



## **Peartree Hill Solar Farm**

### **Consultation Report Appendices Part H**

Application Document Ref: EN010157/APP/5.2  
February 2025

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

## Table of Contents

Table of Contents.....	2
1.1 Purpose of this document .....	3
1.2 Structure of this document.....	3
Appendix H-1 East Riding of Yorkshire Council correspondence regarding targeted consultation	5
Appendix H-1.1 Email to East Riding of Yorkshire Council regarding the targeted consultation .....	5
Appendix H-1.2 Response from East Riding of Yorkshire Council .....	6
Appendix H-2 Planning Inspectorate correspondence regarding targeted consultation .....	7
Appendix H-2.1 Letter to Planning Inspectorate about targeted consultation .....	7
Appendix H-2.2 Acknowledgement from Planning Inspectorate.....	8
Appendix H-3 Targeted Consultation Brochure.....	9
Appendix H-4 Targeted consultation letters and emails .....	10
Appendix H-4.1 Letter to newly identified PILs .....	10
Appendix H-4.2 Letter to Land interests .....	11
Appendix H-4.3 List statutory consultees consulted as part of the targeted consultation.....	12
Appendix H-4.4 Letter to Statutory parties.....	13
Appendix H-4.5 Local Mailing Zones.....	14
Appendix H-4.6 Letter to residents .....	15
Appendix H-4.7 Community representative list.....	16
Appendix H-4.8 Letter to community representatives.....	17
Appendix H-4.9 Email about targeted consultation.....	18
Appendix H-5 Website screenshots for targeted consultation .....	19
Appendix H-6 Deposit location photo .....	20
Appendix H-7 Social media post about targeted consultation .....	21
Appendix H-8 Response to issues raised at targeted consultation .....	22

## 1.1 Purpose of this document

- 1.1.1 This document the Consultation Report Appendices contains information relevant to the **Consultation Report [EN010157/APP/5.1]**. The Consultation Report has been prepared by RWE (as the Applicant) to accompany an application for a Development Consent Order for Peartree Hill Solar Farm (the Proposed Development).
- 1.1.1. The report is submitted in accordance with section 37(3)(c) of the Planning Act 2008 (PA 2008), which requires that any application for an order granting development consent must be accompanied by a consultation report.
- 1.1.2. This document contains information which evidences or supports the information provided in the **Consultation Report [EN010157/APP/5.1]**.

## 1.2 Structure of this document

- 1.2.1. The Appendices are as far as possible the order that are referenced within that report.
- 1.2.2 A list is provided below in Table 1-1 of the documents within Appendix H.

**Table 1-1 List of documents in Appendix H**

Appendix No.	Appendix Title
Appendix H-1.1	Email to East Riding of Yorkshire Council regarding the targeted consultation
Appendix H-1.2	Response from East Riding of Yorkshire Council
Appendix H-2.1	Letter to Planning Inspectorate about targeted consultation
Appendix H-2.2	Acknowledgement from Planning Inspectorate
Appendix H-3	Targeted Consultation Brochure
Appendix H-4.1	Letter to newly identified PILs
Appendix H-4.2	Letter to Land interests
Appendix H-4.3	List statutory consultees consulted as part of the targeted consultation

Appendix H-4.4	Letter to Statutory parties
Appendix H-4.5	Local Mailing Zones
Appendix H-4.6	Letter to residents
Appendix H-4.7	Community representative list
Appendix H-4.8	Letter to community representatives
Appendix H-4.9	Email about targeted consultation
Appendix H-5	Website screen shots for targeted consultation
Appendix H-6	Deposit location photo
Appendix H-7	Social media post about targeted consultation
Appendix H-8	Response to issues raised at targeted consultation



## **Appendix H-1 East Riding of Yorkshire Council correspondence regarding targeted consultation**

### **Appendix H-1.1 Email to East Riding of Yorkshire Council regarding the targeted consultation**

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**From:** [REDACTED]

**Sent:** Wednesday, September 11, 2024 4:12 PM

[REDACTED]

**Subject:** Peartree Hill Targeted Consultation

Hi [REDACTED]

Laura is currently on leave, but I believe we said we would send over some details in writing about the planned targeted consultation on some small changes to the proposed Order Limits for Peartree Hill Solar Farm. We would be keen to get any thoughts on our approach if possible.

On timing, we haven't confirmed the exact dates but it's looking like the end of September until end of October 2024.

Below is an outline of the approach we are suggesting, based on the channels outlined in the SoCC and used for the statutory consultation.

Due to the short timeline, we would appreciate any comments by Wednesday 18 September if possible. Any questions please let me know.

Method	Suggested approach for targeted
Inside primary consultation zone	The nature of the changes are very localised, therefore we don't feel it is necessary to reconsult the entire consultation zone notified at statutory consultation.

	We are undertaking an assessment to see if there are areas near the changes which may require a letter drop. In addition, we will write to impacted landowners and statutory undertakers, parish councils, ERYC and EA about the consultation.
Outside primary consultation zone	The nature of the changes are localised, therefore we feel it is not necessary to send information wider than the targeted areas.
Consultation event	Not deemed necessary due to nature of changes. Will include in letters to consultees our contact details should anyone have any questions.
Webinar	Not deemed necessary due to nature of changes. Will include in letters to consultees our contact details should anyone have any questions.
Project info line and email	Telephone, email and freepost will remain active for people to contact the team.
Deposit points	We will put a copy of the documents for view at Beverley Library, alongside copies of the statutory consultation brochure. All other materials have been removed.
Website	Project website will be updated with targeted consultation information
Consultation material	A leaflet outlining changes to the Order Limits. A feedback form won't be produced but comments can be received by post and email.
Press release	Not deemed necessary due to nature of changes.
Stakeholder briefings	During the statutory consultation we offered briefings to all parish councils. We will consider requests for briefings about the targeted consultation.
Emails and Letters	Letters will be sent to ward councillors and local MP, we will also notify those who have taken part in the statutory consultation.
Statutory notices	Not deemed necessary as not a statutory consultation.
Posters	We are considering site notices, but wider posters not deemed necessary due to nature of changes
Social media	Targeted social media post will be sent.

Many thanks



## **Appendix H-2.2 Acknowledgement from Planning Inspectorate**

**From:** [REDACTED]

**Sent:** Tuesday, October 1, 2024 3:22 PM

[REDACTED]

**Subject:** Re: Peartree Hill Targeted Consultation

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [REDACTED]

Apologies for the delay in responding, I have been on annual leave.

The approach you are proposing to take for the target consultation looks to be proportionate to the changes that are being made. I can therefore confirm I am satisfied with this approach and have no comments to make.

Many Thanks

[REDACTED]

Principal Planning Officer

[REDACTED]

[www.eastriding.gov.uk](http://www.eastriding.gov.uk)



## **Appendix H-2 Planning Inspectorate correspondence regarding targeted consultation**

### **Appendix H-2.1 Letter to Planning Inspectorate about targeted consultation**



The Planning Inspectorate  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

**Monday 7 October 2024**

Dear Sir / Madam,

**Proposed Peartree Hill Solar Farm  
Targeted consultation on proposed application for development consent**

We are writing in relation to RWE Renewables UK Solar and Storage Limited's (RWE) proposals for Peartree Hill Solar Farm, located in the East Riding of Yorkshire. This letter follows our section 46 notice sent on 13 May 2024 regarding our statutory consultation on the proposals for the Peartree Hill Solar Farm which ran from Wednesday 15 May 2024 until Wednesday 26 June 2024.

Feedback from that consultation is being fully considered and we are continuing to carry out further design and assessment work. This work has identified 19 proposed changes to the draft Order Limits, where additional land is required to enable construction and operation of the Proposed Development. RWE is undertaking a targeted consultation on these proposed changes between **Tuesday 8 October and 11.59pm on Friday 8 November 2024**

The proposed revisions are minor and do not alter the conclusions of the Preliminary Environmental Information Report (PEIR) presented at statutory consultation.

