on maximum and, where relevant, minimum parameters. These parameters are considered in detail by technical authors during the EIA to ensure the realistic worst-case effects of the Scheme are assessed for each potential receptor. This is of particular importance to maintain flexibility due to the rapid pace of change in solar PV and battery storage technology, whilst maintaining a robust and comprehensive assessment of potential effects. For further information on the Rochdale Envelope approach and Scheme design parameters, please refer to **section 5.5** of **Chapter 2 (The Scheme) Volume I of the Environmental Statement [EN010152/APP/6.1]**.
S-0304	Sustainability	Scheme sustainability	Support for solar power over wind power as reliable renewable energy source	The Applicant has noted this comment and thanks the respondent for their feedback.
S-0306	Sustainability	Scheme sustainability	Suggests potential grain/food importing as a result of reduced agricultural land will negate sustainability of the Scheme	As part of site selection process described in **Chapter 3 (Alternatives and Design Evolution) Volume I of the Environmental Statement [EN010152/ APP/6.1]** the Scheme seeks to avoid the use of best and most versatile (BMV) agricultural land. As set out in **Chapter 12 (Socio-economics) Volume I of the Environmental Statement [EN010152/APP/6.1],** only 7% of the Solar PV Site is located on BMV land. Therefore, it is not considered that food security will be a concern.
S-0105	Sustainability	Solar Power	Opposed to the use of solar power / the construction of infrastructure that caters for and facilitates solar power	It's important to note that the Scheme is a key component in the transition to a sustainable energy future. The Overarching National Policy Statement for Energy states that "*the Government has concluded that there is a critical national priority (CNP) for the provision of nationally significant low carbon infrastructure"* (paragraphs 4.2.4, 3.3.62) and that the "*Government strongly supports the delivery of CNP Infrastructure and it should be progressed as quickly as possible"* (paragraph 3.3.63). The National Policy Statement for Renewable Energy Infrastructure includes specific national planning policy with respect to solar PV developments. The Scheme will support the delivery of the Government's renewable energy set out in this National Policy Statement, which commits to *"sustained*

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
				growth" in solar capacity to meet net zero emissions by 2050, "with solar being a key part of the Government's strategy for low-cost decarbonisation of the energy sector" (paragraph 2.10.9). When compared to a CCGT of the same generation capacity, the breakeven period for emissions will be under 5 years of operation. Over the remaining 35 years of its operational life, the solar farm will save approximately 3.5 million tCO_2e. These substantial carbon savings underscore the effectiveness of solar power in contributing to the UK's net-zero ambitions and highlight the critical role renewable energy plays in reducing the UK's climate impact. For further information on the case for the Scheme, please refer to the **Statement of Need / Case for the Scheme [EN010152/APP/7.3]**.
S-0323	Sustainability	Solar Power	Support for solar power	The Applicant has noted this comment and thanks the respondent for their feedback.
S-0302	Sustainability	Solar Power	Does not believe solar power is suitable for UK climate	Advancements in solar technology have made this highly efficient even in lower light conditions. Modern solar panels can generate significant amounts of electricity on cloudy days. Solar power is a proven and reliable source of renewable energy in the UK, contributing to our energy mix and reducing reliance on fossil fuels. **Chapter 6 (Climate Change) Volume I of the Environmental Statement [EN010152/APP/6.1]** states when compared to an unabated CCGT plant of the same generation capacity, the breakeven period for emissions will be under 5 years of operation. Over the remaining 35 years of its operational life, the solar farm will save approximately 3.5 million tCO_2e. These substantial carbon savings highlight the effectiveness of solar power in contributing to the UK's net-zero targets.
S-0164	Traffic	Access routes	Concerned about construction traffic entering the Solar PV Site from West Lane Sykehouse (blind spots/speeding)	All HGV traffic will be routed into the main access from the west along Moss Road. Cars / minibuses will access either via the access from Fenwick Common Lane or Moss Road. Further details of construction traffic routing, including the impact on West Lane/Sykehouse, are contained within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.
S-0166	Traffic	Access routes	Objection to use of Fenwick Common Lane for construction vehicles	No HGVs will use the access from Fenwick Common Lane. All HGVs will access via the access point on Moss Road. . Workers (Cars and LGVs) will use the access from Fenwick Common Lane, leading to 98 two-way movements. However, these movements will occur between the hours of 06:00-07:00 and 19:00-20:00, outside of the network peaks to minimise disruption. Further details of construction traffic routing and management are contained within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.
S-0167	Traffic	Access routes	Objection to use of Haggs Lane for construction vehicles	No HGVs will use the access off Haggs Lane. All HGVs will access via the access point on Moss Road. Workers (Cars and LGVs) will use the access from Haggs Lane, leading to 98 two-way movements. However, these movements will occur between the hours of 06:00-07:00 and 19:00-20:00, outside of the network peaks to minimise disruption. Further details of construction traffic routing are contained within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.
S-0321	Traffic	Access routes	Careful consideration should be taken to plan access routes	The routeing for construction vehicles and HGV traffic has been carefully considered by the project team. A high level routeing assessment was completed and can be found in the **Figure 13-3 (Indicative HGV [Heavy Goods Vehicles] routing) Volume II of the Environmental Statement [EN010152/APP/6.2]**. The project team will continue to refine the access strategy taking on board feedback from the Local Highway Authority to ensure that the access routes selected are the most appropriate for construction and operation.
S-0158	Traffic	Grid connection corridor	Cable route disrupting traffic along Trumfleet Road	Some tractor-trailer traffic movements associated with the Grid Connection Corridor are expected to use Trumfleet Lane. This route was considered in the assessments set out in **Chapter 13 (Transport and Access) Volume I of the Consultation Report [EN010152/ APP/6.1]** and no significant effects were identified. Further details of construction traffic routing are contained within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.

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S-0315	Traffic	Grid connection corridor	Seeking information on how installation of cable route would be managed to minimise disruption to roads	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]**. The measures to minimise disruption include temporary traffic management which would allow construction vehicles to safely cross and access cable routes sections, as well as organising traffic to avoid impacts on the road network and traffic.
S-0258	Traffic	Grid connection corridor	Cable route disrupting traffic	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]**. The measures to minimise disruption include temporary traffic management which would allow construction vehicles to safely cross and access cable routes sections, as well as organising traffic to avoid impacts on the road network and traffic.
S-0245	Traffic	HGV	Objection to HGV (general)	Some HGV provision will be required for the construction of the Scheme, although HGVs will only access the Solar PV Site via the Moss Road access. Management of construction traffic and any possible disruption to the local road network is covered within the **Framework Construction Traffic Management Plan (CTMP) [EN010152/APP/7.17]**. The following measures will be considered for implementation as part of the final detailed CTMP to manage HGV deliveries: Delivery management system; Traffic management and monitoring; Suitable (and agreed) HGV routes; HGV timing restrictions; Traffic marshals and Site management; Communications strategy; Appropriate Site access arrangements; Necessary escort, permits and traffic management for AILs; and Interactions with pedestrians and cyclists.
S-0139	Traffic	Impact on traffic infrastructure	Increased traffic will cause damage to poor quality roads and paths / improvements required to local roads and paths	Pre and post-construction road condition surveys will be undertaken at identified locations in coordination with the relevant Local Highway Authority to ensure any damage by the Scheme is identified. Any damage committed would be remediated by the undertaken post-survey. Further details of construction traffic routing are contained within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.
S-0144	Traffic	Impact on traffic infrastructure	Concern regarding rail crossing closures and impacts on construction traffic	Access for the construction and operation of the proposed Scheme has been carefully selected in order to minimise the overall environmental impact whilst demonstrating that each access is able to be operated safely. As per the **Framework Construction Traffic Management Plan [EN010152/APP/7.17],** Network Rail will be consulted prior to any proposed use of level crossings (e.g. on Moss Road and Thorpe Bank).
S-0227	Traffic	Impact on traffic infrastructure	Traffic disruption travelling from Moss to Barnby Dun	No HGVs will be routed through the village to the east of the Scheme, reducing the impact on the routes between Moss and Barnby Dun. Further details of construction traffic routing and proposed management are contained within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.
S-0252	Traffic	Impact on traffic infrastructure	Concerns around traffic / traffic increase	Management of potential impacts related to construction traffic is covered within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**. All traffic will travel to and from the Solar PV Site outside of AM and PM the network peaks. The following measures will be considered for implementation as part of the final detailed: Traffic management and monitoring; HGV timing restrictions; Traffic marshals and Site management; Appropriate Site access arrangements; and Necessary escort, permits and traffic management for AILs.
S-0330	Traffic	Impact on traffic infrastructure	Unable to control construction vehicle routes	The routes available to construction vehicles and how the Applicant will manage potential impacts related to construction traffic is covered within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**. Al contractors will be obliged to follow the implemented vehicle routing.
S-0431	Traffic	Impact on traffic infrastructure	Impact of construction vehicles on non-motorised users sections are high	Access locations for construction vehicles have been selected in order to minimise any interaction with existing public rights of way where possible. For more information, please refer to the **Framework Public Rights of Way Management Plan [EN010152/APP/7.13]**.

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S-0331	Traffic	Impact on traffic infrastructure	Objection to current use of Fenwick Lane for construction vehicles	No vehicles are expected to use Fenwick Lane. Further details of construction traffic routing are contained within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.
S-0114	Traffic	Road closures	Construction traffic will have a negative impact on local roads / closure of local roads during construction	Management of potential impacts related to construction traffic is covered within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**. All traffic will travel to and from the Solar PV Site outside of AM and PM the network peaks. The following measures will be considered for implementation as part of the final detailed: Traffic management and monitoring; HGV timing restrictions; Traffic marshals and Site management; Appropriate Site access arrangements; and Necessary escort, permits and traffic management for AILs.
S-0222	Traffic	Traffic safety	Construction / operation traffic will cause accidents / reduce safety	A review of recent road traffic accidents within the Study Area has been undertaken within **Appendix 13-5 (Transport Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**. This also includes a review of the likelihood of future accidents related to increases in traffic during the construction period. The review concludes that no accidents occur frequently at any particular location, so the Scheme will not add detriment to road safety.
S-0145	Traffic	Traffic safety	Concerns regarding impact of traffic on safety of children	A review of recent road traffic accidents within the Study Area has been undertaken within **Appendix 13-5 (Transport Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**. This also includes a review of the likelihood of future accidents related to increases in traffic during the construction period. The review concludes that no accidents occur frequently at any particular location, including around schools, so the Scheme will not add detriment to road safety.
S-0332	Traffic	Traffic safety	Fenwick Lane not safe for pedestrians if used as construction access site	The Applicant has continued to review and refine its access strategy for construction vehicles and construction workforce traffic. It can be confirmed that Fenwick Lane will not be used for construction vehicles. It is proposed that Fenwick Common Lane will only be used for Construction staff vehicles (ie, no HGVs) utilising a one way system to access the solar park site via Haggs Lane. All construction HGV's will access the Scheme via Moss Road. The construction routeing is formalised and secured in the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** submitted as part of the DCO Application, which the Applicant will be required to implement during construction.
S-0334	Traffic	Traffic safety	Concern that construction vehicle drivers will be uncourteous towards locals	Management of potential impacts related to construction traffic is covered within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**. This will also include measures that focus on monitoring of HGV routing and driver behaviour.