RWE has produced a targeted consultation brochure outlining the proposed changes to the draft Order Limits, which has been sent to identified consultees, including those persons with an interest in land. For any newly identified s42(1)(d) consultees, they have also been provided with a plan showing the area in which it is believed they have an interest and copies of the original statutory consultation documents.

A copy of the targeted consultation brochure is enclosed and will be made available to download free of charge from the website [www.peartreehillsolar.co.uk/targetedconsultation](http://www.peartreehillsolar.co.uk/targetedconsultation) for the duration of the consultation period.

Should you have any queries please do not hesitate to contact us by email at [info@peartreehillsolar.co.uk](mailto:info@peartreehillsolar.co.uk), or by telephone on **01482 695004**.

**RWE Generation UK plc**

Trigonos  
Windmill Hill Business Park  
Whitehill Way  
Swindon  
Wiltshire SN5 6PB

T +44(0)1793 87 77 77  
F +44(0)1793 49 15 86  
I [www.rwe.com](http://www.rwe.com)

Registered Office:  
Windmill Hill Business Park  
Whitehill Way  
Swindon  
Wiltshire SN5 6PB

Registered in England  
and Wales no. 03892782



Page 2

Yours sincerely,

**Mike Greslow**  
Development Project Manager  
RWE Renewables, Solar and Storage



## **Appendix H-2.2 Acknowledgement from Planning Inspectorate**



# The Planning Inspectorate

National Infrastructure Planning  
Temple Quay House  
2 The Square  
Bristol  
BS1 6PN

Customer Services: 0303 444 5000  
e-mail: [PeartreeHillSolarFarm@planninginspectorate.gov.uk](mailto:PeartreeHillSolarFarm@planninginspectorate.gov.uk)

---

## By email only

Your Ref:

Our Ref: EN010157

Date: 09 October 2024

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Dear Mr Greslow

### **Proposed application by RWE Renewables UK Solar and Storage Limited for an Order Granting Development Consent for Peartree Hill Solar Farm**

#### **Acknowledgement of receipt of information concerning proposed application**

Thank you for your letter of 07 October 2024 informing us of the targeted consultation and the following documentation:

- Peartree Hill Targeted Consultation Leaflet

I acknowledge receipt of the supplied information.

Please contact us if you have any queries.

Yours faithfully



**Naoual Margoum**  
**Case Manager**

This communication does not constitute legal advice.  
Please view our [Privacy Notice](#) before sending information to the Planning Inspectorate.

## Appendix H-3 Targeted Consultation Brochure

# RWE



## **Peartree Hill Solar Farm**

### **Targeted Consultation Brochure**

Tuesday 8 October – Friday 8 November 2024

Scan the QR code to visit  
our consultation website:  
[peartreehillsolar.co.uk/  
targetedconsultation](https://peartreehillsolar.co.uk/targetedconsultation)



# Introduction

**RWE Renewables UK Solar & Storage is bringing forward proposals for Peartree Hill Solar Farm, a solar and battery storage project that would provide 320MW of clean energy, enough to power the equivalent of approximately 167,000 homes<sup>1</sup>.**

Peartree Hill Solar Farm (the Proposed Development) is made up of several areas of farm land to the east of Beverley, and a grid cable connection to National Grid's Creyke Beck Substation located in Cottingham.

The Proposed Development is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. RWE is therefore required to make an application to the Secretary of State for Energy Security and Net Zero for a Development Consent Order (DCO) to get consent to construct, operate, maintain and decommission the Proposed Development.

Thank you to everyone who took part in our statutory consultation from **15 May to 26 June 2024**. Our statutory consultation materials are still available in the documentation library on our website **[www.peartreehillsolar.co.uk](http://www.peartreehillsolar.co.uk)**.

Feedback from the statutory consultation and further design and assessment work has identified 19 proposed changes to the draft Order Limits which require additional land for the construction and/or operation of the Proposed Development. We are now seeking your views of these proposed changes.

This targeted consultation will run from **Tuesday 8 October 2024 to 11:59pm on Friday 8 November 2024**.

## About the targeted consultation

This targeted consultation gives you the opportunity to comment on the proposed changes to the draft Order Limits. We will use this feedback to finalise our proposals before we submit our application for a DCO.

Responses to this targeted consultation should be sent to the following:

- Emailing us at **[info@peartreehillsolar.co.uk](mailto:info@peartreehillsolar.co.uk)**
- Writing to us at **Freepost PEARTREE HILL SOLAR FARM** (no stamp required)

Please provide any feedback you have by **11:59pm on Friday 8 November 2024**.

<sup>1</sup> Based on 2022 generation, and assuming average (mean) annual household consumption of 3,240kWh, based on latest (Jan 2024) statistics from the Department of Energy Security and Net Zero.



# Proposed amendments to the draft Order Limits

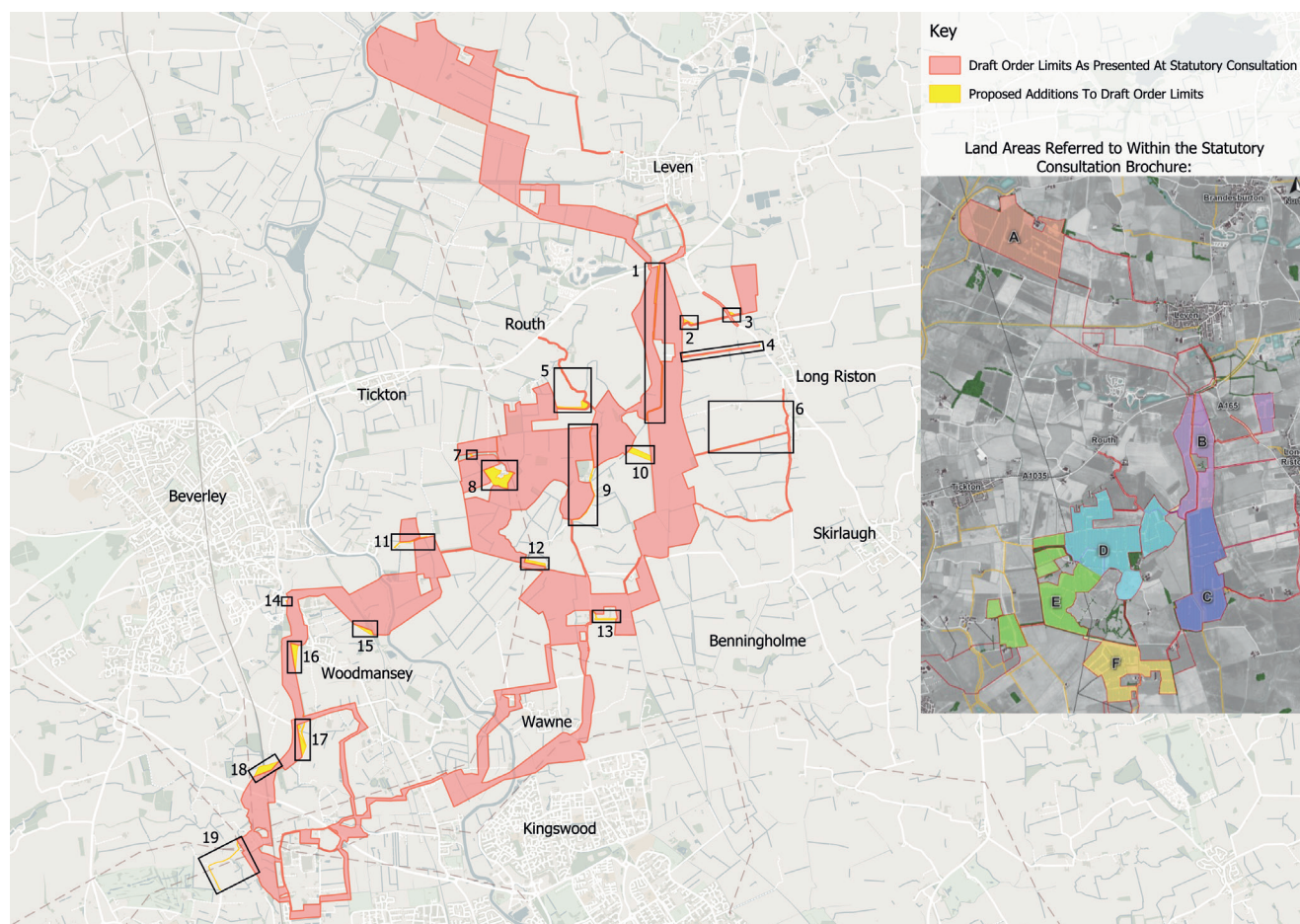
We are proposing revisions to the “Order Limits” – the defined boundary within which land will be used, or rights to the land acquired, to deliver the Proposed Development. This includes areas needed temporarily during construction and/or operation.

There are 19 identified proposed changes to the draft Order Limits, where additional land is required to enable the construction and/or operation of the Proposed Development. These proposed changes are located within Land Areas B to F and along the cable corridor. This brochure includes a plan of each of the proposed changes. **The draft Order Limits shown as presented at statutory consultation are shown in red. The yellow areas are the proposed additions to the draft Order Limits.**

The changes proposed as part of this targeted consultation are minor and have been assessed as not introducing any new significant environmental effects. Therefore the changes do not alter the conclusions of the Preliminary Environmental Information Report (PEIR) presented at statutory consultation.



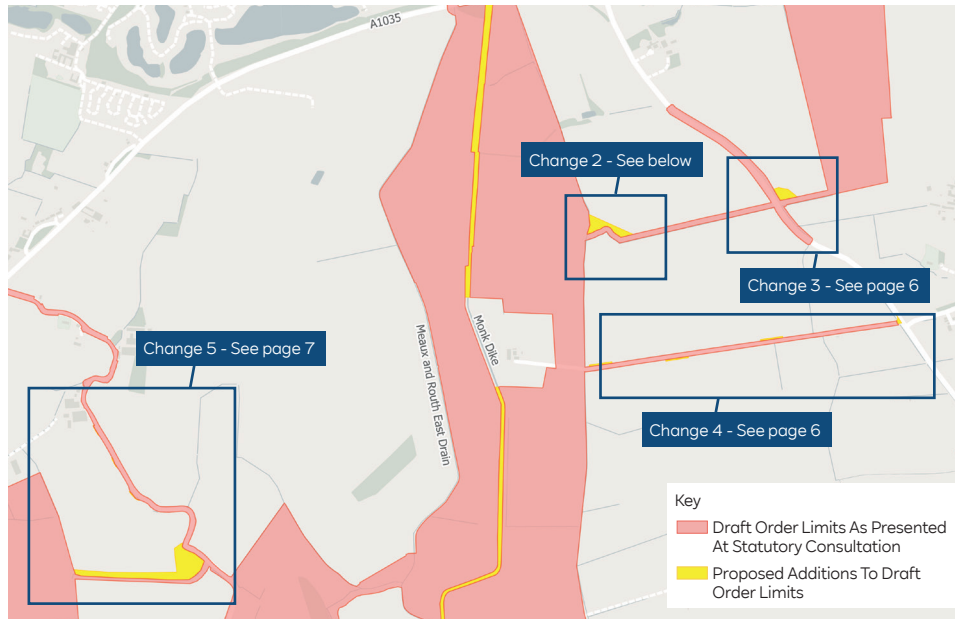
# Key location plan showing changes to the draft Order Limits



<b>1</b>	Land Area B - Monk Dike	<b>11</b>	Land Area E - Carr Lane access point
<b>2</b>	B-B cable - Stonleygoat Dike	<b>12</b>	Cable E-F - Holderness Drain
<b>3</b>	Land Area B - A165 access point	<b>13</b>	Land Area F - Meaux Road access point
<b>4</b>	Land Area B - Carr Lane access point and adjacent fields	<b>14</b>	North cable route - Hull Road access point
<b>5</b>	Land Area D - Meaux Lane access point and highways works (part 1)	<b>15</b>	North cable route - Figham Common
<b>6</b>	Land Area C - Carr Lane access road and adjacent fields	<b>16</b>	Cable route north (west of Woodmansey)
<b>7</b>	Land Area E - access track	<b>17</b>	Cable route south - Long Lane
<b>8</b>	Land Area E - additional mitigation land	<b>18</b>	Cable route south - railway crossing
<b>9</b>	Land Area D - Meaux Lane highways works (part 2)	<b>19</b>	Cable route south - Creyke Beck Substation access
<b>10</b>	Land Area C-D - cable corridor		



## Change 1: Land Area B - Monk Dike

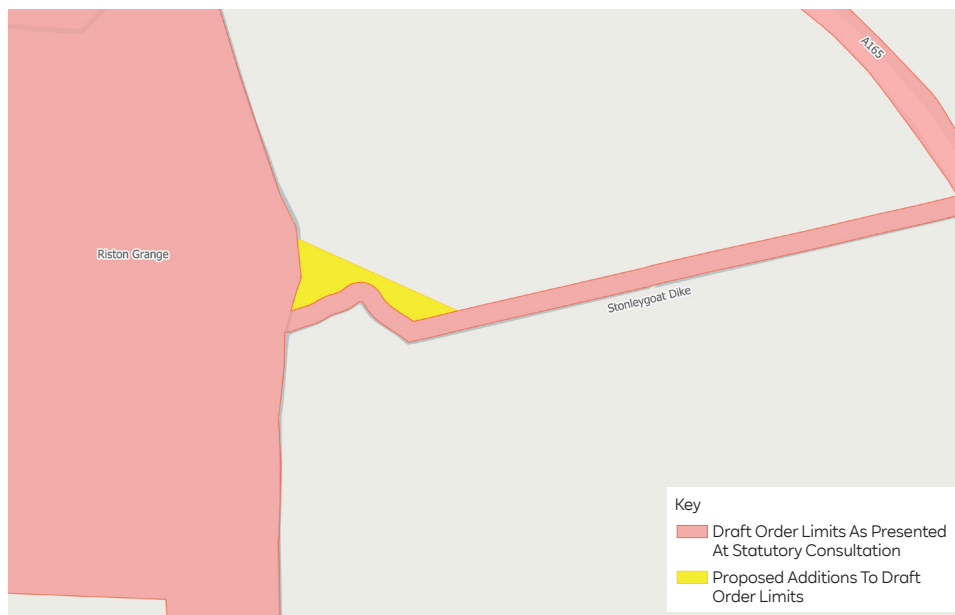


**Area:** Land Area B

**Reason for change:** Design and construction requirement

**Description of change:** This proposed amendment to the draft Order Limits is to include the length of Monk Dike that runs through the middle of Land Area B to allow for the installation of cables underneath the dike using horizontal directional drilling. These cables connect the different sectors of solar panels within Land Area B. No physical work will occur within of the banks the dike or within the watercourse.

## Change 2: B-B cable - Stonleygoat Dike



**Area:** Land Area B

**Reason for change:** Design requirement and habitat protection

**Description of change:** This proposed amendment to the draft Order Limits is required to realign part of the cable corridor between sections of Land Area B to the north of Stonleygoat Dike. Additionally, the western section has been adjusted to establish a buffer of at least 30 metres from nearby trees, avoiding disturbance to habitats.