S-0348	Traffic	Traffic safety	Road visibility and road signage will need improving	Appropriate signage will be provided, with details covered within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.
S-0111	Traffic	Access routes	Concern regarding access routes	The routeing for construction vehicles and HGV traffic has been carefully considered by the Applicant. A high level routeing assessment was completed and can be found in **Figure 13-3 (Indicative HGV [Heavy Goods Vehicles] routing) Volume II of the Environmental Statement [EN010152/APP/6.2]**. As part of this assessment it was confirmed that the preferred access route will be via Moss Road and the town of Askern to the west of the Solar PV Site.
S-0202	Traffic	Access routes	Assurances are needed that vehicle access to site doesn't go through Sykehouse Village	The routeing for construction vehicles and HGV traffic has been carefully considered by the Applicant. A high level routeing assessment was completed and can be found in **Figure 13-3 (Indicative HGV [Heavy Goods Vehicles] routing) Volume II of the Environmental Statement [EN010152/APP/6.2]**. As part of this assessment it was confirmed that the preferred access route will be via Moss Road and the town of Askern to the west of the Solar PV Site.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0449	Traffic	Access routes	Suggested use of access route using Moss Lane nearer A19	The routeing for construction vehicles and HGV traffic has been carefully considered by the project team. A high level routeing assessment was completed and can be found in **Figure 13-3 (Indicative HGV [Heavy Goods Vehicles] routing) Volume II of the Environmental Statement [EN010152/APP/6.2]**. As part of this assessment it was confirmed that the preferred access route will be via Moss Road and the town of Askern to the west of the Solar PV Site.
S-0113	Traffic	Access routes (Askern/Moss)	Concern regarding HGV traffic through Moss Rd / Askern / A19	The routeing for construction vehicles and HGV traffic has been carefully considered by the Applicant. A high level routeing assessment was completed and can be found in **Figure 13-3 (Indicative HGV [Heavy Goods Vehicles] routing) Volume II of the Environmental Statement [EN010152/APP/6.2]**. As part of this assessment it was confirmed that the preferred access route will be via Moss Road and the town of Askern to the west of the Solar PV Site. All other routes to access the Solar PV Site would require significant highways works or temporary speed reductions in order to provide the same level of access which would give rise to additional disruption during construction to local road users.
S-0119	Traffic	Impact on traffic infrastructure	Impact on construction traffic on local road infrastructure (small, single-track lanes, bridges etc.)	Access locations for construction vehicles have been selected in order to minimise disruption to local road users and consider any localised constraints. Further details on routing and mitigation measures can be found in the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**.
S-0285	Traffic	Impact on traffic infrastructure	Seeking confirmation of operational maintenance access routes	During the Operational Phase of the Scheme, access to the Solar PV Site and Grid Connection Corridor will be via Moss Road and Trumfleet Lane. Operational maintenance numbers will be considerably lower than that witnessed during construction and will typically be smaller LGV type vehicles.
S-0322	Traffic	Impact on traffic infrastructure	Confusion as to whether access routes to the Solar PV Site will be permanent or temporary	The routeing for construction vehicles and HGV traffic has been carefully considered by the Applicant. A high level routeing assessment was completed and can be found in **Figure 13-3 (Indicative HGV [Heavy Goods Vehicles] routing) Volume II of the Environmental Statement [EN010152/APP/6.2]**. As part of this assessment it was confirmed that during construction the access route for all HGVs will be via Moss Road and the town of Askern to the west of the Solar PV Site. Passenger vehicles will enter via both Fenwick Common Lane / Haggs Lane and Moss Lane and will exit via Moss Road only. During the Operational Phase of the Scheme, access to the Solar PV Site and Grid Connection Corridor will be via Moss Road and Trumfleet Lane only, and will therefore be permanent.
S-0326	Traffic	Rail crossing	Concern regarding rail crossing closures and impacts on construction traffic between Moss and Fenwick	Access for the construction and operation of the proposed Scheme has been carefully selected in order to minimise the overall environmental impact whilst demonstrating that each access is able to be operated safely. Network Rail will be consulted prior to any proposed use of level crossings (e.g. on Moss Road and Thorpe Bank). Management of potential impacts related to construction traffic is covered within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**. No HGVs will pass through the villages of Moss and Fenwick.
S-0116	Traffic	Road closures	Disruption / delays / closures due to maintenance traffic	During the operational phase of the Scheme, access to the Solar PV Site and Grid Connection Corridor will be via Moss Road and Trumfleet Lane. Operational maintenance numbers will be considerably lower than that witnessed during construction and will typically be smaller LGV type vehicles. Details of the operational traffic numbers are provided in **Chapter 13 (Transport and Access) Volume I of the Environmental Statement [EN010152/APP/6.1]**, sections 13.7.30 to 13.7.39.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0118	Traffic	Traffic mitigation	Need further information on mitigation / mitigation should be a priority	Management of potential impacts related to construction traffic is covered within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**. The following mitigation measures will be considered for implementation as part of the final detailed CTMP: Traffic management and monitoring; HGV timing restrictions; Traffic marshals and Site management; Appropriate Site access arrangements; Necessary escort, permits and traffic management for AILs.
S-0120	Traffic	Traffic mitigation	Traffic surveys need to take place / how will traffic be monitored	Automatic Traffic Counts were carried out during July and December 2023 at 23 locations expected to be affected by traffic associated with the Scheme. Details of how traffic will be managed is covered within the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**. A Traffic Management and Monitoring System (TMMS) will be considered for implementation as part of the final detailed CTMP to provide details of the technologies and other means employed to monitor HGVs to/from the Compounds (e.g. Global Positioning System (GPS) and Automatic Number Plate Recognition (ANPR)).