## Change 3: Land Area B - A165 access point

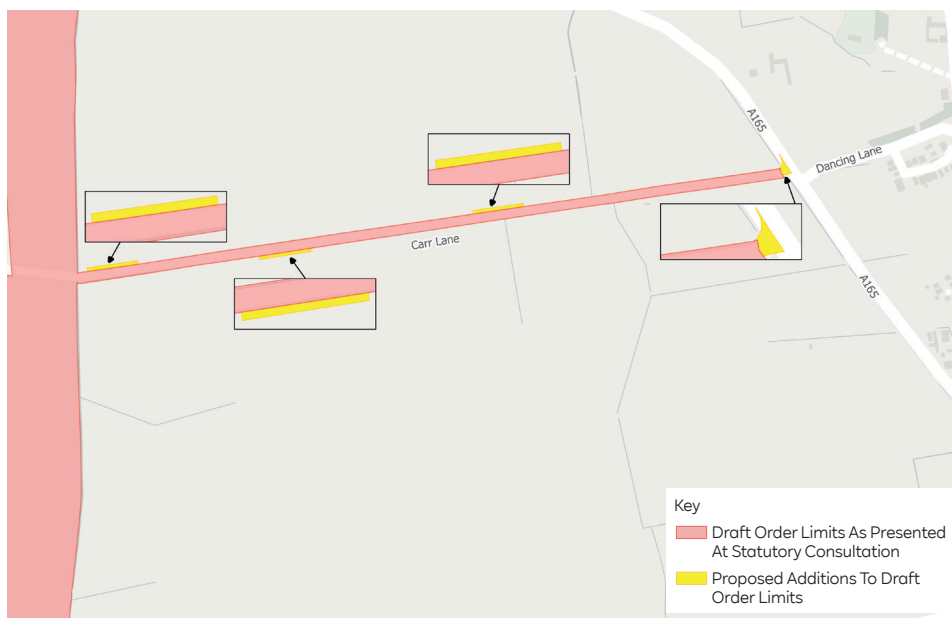


**Area:** Land Area B

**Reason for change:** Transport and access requirement

**Description of change:** This proposed amendment to the draft Order Limits is to enable the construction of a new site entrance from the A165 into the southern extent of Land Area B to ensure adequate visibility and manoeuvring for vehicles entering and exiting the site.

## Change 4: Land Area B - Carr Lane access point and adjacent fields

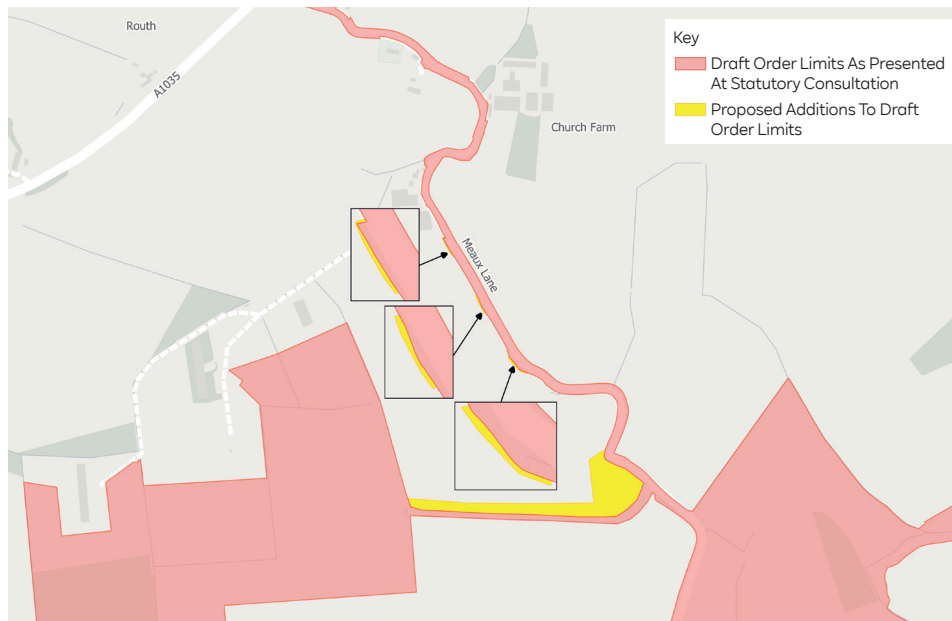


**Area:** Land Area B

**Reason for change:** Transport and access requirement

**Description of change:** The proposed amendment to the draft Order Limits is to enable the widening of the existing carriageway and access at Carr Lane to facilitate access into Land Area B for vehicles and to include an additional area of land within the adjoining fields to ensure sufficient space for the installation of passing places.

## Change 5: Land Area D - Meaux Lane access point and highways works (part 1)



**Area:** Land Area D

**Reason for change:** Transport and access requirement

**Description of change:** This proposed amendment to the draft Order Limits is required to ensure that this site access on Meaux Lane can provide adequate visibility and manoeuvring for vehicles entering and exiting the site and extends the draft Order Limits to include an additional area of land within the adjoining fields to facilitate the installation of passing places.

## Change 6: Land Area C - Carr Lane access road and adjacent fields

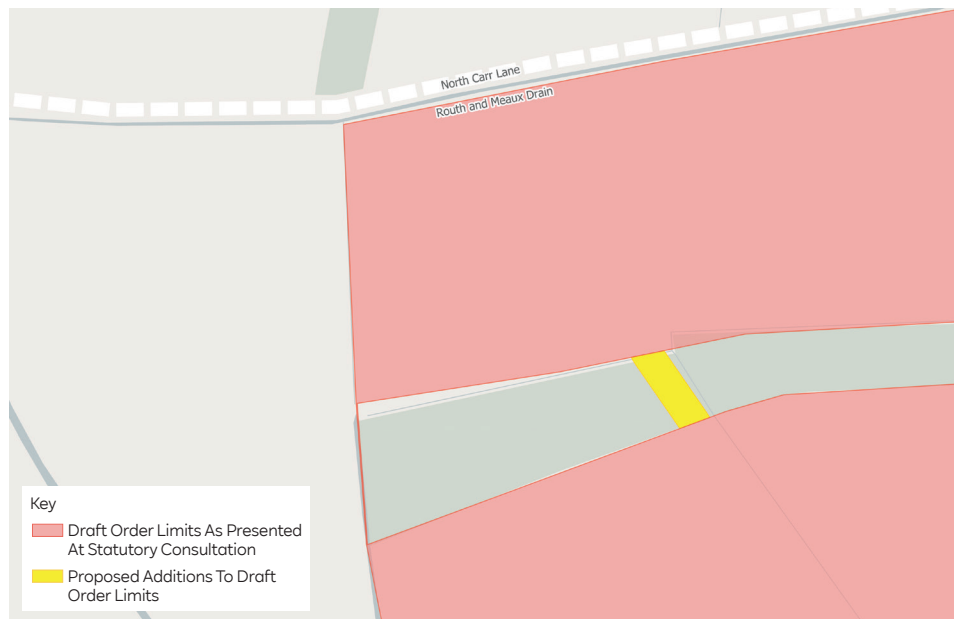


**Area:** Land Area C

**Reason for change:** Transport and access requirement

**Description of change:** The proposed amendment to the draft Order Limits is to include an additional area of land within the fields adjoining the highway to ensure there is sufficient space to facilitate the installation of passing places.

## Change 7: Land Area E - access track

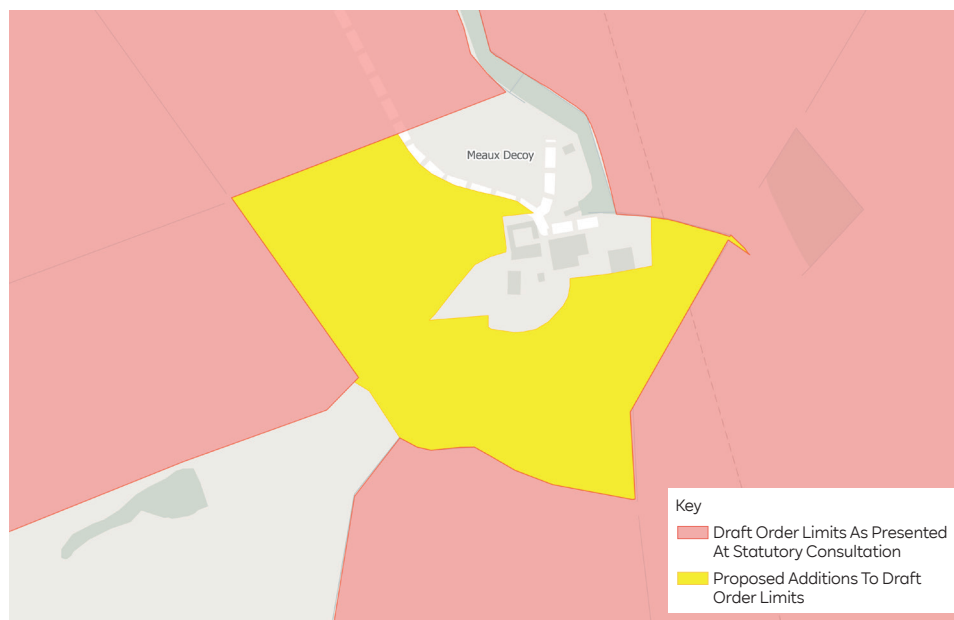


**Area:** Land Area E

**Reason for change:** Transport and access requirement

**Description of change:** This proposed amendment to the draft Order Limits is to include a section of the existing track between two fields within Land Area E to support construction and for ongoing operational access.

## Change 8: Land Area E - additional mitigation land

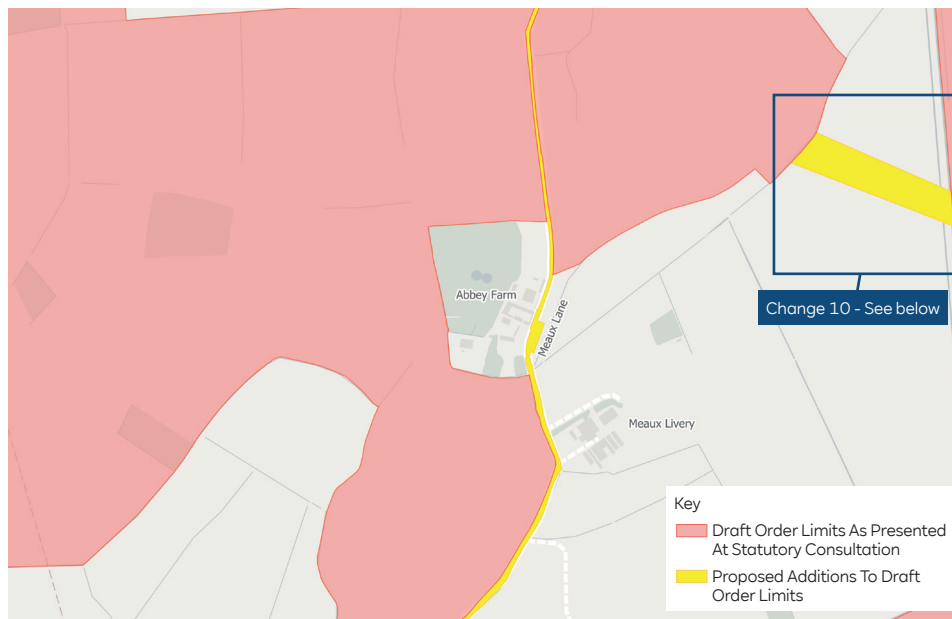


**Area:** Land Area E

**Reason for change:** Environmental mitigation

**Description of change:** This proposed amendment to the draft Order Limits is for the inclusion of additional land within Land Area E required to provide additional environmental mitigation for breeding bird species. No solar panels will be included in the additional area.

## Change 9: Land Area D - Meaux Lane highways works (part 2)

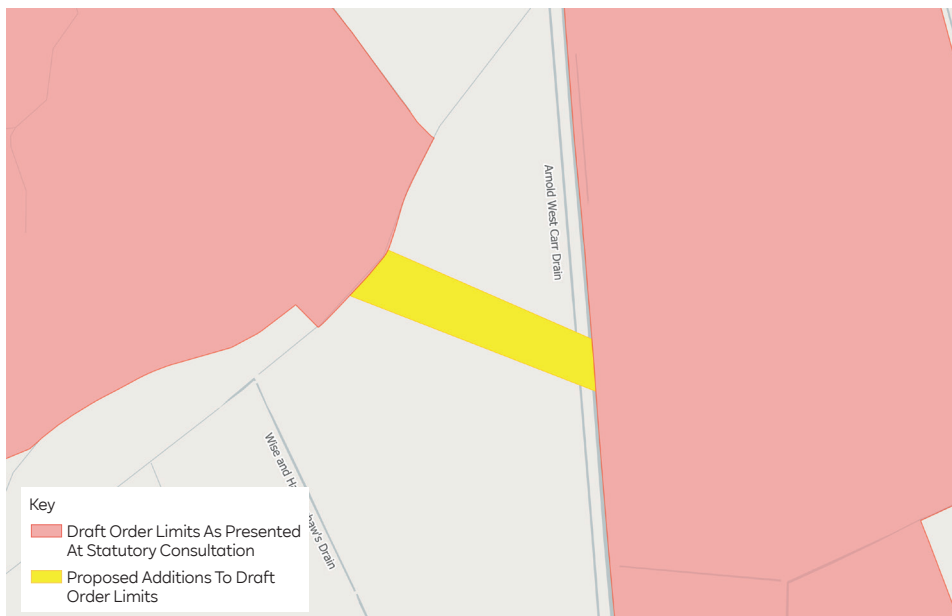


**Area:** Land Area D

**Reason for change:** Transport and access requirement

**Description of change:** This proposed amendment to the draft Order Limits is to include a section of public highway and verge along Meaux Lane to enable the installation of vehicle passing places and ensure adequate visibility for vehicles entering and exiting the site. The use of temporary traffic signals and signage to control traffic management will also be needed during construction.

## Change 10: Land Area C-D - cable corridor



**Area:** Land Area C and D

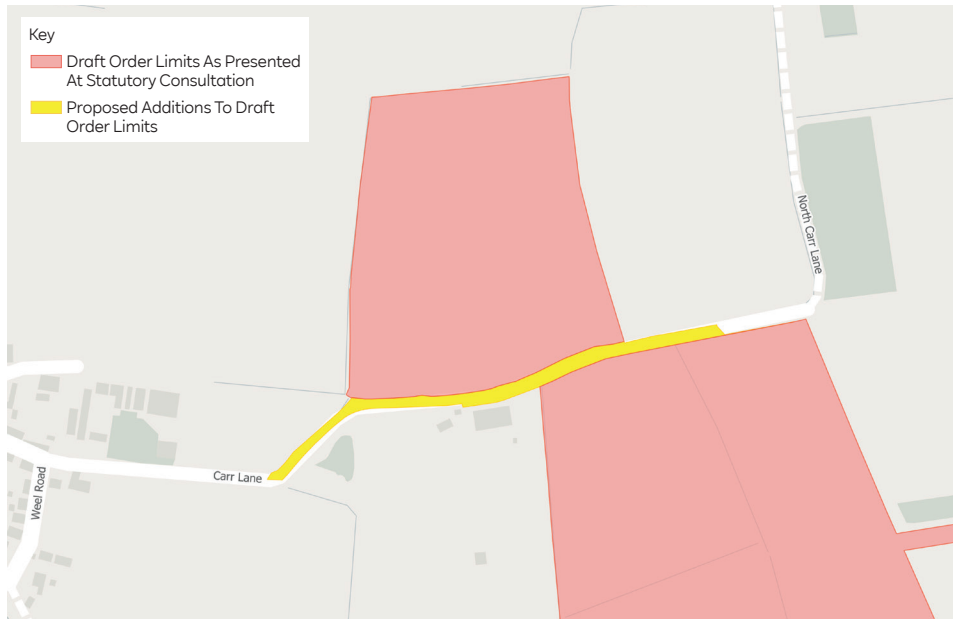
**Reason for change:** Design and construction requirement

**Description of change:** This proposed amendment to the draft Order Limits is for the inclusion of a 76-metre-wide strip to provide for a cable connection between Land Area C and Land Area D.

The cable will be horizontal directional drilled underneath the Monk Dike and Meaux and Routh East Drain.

No physical work will occur within the dike banks or within the watercourse.