S-0261	Traffic	Traffic noise / vibration	Influx of HGVs/other work vehicles will cause increased noise/vibration	**Chapter 11 (Noise and Vibration) Volume I of the Environmental Statement [EN010152/APP/6.1]** provides an assessment of construction traffic noise effects. Changes in road traffic noise as a result of construction traffic are calculated to be less than 1dB on all roads that would be used to access the Solar PV Site. This change in noise is not perceptible to the most sensitive human ear and, as such, construction traffic noise is not significant. When considering traffic generated vibration, the Design Manual for Roads and Bridges LA111 states that: "*Ground-borne vibrations are produced by the movement of rolling wheels on the road surface and can be perceptible in nearby buildings if heavy vehicles pass over irregularities in the road*" (Paragraph A5.25). Occupants of buildings would be at risk to disturbance from traffic generated vibration if buildings were *"…founded on soft soils close to heavily trafficked older roads where the road surface is uneven or constructed from concrete slabs which can rock under the weight of passing heavy vehicles*" (paragraph A5.25). Construction traffic would use routes that are required to be kept in good condition due to heavy traffic flows. Additionally, haul routes and access roads will be kept well maintained to minimise construction traffic induced vibration, as secured in the outlined in the **Framework CEMP [EN010152/APP/6.3].** Consequently, the conditions described above for risk of disturbance from construction traffic vibration are unlikely to occur on roads used by construction traffic.
S-0124	Walkers, Cyclists & Horseriders	Active Travel Mitigation	Further information on Active Travel mitigation needed / mitigation should be a priority	The Applicant notes the concerns of residents of any interaction of construction workers and public right of way users. The project team will ensure that robust procedures are put in place in order to ensure the safety of public right of way users and these have been articulated in the **Framework Public Right of Way Management Plan [EN010152/APP/7.13]** and **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** which has been submitted as part of the DCO Application. Access locations for construction vehicles have been selected in order to minimise any interaction with existing public rights of way where possible.
S-0340	Walkers, Cyclists & Horseriders	Active Travel Mitigation	Byways / bridleways damaged by the scheme should be reinstated	The Scheme will be undertaking pre and post construction road and public rights of way condition surveys in co-ordination with the Local Highways Authority. In the event that any damage is attributable to the construction of the Scheme, repairs will be undertaken.
S-0341	Walkers, Cyclists & Horseriders	Active Travel Mitigation	Asphalt should not be used to reinstate byways/bridleways	The **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** includes a requirement to undertake conditional surveys before, during and after construction to identify damage caused by the construction of the Scheme and to remediate such damages on PRoW. Materials used for reinstatement would be in agreement with City of Doncaster Council although the expectation is that like for like material would be used.
S-0148	Walkers, Cyclists & Horseriders	Active travel safety	Heavy traffic will cause safety concerns for walkers / cyclists / riders	The Applicant notes the concerns of residents of any interaction of construction workers and public right of way users. The Applicant will ensure that robust procedures are put in place in order to ensure the safety of public right of way users and these have been

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
				articulated in the **Framework Public Right of Way Management Plan [EN010152/APP/7.13]** and **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** which have been submitted as part of the Development Consent Order Application. Access locations for construction vehicles have been selected in order to minimise any interaction with existing public rights of way where possible.
S-0343	Walkers, Cyclists & Horseriders	Active travel safety	Due consideration / priority should be given to horseriders	The Applicant notes the concerns of residents of any interaction of construction workers and equestrians. The Applicant will ensure that robust procedures are put in place in order to ensure the safety of equestrians and these have been articulated in the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** which have been submitted as part of the Development Consent Order Application. Access locations for construction vehicles have been selected in order to minimise any interaction with existing public rights of way where possible.
S-0439	Walkers, Cyclists & Horseriders	Amenities along routes	Request for more benches along Trans Pennine Trail routes	The Applicant does not consider this is required as part of the Scheme design because the Trans Pennine trail is not within the order limits. However, the Applicant is committed to establishing a community benefit fund. The terms of reference will be discussed and agreed with a community liaison group. The exact details of the administration of the fund will be developed together with local residents' representatives, therefore uses of the fund cannot be confirmed at this stage. Suggestions submitted as part of this consultation will be considered at the appropriate time.
S-0121	Walkers, Cyclists & Horseriders	Bridleways	Negative impact on bridleways access	The Applicant notes the concerns of residents of any interaction of construction workers and equestrians. The Applicant will ensure that robust procedures are put in place in order to ensure the safety of equestrians and these have been articulated in the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** which have been submitted as part of the Development Consent Order Application. Access locations for construction vehicles have been selected in order to minimise any interaction with existing public rights of way where possible.
S-0434	Walkers, Cyclists & Horseriders	Cycle Parking	Cycle parking should accommodate all cycle types	Active Travel and parking arrangements for the construction workforce have been articulated in the **Framework Construction Traffic Management Plan [EN010152/APP/7.17]**, which has been submitted as part of the DCO Application.
S-0351	Walkers, Cyclists & Horseriders	Fencing	Bridleways must remain a minimum of 4m wide for safety through fencing and vegetation control measures / avoid narrowing route	The Applicant notes the concerns of residents of any interaction of construction workers and equestrians. The Applicant will ensure that robust procedures are put in place in order to ensure the safety of equestrians and these have been articulated in the **Framework Public Right of Way Management Plan [EN010152/APP/7.13]** and **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** which has been submitted as part of the DCO Application. All bridleways will remain the minimum width for safety and access locations for construction vehicles have been selected in order to minimise any interaction with existing public rights of way where possible.
S-0352	Walkers, Cyclists & Horseriders	Fencing	Open mesh fencing should be used instead of close boarding or metal palisade-type fencing with sharp points on top	Palisade fencing would be used around the BESS and substation for security reasons. This would not be located adjacent to a bridleway and would be set behind proposed vegetation. A stock proof, mesh-type security fence with wooden posts would be used elsewhere across the Scheme. This would be at a maximum height of 2.2m.
S-0353	Walkers, Cyclists & Horseriders	Fencing	Metal palisade fencing with points should be	Palisade fencing would be used around the BESS and substation for security reasons. This would not be located adjacent to a bridleway and would be set behind proposed vegetation. A stock proof, mesh-type security fence with wooden posts would be used elsewhere across the Scheme. This would be at a maximum height of 2.2m.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
			avoided due to safety risks for riders	
S-0362	Walkers, Cyclists & Horseriders	Fencing	Fencing must be clear of plastic / polystyrene debris around bridleways	This comment is noted. Precautionary working methods will be implemented to minimise potential adverse effects during construction. This is outlined in the **Framework Construction Environmental Management Plan (CEMP) [EN010152/APP/6.3]**. The Framework CEMP will be updated subject to the Applicant receiving development consent to include details of the final Scheme design, including details of fencing. The Applicant will continue to engage with statutory consultees throughout this process, including rights of way officers at City of Doncaster Council.
S-0140	Walkers, Cyclists & Horseriders	Footpaths	Damage / obstruction of footpaths as a result of construction	The Applicant notes the concerns of residents of any interaction of construction workers and public right of way users. Access locations for construction vehicles have been selected in order to minimise any interaction with existing public rights of way where possible. The Applicant will ensure that robust procedures are put in place in order to ensure the safety of public right of way users and these have been articulated in **Framework Public Right of Way Management Plan [EN010152/APP/7.13]** and **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** which have been submitted as part of the DCO Application. The Applicant will continue to engage with statutory consultees throughout this process, including rights of way officers at City of Doncaster Council.
S-0339	Walkers, Cyclists & Horseriders	Further consultation	The Applicant must work with local active travel / riding interest groups to mitigate potential negative impacts of scheme on walkers / cyclists / riders	The biggest increase in traffic associated with the Scheme will be during the construction period. **Appendix 13-5 (Transport Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]** and **Chapter 13 (Transport and Access) Volume I of the Environmental Statement [EN010152/APP/6.1]** assess the peak of the construction phase. As part of the embedded mitigation for the scheme, the construction staff will travel to / from the Solar PV Site outside of the highway network peak hours in order to avoid peak time capacity impacts. The **Framework Construction Traffic Management Plan (Framework CTMP) [EN010152/APP/7.17]** provides the commitment that the Applicant will liaise proactively as appropriate with local transport and traffic groups, local planning authorities, local highway authorities, National Highways, and the police, Parish Councils and the public. Further the Framework CTMP requires recording, collating and reporting on complaints relating to transport aspects of construction activities. Requirement 3, Schedule 2 of the **Draft DCO [EN010152/APP/3.1]** also requires the Applicant to establish a Community Liaison Group to meet during the construction phase.
S-0396	Walkers, Cyclists & Horseriders	Health benefits	No consideration to effects of disruption to PRoW / footpaths for health and wellbeing	**Chapter 12 (Socio-economics) Volume I of the Environmental Statement [EN010152/APP/6.1]** assesses effects on PRoW in terms of disruption to users which may be caused by any diversions. No significant adverse effects are identified. The Scheme team will ensure that robust procedures are put in place in order to minimise disruption and to ensure the safety of public right of way users and these have been articulated in the **Framework Public Right of Way Management Plan [EN010152/APP/7.13]** and **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** which has been submitted as part of the DCO Application.
S-0429	Walkers, Cyclists & Horseriders	Impact on equestrian safety	The Applicant should liaise with the British Horse Society prior to development	The Applicant made contact with the British Horse Society on several occasions prior to the launch of statutory consultation notifying them of the upcoming consultation period. The Applicant subsequently received further correspondence and feedback from the organisation during the statutory consultation period which has been shown due regard in accordance with the requirements of the Planning Act 2008.
S-0363	Walkers, Cyclists & Horseriders	Impacts on equestrian safety	Hazards overhead such as branches, cables or derricks should provide at least 3.4m clearance, preferably 3.7m in case a horse takes fright and jumps or rears	Details of recommended mitigation are provided within the **Framework Public Right of Way Management Plan [EN010152/APP/7.13**]. It will be ensured that any hazards (e.g. overhanging branches, cables etc.) have a suitable clearance above any affected PRoW.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0426	Walkers, Cyclists & Horseriders	PEIR	Requires assurance no Trans Pennine Trail / National Cycle Network routes are affected as suggested in PEIR	The TransPennine Trail and National Cycle Network Routes have been incorporated into the **Framework Public Right of Way Management Plan [EN010152/APP/7.13]**. Four construction accesses will be required in these locations in order to facilitate the construction of the Grid Connection Corridor. Egress from these construction access locations will be controlled by either temporary traffic signals or banksperson control. Therefore any construction vehicle wishing to egress construction access locations will give priority to cyclists currently navigating part of the Trans Pennine Trail or National Cycle Network Route 62.
S-0433	Walkers, Cyclists & Horseriders	PEIR	There is more than one location of the Solar PV Site which is near Trans Pennine Trail / National Cycle Network but the PEIR only refers to NCN 62	The TransPennine Trail and National Cycle Network Routes have been incorporated into the **Framework Public Right of Way Management Plan [EN010152/APP/7.13]**. The Scheme will only have an interaction with the National Cycle Network Route 62, which is limited to the Grid Connection Corridor south of the Solar PV Site. Egress from construction access locations along the grid connection corridor will be controlled by either temporary traffic signals or banksperson control. Any construction vehicle wishing to access or egress construction access locations will therefore give priority to cyclists currently on the local road network that are navigating part of the Trans Pennine Trail or National Cycle Network.