## Change 11: Land Area E - Carr Lane access point

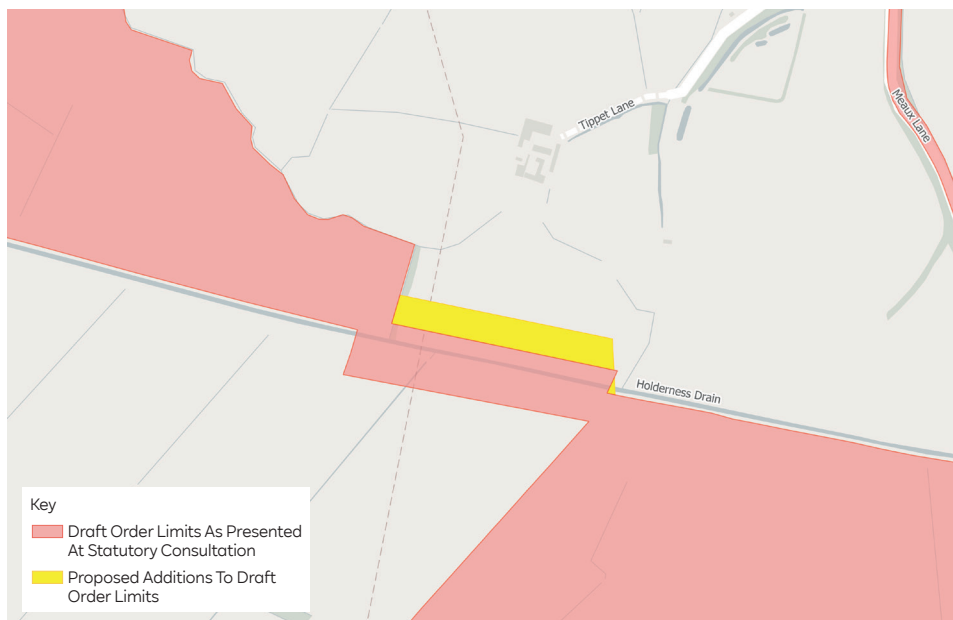


**Area:** Land Area E

**Reason for change:** Transport and access requirement

**Description of change:** This proposed amendment to the draft Order Limits is to include a section of existing private access track to provide access to Land Area E during the operational stage of the development.

## Change 12: Cable E-F - Holderness Drain

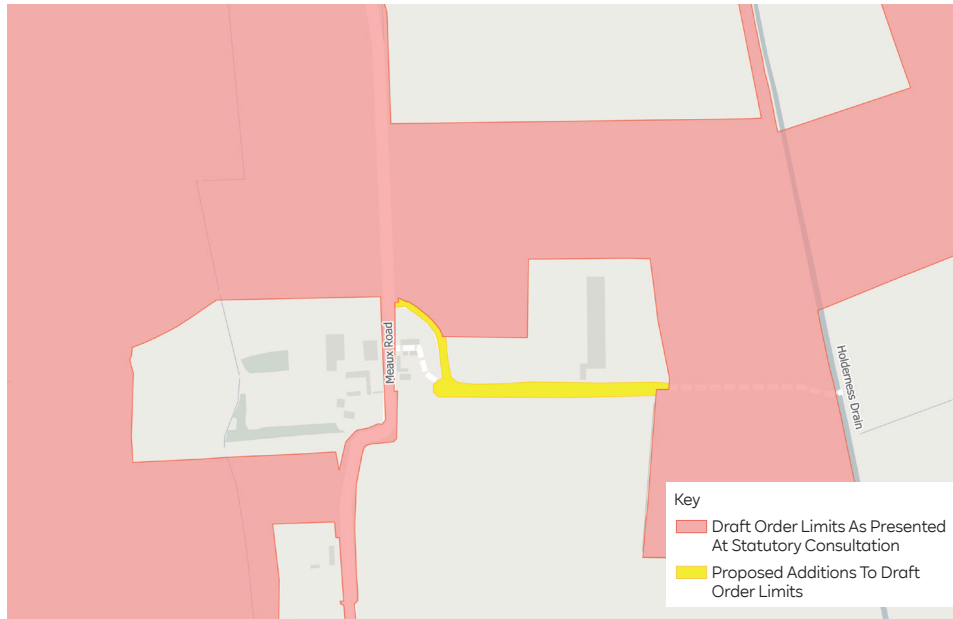


**Area:** Land Area E and F

**Reason for change:** Design and construction requirement

**Description of change:** This proposed amendment to the draft Order Limits is to include additional land required to provide the necessary space for horizontal directional drilling of cables underneath the Holderness Drain in order to provide the necessary connections between Land Area E and Land Area F. No physical works will take place within the banks of the drain or within the watercourse.

## Change 13: Land Area F - Meaux Road access point

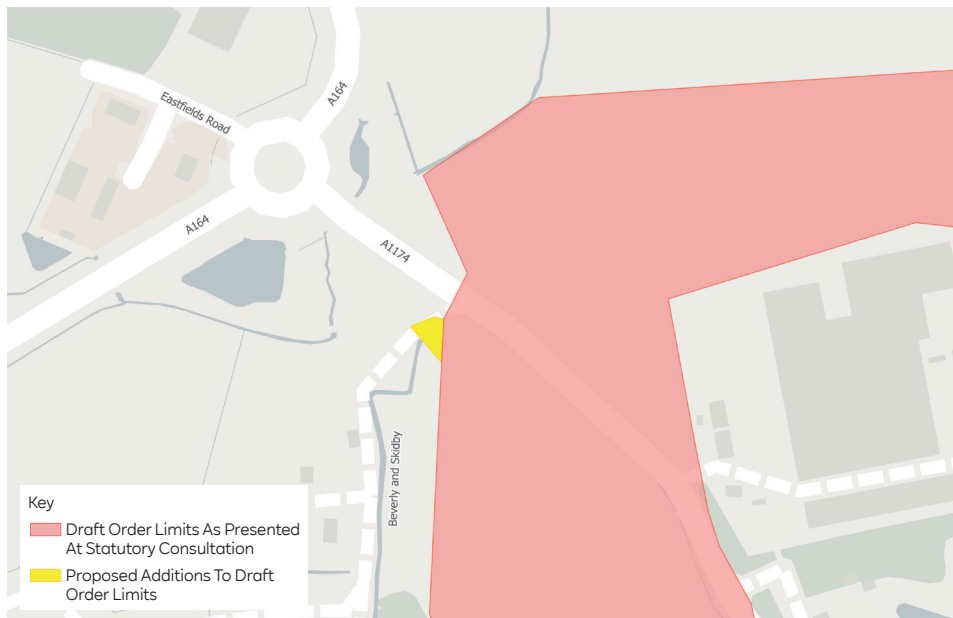


**Area:** Land Area F

**Reason for change:** Transport and access requirement

**Description of change:** This proposed amendment to the draft Order Limits is to include the existing private access track off Meaux Road to provide the necessary access to solar panels in Land Area F.

## Change 14: North cable route - Hull Road access point

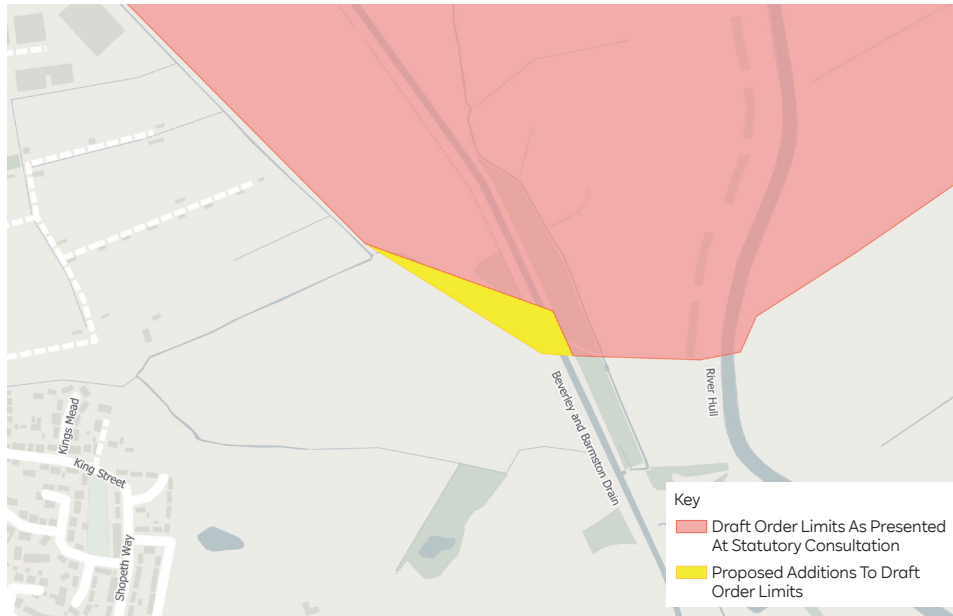


**Area:** Cable route

**Reason for change:** Transport and access requirement

**Description of change:** This proposed amendment to the draft Order Limits is to incorporate a short section of existing private track and adjacent field to provide the necessary access for vehicles.