S-0430	Walkers, Cyclists & Horseriders	Public Rights of Way	Concern that Trans Pennine Trail / National Cycle Network routes align / intersect with Trumfleet Lane, Marsh Road, Thorpe Bank, Sykehouse Road, Topham	Egress from construction access locations along the grid connection corridor will be controlled by either temporary traffic signals or banksperson control. Any construction vehicle wishing to access or egress construction access locations will therefore give priority to cyclists currently on the local road network that are navigating part of the Trans Pennine Trail or National Cycle Network.
S-0346	Walkers, Cyclists & Horseriders	Public Rights of Way	Due consideration should be given to the intersection points with Trans Pennine Trail / PRoW and opportunities taken to increase access for all members of the public.	The TransPennine Trail and National Cycle Network Route 62 will interface with the Scheme at a number of discrete locations along Trumfleet Lane and Marsh Road where National Cycle Network Route 62 runs on the local road network. Four construction access will be required in these locations in order to facilitate the construction of the Grid Connection Corridor. Egress from these construction access locations will be controlled by either temporary traffic signals or banksperson control. Therefore, any construction vehicle wishing to egress construction access locations will give priority to cyclists currently navigating part of the Trans Pennine Trail or National Cycle Network Route 62.
S-0123	Walkers, Cyclists & Horseriders	Public Rights of Way	Impact on PRoW (Visual/Noise/Closure)	The impact on views for users of PRoW has been considered within **Chapter 10 (Landscape and Visual Amenity) Volume I of the Environmental Statement [EN010152/APP/6.1].** Landscape mitigation has been embedded within the design of the scheme to reduce adverse visual effects on users of PRoW as far as possible. The Scheme will be seeking to maintain public right of way connectivity during the construction of the proposed solar park and grid connection corridor. With any public right of way to be temporarily closed to have a suitable localised diversion established to allow continued use by the local community. As the Scheme progressed through preliminary design, the public right of way strategy was developed and formalised into a **Framework Public Right of Way Management Plan [EN010152/APP/7.13]**. Sykehouse 29 will be subject to a permanent local diversion. This has been submitted as part of the DCO Application.
S-0347	Walkers, Cyclists & Horseriders	Public Rights of Way	Negative impact on Trans Pennine Trail routes	The TransPennine Trail and National Cycle Network Route 62 will interface with the Scheme at a number of discrete locations along Trumfleet Lane and Marsh Road where National Cycle Network Route 62 runs on the local road network. Four construction access will be required in these locations in order to facilitate the construction of the Grid Connection Corridor. Egress from these construction access locations will be controlled by either temporary traffic signals or banksperson control. Therefore,

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				any construction vehicle wishing to egress construction access locations will give priority to cyclists currently navigating part of the Trans Pennine Trail or National Cycle Network Route 62.
S-0345	Walkers, Cyclists & Horseriders	Public Rights of Way	Development should provide opportunity to provide better PRoW facilities for users	The Applicant notes the concerns of residents of any interaction of construction workers and public right of way users. The Applicant will ensure that robust procedures are put in place in order to ensure the safety of public right of way users and these have been articulated in the **Framework Public Right of Way Management Plan [EN010152/APP/7.13]** and **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** which have been submitted as part of the DCO Application.
S-0255	Walkers, Cyclists & Horseriders	Public Rights of Way	Support for new pathway proposals	The Applicant has noted this comment and thanks the respondent for their feedback. However, there will be no loss of Public Rights of Way as a result of the proposals, and therefore it was not deemed necessary to add new pathways as part of the proposals. Any Public Right of Ways that are affected by the proposals has been suitably diverted to minimise disruption, as per the **Framework Public Right of Way Management (PRoW) Plan [EN010152/APP/7.13]**.
S-0420	Walkers, Cyclists & Horseriders	Public Rights of Way	PRoW / Trans Pennine Trail / National Cycle Network routes must be open 24/7	The Scheme will be seeking to maintain public right of way connectivity during the construction phase, with any public right of way to be temporarily closed to have a suitable localised diversion established to allow continued use by the local community. The public right of way strategy has developed and been formalised into a **Framework Public Right of Way Management (PRoW) Plan [EN010152/APP/7.13]** which has been submitted as part of the DCO Application. Sykehouse 29 will be subject to a permanent local diversion, as shown within the Framework PRoW management plan named above. The TransPennine Trail and National Cycle Network Route 62 will interface with the Scheme at a number of discrete locations along Trumfleet Lane and Marsh Road where National Cycle Network Route 62 runs on the local road network. Four construction access will be required in these locations in order to facilitate the construction of the Grid Connection Corridor. Egress from these construction access locations will be controlled by either temporary traffic signals or banksperson control. Therefore, any construction vehicle wishing to egress construction access locations will give priority to cyclists currently navigating part of the Trans Pennine Trail or National Cycle Network Route 62.
S-0422	Walkers, Cyclists & Horseriders	Public Rights of Way	When necessary, temporary diversions to PRoW / Trans Pennine Trail / National Cycle Network routes must be put in place to an agreed standard	Please refer to the response provided in ID S-0422 for where PRoW / TransPennine Trail / National Cycle Network Routes will interact with the Scheme. As the Scheme progressed through preliminary design, the public right of way strategy and temporary diversion standards were developed and formalised into a **Framework Public Right of Way Management Plan [EN010152/APP/7.13]**. This has been submitted as part of the DCO Application.
S-0218	Walkers, Cyclists & Horseriders	Public Rights of Way	Request for a Diversion Order before Sykehouse 29 proposed diversion is enacted	The Scheme will ensure that the proposed diversion route for Sykehouse 29 will be in place prior to any closure of the current route in order to maintain public right of way connectivity.