## Change 15: North cable route - Figham Common

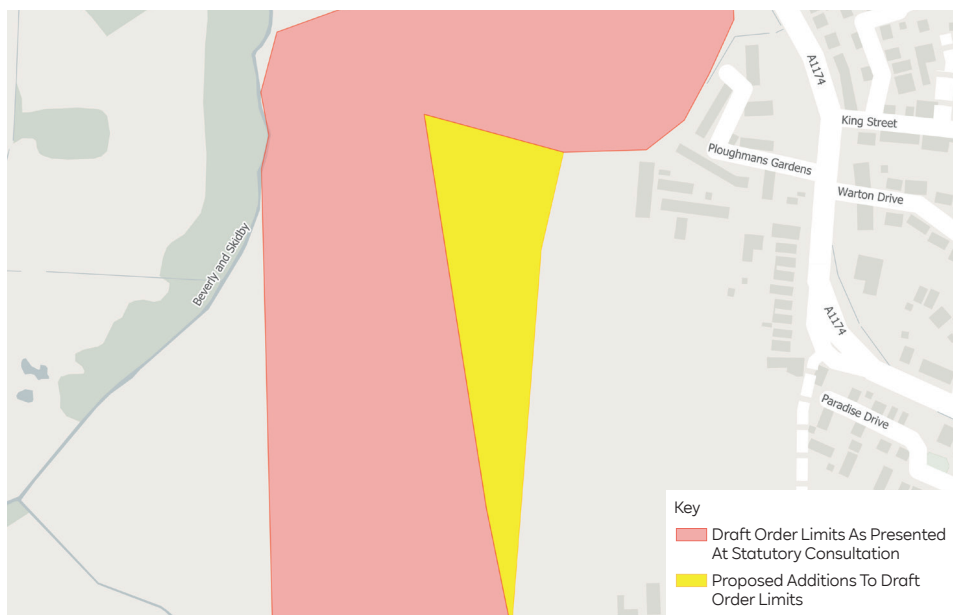


**Area:** Cable route

**Reason for change:** Design and construction requirement

**Description of change:** This proposed amendment to the draft Order Limits is required to accommodate the installation of the grid connection cable works and associated construction access within Figham Common. Providing the additional land to the south and west should minimise the potential impact on existing vegetation and land drains in the area.

## Change 16: Cable route north (west of Woodmansey)

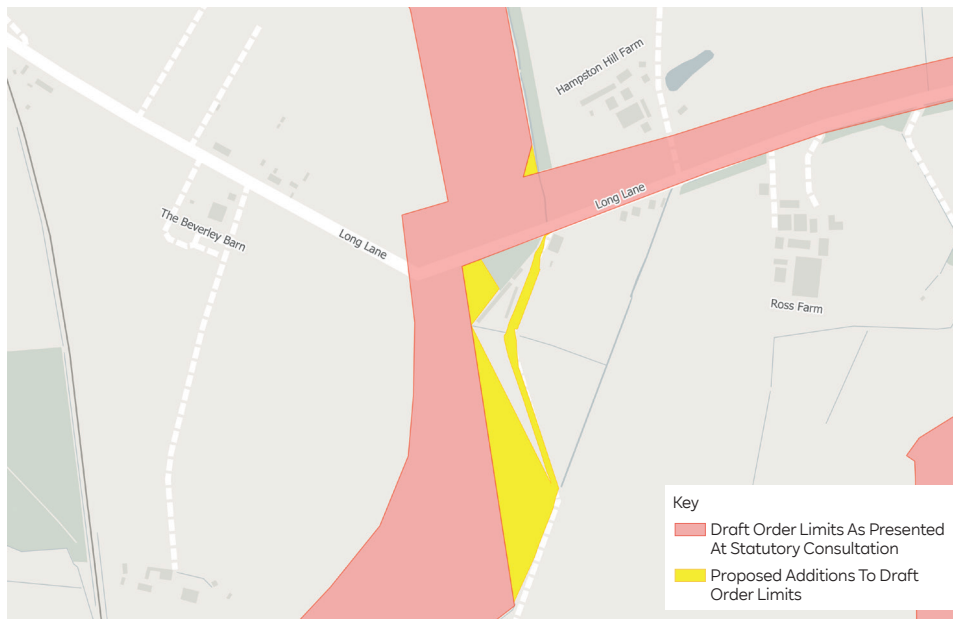


**Area:** Cable route

**Reason for change:** Design and construction requirement

**Description of change:** This proposed amendment to the draft Order Limits is to enable the installation of the grid connection cable works.

## Change 17: Cable route south - Long Lane

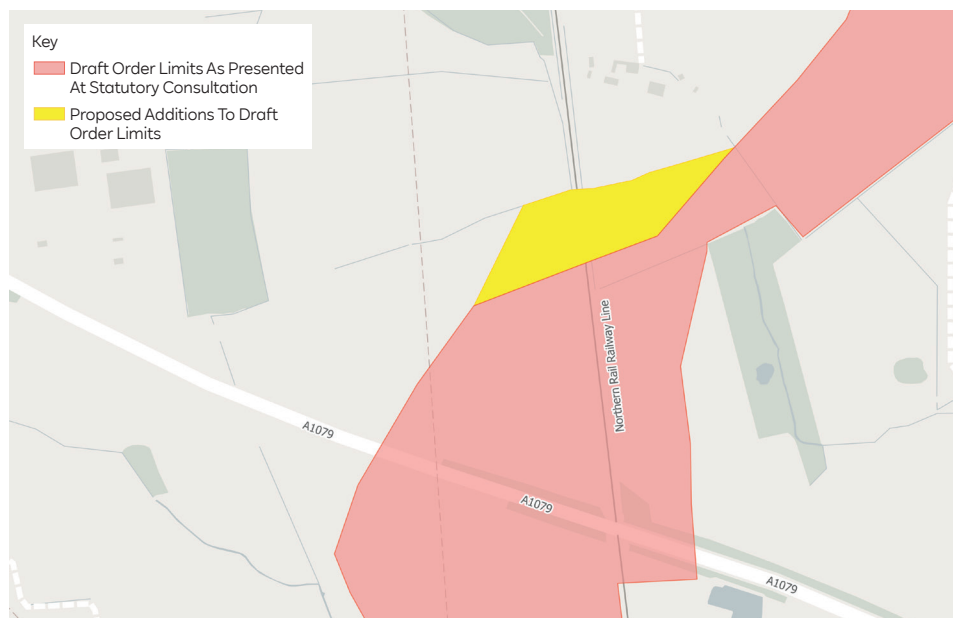


**Area:** Cable route

**Reason for change:** Design and construction requirement

**Description of change:** This proposed amendment to the draft Order Limits is to include a section of private track from Long Lane to provide temporary access during the construction of the grid connection cable works. No widening of the private track is necessary. Minor realignment of the cable corridor is also proposed to provide the necessary flexibility to support cable installation.