S-0219	Walkers, Cyclists & Horseriders	Public Rights of Way	PRoW diversion routes should be fully inspected for user safety before confirmed (i.e. for electromagnetic fields, high voltages, and physical structures)	The Applicant notes the concerns of residents of any interaction of construction workers and public right of way users. The Applicant will ensure that robust procedures are put in place in order to ensure the safety of public right of way users and these have been articulated in **Chapter 14.6 Electromagnetic Fields (Other Environmental Topics) Volume I of the Environmental Statement [EN010152/APP/6.1]**, the **Framework Public Right of Way Management Plan [EN010152/APP/7.13]** and **Framework Construction Traffic Management Plan [EN010152/APP/7.17]** which has been submitted as part of the DCO Application.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
S-0344	Walkers, Cyclists & Horseriders	Public Rights of Way	The proposed diversion of the footpath Skyehouse 29 should be dedicated as a bridleway thus providing the use for a greater number of the public e.g. cyclists, pedestrians and horse riders	As set out in the consultation materials, the Applicant intends to make a small diversion to Sykehouse 29. This diversion was assessed in **Chapter 12 (Socio-economics) Volume I of the Environmental Statement [EN010152/APP/6.1]** and any effects from this diversion were found to be negligible. Consultation with local residents at non-statutory consultation and with the Council confirmed that most users do not follow the existing definitive map route and instead follow the route which is designed as the permanent diversion for the Scheme. The Applicant will install the diversion to an equivalent standard to the existing Public Right of Way, i.e. a footpath. In May 2024 City of Doncaster Council received an application for a Definitive Map Modification Order to upgrade Sykehouse 29 from a footpath to a bridleway. If the application is accepted and the upgrade is confirmed, the Applicant will ensure that the diverted Sykehouse 29 route meets the requirements for a bridleway.
S-0364	Walkers, Cyclists & Horseriders	Public Rights of Way	Route closures without alternative routes must be avoided	The Applicant will maintain public right of way connectivity during construction of the solar farm and grid connection corridor, with any public right of way to be temporarily closed to have a suitable localised diversion established to allow continued use by the local community. As the Scheme progressed through preliminary design, the public right of way strategy was developed and formalised into a **Framework Public Right of Way Management Plan [EN010152/APP/7.13]**. This has been submitted as part of the DCO Application. Sykehouse 29, Moss 6 and Fenick 14 will be subject to a permanent local diversion.
S-0446	Walkers, Cyclists & Horseriders	Public Rights of Way	Concern regarding damage to PRoW by current operations at the Solar PV Site.	The Scheme will maintain public right of way connectivity during the construction of the proposed solar park and grid connection corridor. With any public right of way to be temporarily closed to have a suitable localised diversion established to allow continued use by the local community. As the Scheme progressed through preliminary design, the public right of way strategy was developed and formalised into a **Framework Public Right of Way Management Plan [EN010152/APP/7.13]**. This has been submitted as part of the DCO Application. Sykehouse 29, Moss 6 and Fenwick 14 will be subject to a permanent local diversion.
S-0246	Walkers, Cyclists & Horseriders	Riding schools	Concern regarding safety of riding school business and students due to construction/operational traffic in Moss	The routeing for construction vehicles and HGV traffic has been carefully considered by the Applicant. A high level routeing assessment was completed and can be found in **Figure 13-3 (Indicative HGV [Heavy Goods Vehicles] routing) Volume II of the Environmental Statement [EN010152/APP/6.2]**. As part of this assessment it was confirmed that the preferred access route will be via Moss Road and the town of Askern to the west of the Solar PV Site. All other routes to access the Solar PV Site would require significant highways works or temporary speed reductions in order to provide the same level of access which would give rise to additional disruption during construction to local road users. The Applicant has also considered ways in which to reduce the overall number of construction traffic movements through the village of Moss. This includes the following: • Construction Workforce Traffic will access the solar park site via a one-way access via Fenwick Common Lane and Haggs Lane. Construction Workforce Traffic will exit back onto Moss Road to the east of the village of Moss Road. Therefore halving the number of vehicle movements for arriving & departing construction workforce vehicles through the village of Moss. • Access to the Grid Connection corridor will utilise an internal hail route linking Moss Road to Trumfleet Lane to the south east of the village of Moss. This will reduce construction vehicle movements through the village of Moss and eliminate the need to undertake junction upgrades to the Moss Road and Trumfleet Lane junction, which would have created additional disruption to residents.
S-0438	Walkers, Cyclists & Horseriders	Route access	No compliance with LTN1/20 for access to Trans Pennine Trail / National Cycle Network	The scheme limits lie to the south of the River Went and therefore any upgrades to the national cycle route to the north of the river lie outside of its scope.

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
			route north of the River Went	
S-0157	Walkers, Cyclists & Horseriders	Route closures	Loss of routes for local walkers / ramblers	The Scheme will maintain public right of way connectivity during the construction of the proposed solar park and grid connection corridor, with any public right of way to be temporarily closed to have a suitable localised diversion established to allow continued use by the local community. As the Scheme progressed through preliminary design, the public right of way strategy was developed and formalised into a **Framework Public Right of Way Management Plan [EN010152/APP/7.13]**. This has been submitted as part of the DCO Application. Sykehouse 29, Moss 6, and Fenwick 14 will be subject to a permanent local diversion, as shown within the Framework PRoW management plan named above.
S-0360	Walkers, Cyclists & Horseriders	Route closures	Access to any public highway must be unrestricted / free of debris or obstruction	Egress from construction access locations will be controlled by either temporary traffic signals or banksperson control. Any construction vehicle wishing to access or egress construction access locations will therefore give priority to cyclists or equestrians. If there is mud or debris on the construction site and a risk of this being tracked out by vehicles onto the public highway, wheel cleaning facilities will be used by vehicles prior to exiting the Solar PV Site. For further information, please refer to the **Framework Construction Environmental Management Plan [EN010152/APP/7.7]** and the **Framework Construction Traffic Management Plan [EN010152/APP/7.7]**.
S-0349	Walkers, Cyclists & Horseriders	Traffic safety	Construction / operational drivers must be educated on how to pass horses safely to minimise risk of accident	All drivers will carry out an induction prior to completing any deliveries, which will include driver awareness of local context like equestrian users.
S-0437	Water / Flood Risk	Flood risk mitigation	Site is located next to a flood risk area at Trans Pennine Trail / National Cycle Network route which crosses River Went at Topham / further mitigation required	Egress from construction access locations will be controlled by either temporary traffic signals or banksperson control. Any construction vehicle wishing to access or egress construction access locations will therefore give priority to cyclists or equestrians. This is secured within the **Framework Construction Traffic Management Plan [EN010152/APP/7.7]**. When it comes to flood risk, safe access/egress from the Solar PV Site during all phases of the development has been considered as part of the **Flood Risk Assessment Volume III of the Environmental Statement [EN010152/APP/6.3]**.
S-0128	Water / Flood Risk / Drainage	Flood risks	Solar PV Site could increase flood risk	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, and mitigation provided where required. The assessment has taken into account flood risk from all sources, both now and in the future and has been documented within **Appendix 9-3 (Flood Risk Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**.
S-0159	Water / Flood Risk / Drainage	Flood risk mitigation	Further flood risk mitigation is needed / mitigation should be a priority	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 proposed development that have the potential to impact upon flood risk elsewhere have been assessed, and mitigation provided where required. The assessment has taken into account flood risk from all sources, both now and in the future and has been documented within **Appendix 9-3 (Flood Risk Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**.
S-0176	Water / Flood Risk / Drainage	Flood risk mitigation	Suggestion that the Scheme should be aiming to have a positive impact on flood risk	The Applicant has provided information relating to the proposed drainage system for the Scheme within **Appendix 9-3 (Flood Risk Assessment)** and **Appendix 9-4 (Framework Drainage Strategy) Volume III of the Environmental Statement [EN010152/APP/6.3]**. This proposes to mimic natural drainage, and uses above ground grassed channels, or swales, to pick up overland flows. The Solar PV Site drainage system will mitigate against potential increases in runoff rates in parts of the Solar PV Site where surfaces with reduced permeability will be located, for example the BESS and Substation. Within these areas the drainage system has been designed to contain runoff generated within 1 in 2, 1 in 30 and 1 in 100 year storm events inclusive of an allowance

ID	Theme	Topic/issue	Summary	The Applicant's response (including the regard had to the consultation response)
				for climate change. Therefore overall the on site drainage system is likely to result in a small net positive impact upon surface water runoff rates and volumes at the Solar PV Site.
S-0126	Water / Flood Risk / Drainage	Flood risks	Site is positioned in a flood zone / area prone to flooding	Hydraulic modelling has been undertaken for the River Went to better understand flood risk associated with this watercourse. This modelling confirms the fluvial flood risk 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 (where required) 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. The modelling methodology and results have been documented within **Appendix 9-3 (Flood Risk Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**.
S-0224	Water / Flood Risk / Drainage	Flood risks	Solar PV Site is positioned in a flood zone/area prone to flooding (River Went)	Hydraulic modelling has been undertaken for the River Went to better understand flood risk associated with this watercourse. The modelling has confirmed the fluvial flood risk 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 (where required) 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. The modelling methodology and results have been documented within **Appendix 9-3 (Flood Risk Assessment) Volume III of the Environmental Statement [EN010152/APP/6.3]**.
S-0127	Water / Flood Risk / Drainage	Flood risks	Grid Connection Corridor is positioned in a flood zone/area prone to flooding	The Grid Connection Cables are buried and hence are considered to be at very low risk of flooding during the construction, operational and decommissioning phases of the development. Further information is provided within the Flood Risk Assessment for the scheme.
S-0300	Water / Flood Risk / Drainage	Flood risks	Site will prevent land from absorbing water run off	Any elements of the development that will impact upon infiltration rates/drainage (predominantly the BESS and Onsite Substation) have been assessed, and mitigation provided. Other elements, including the Solar PV panels, are not expected to have any significant impacts on infiltration rates and drainage. A drainage strategy, see **Appendix 9-4 (Framework Drainage Strategy) Volume III of the Environmental Statement [EN010152/APP/6.3]**, has been produced for the scheme (where required) to manage surface water effectively without increasing surface water flood risk to third party land.
S-0301	Water / Flood Risk / Drainage	Flood risks	Heat reflected from solar panels will also inhibit land absorbing water	The proposed surface water drainage design (see **Appendix 9-4 (Framework Surface Water Drainage Strategy) Volume II of the Environmental Statement [EN010152/APP/6.3]**) demonstrates that SuDS have been designed into the Scheme with agreement from the relevant IDB regarding the location of this drainage design and this is secured by Requirement 9 in Schedule 2 to the **Draft Development Consent Order [EN010152/APP/3.1]**.
S-0370	Water / Flood Risk / Drainage	Waterway restoration	Development should not inhibit future improvements in the connectivity of riparian and floodplain habitats	It is not envisaged that the scheme will impact upon the connectivity of the watercourse and its floodplain. The buffer from water features, together with the measures to be outlined within the Construction Environmental Management Plan (CEMP) (see **Framework Construction Environmental Management Plan (CEMP) [EN010152/APP/7.7]**), will ensure all construction activities for the installation of Solar PV Panels and infrastructure would be offset from surface watercourses, other than where there is a need for crossing of a watercourse (such as for cabling installation or possible temporary access) or connection for surface water drainage (that may be for temporary works or for the operational Scheme). There are a number of ecological mitigation areas located within the floodplain.

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