## Change 18: Cable route south - railway crossing



**Area:** Cable route

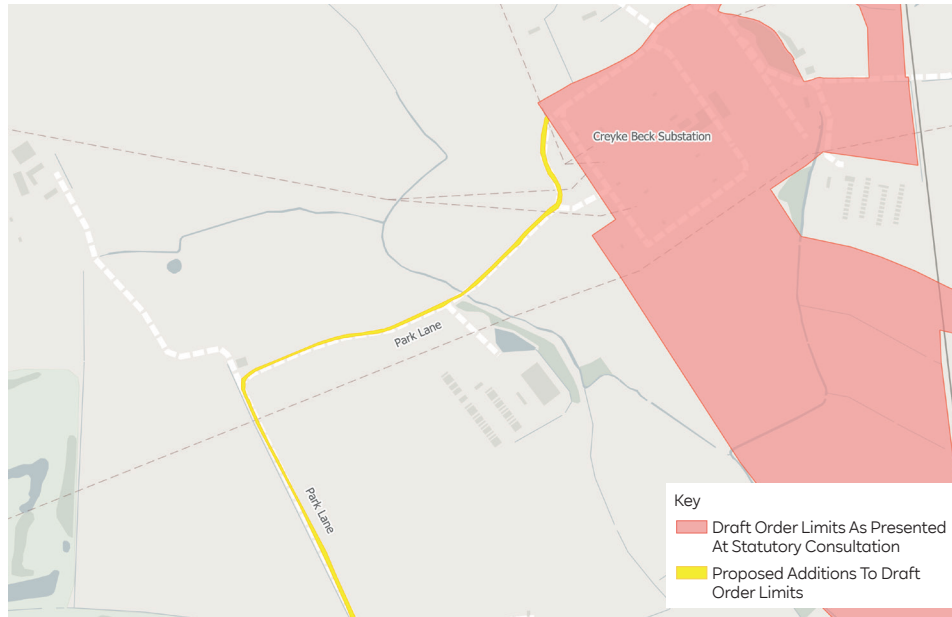
**Reason for change:** Design and construction requirement

**Description of change:** This proposed amendment to the draft Order Limits is to enable the installation of the grid connection cable works.

As originally proposed, horizontal directional drilling of the cable under the existing railway line will be required.



## Change 19: Cable route south - Creyke Beck Substation access



**Area:** Cable route

**Reason for change:** Transport and access requirement

**Description of change:** This proposed amendment to the draft Order Limits is to include the existing access route via Park Lane (a section of private track), to provide access for the grid connection cable works.

# How to provide comments

**We are conducting this targeted consultation to provide affected parties with the opportunity to give their views on the revisions to the draft Order Limits for the Proposed Development.**

If you have any comments on proposed changes, you can submit this feedback in the following ways:

- Emailing us at **info@peartreehillsolar.co.uk**
- Writing to us at **Freepost PEARTREE HILL SOLAR FARM**  
(no stamp required)

Please provide any feedback you have by **11:59pm on Friday 8 November 2024.**

After the targeted consultation closes, we will carefully review and take into account all responses received. A Consultation Report will be submitted with the DCO application setting out the consultation that has been undertaken on the Proposed Development and how RWE has taken feedback into account in developing its proposals.

## Materials in alternative formats

Upon request, this document can be made available in alternative accessible formats, such as, large print and alternative languages.

All requests should be made to the communications team by email at **info@peartreehillsolar.co.uk** or via our dedicated Phonenumber at **01482 695 004.**

All documents are also available on our website **www.peartreehillsolar.co.uk.**

## Deposit Locations

Physical copies of the targeted consultation brochure and statutory consultation brochure will be available for inspection at Beverley Library throughout the consultation period:

Address	Opening time
Beverley Library, Champney Road, Beverley, HU17 8HE	Monday 9:30am–5pm, Tuesday 9:30am–8pm, Wednesday 9:30am–5pm, Thursday 9:30am–8pm, Friday 9:30am–5pm, Saturday 9am–4pm, Sunday closed

## Contact us

If you would like to speak with a member of the Peartree Hill project team, please don't hesitate to reach out to us. We are here to provide information, answer any questions and to take your feedback.



**peartreehillsolar.co.uk**



**info@peartreehillsolar.co.uk**



**01482 695 004**



**FREEPOST PEARTREE HILL SOLAR FARM (no stamp required)**

You can also stay up to date with the proposals, with regular updates and announcements, by following us on our Facebook page: **fb.com/peartreehillsolarfarm**

**Thank you for participating in our targeted consultation on proposals for Peartree Hill Solar Farm.**

# RWE

## Appendix H-4 Targeted consultation letters and emails

### Appendix H-4.1 Letter to newly identified PILs



Monday 7 October 2024

Dear Sir/Madam

**Proposed Peartree Hill Solar Farm  
Consultation on proposed application for development consent  
Section 42(1)(d) and s44 of the Planning Act 2008**

**The Infrastructure Planning (Applications and Prescribed Forms and  
Procedure) Regulations 2009 ("the 2009 Regulations")**

**The Infrastructure Planning (Environmental Impact Assessment) Regulations  
2017 ("the 2017 Regulations")**

RWE Renewables UK Solar and Storage Limited ("RWE") proposes to submit an application to the Secretary of State under section 37 of the Planning Act 2008 (the "2008 Act") for a development consent order ("DCO") for Peartree Hill Solar Farm ("the Proposed Development"), located in the East Riding of Yorkshire.

This letter explains how you can find out more about the Proposed Development and comment on the proposals.

**Peartree Hill Solar Farm - The Proposed Development**

The Proposed Development is within the administrative boundary of East Riding of Yorkshire Council. The Application comprises several land areas of farmland to the east of Beverley where solar panels and battery energy storage systems are proposed, and a grid cable connection corridor to National Grid's Creyke Beck substation which is located in Cottingham to the south of the site.

The Proposed Development's main proposals are:

- Solar panel modules and associated mounting structures.
- Battery Energy Storage System ("BESS").
- On-site supporting equipment including inverters, transformers, and switchgears
- Two on-site substations to connect the solar panels to the electricity network.

**RWE Generation UK plc**

Trigonos  
Windmill Hill Business Park  
Whitehill Way  
Swindon  
Wiltshire SN5 6PB

T +44(0)1793 87 77 77  
F +44(0)1793 49 15 86  
I [www.rwe.com](http://www.rwe.com)

Registered Office:  
Windmill Hill Business Park  
Whitehill Way  
Swindon  
Wiltshire SN5 6PB

Registered in England  
and Wales no. 03892782

...

- Underground cabling connecting solar panel areas to the on-site substation, to other land areas within the site and to Creyke Beck Substation in Cottingham to the south of the site.
- Supporting infrastructure including access tracks, security measures, gates and fencing, lighting, drainage infrastructure and storage containers.
- Highways work to enable construction for example, additional passing places.
- Environmental mitigation and enhancement measures to avoid or reduce adverse impacts on the surrounding environment and nearby communities.

The Proposed Development is classed as a Nationally Significant Infrastructure Project (“NSIP”) for the purposes of the 2008 Act. Accordingly, RWE is required to make an application to the Secretary of State for Energy Security and Net Zero for a DCO to get the consent we need to construct, operate, maintain and decommission the Proposed Development. You can find out more about the DCO process on the Planning Inspectorate's National Infrastructure Planning website: <https://infrastructure.planninginspectorate.gov.uk/>.

The DCO would include a number of provisions, including those which authorise the compulsory acquisition of land, and the compulsory acquisition of rights in, on or over land, if necessary, to construct, operate and maintain the Proposed Development.

## **Consultation on the Proposed Development**

RWE previously undertook a statutory consultation on the proposals for the Proposed Development from Wednesday 15 May to Wednesday 26 June 2024.

Feedback from the statutory consultation and further design and assessment work has identified 19 proposed changes to the draft Order Limits where additional land is required for the Proposed Development. RWE is now undertaking targeted consultation on the proposed changes.

During the pre-application process, we must consult with a variety of persons and organisations about our DCO application in accordance with the requirements of the 2008 Act. Under section 42(1)(d) and section 44 of the 2008 Act, we are required to consult with (1) landowners, tenants and occupiers in respect of land within the Proposed Development's Order Limits; (2) those with other interests in land within the Proposed Development's Order Limits; and (3) those who do not own land subject to acquisition but may be entitled to make a claim for compensation as a result of the Proposed Development.

We are writing to you as following the proposed changes to the draft Order Limits you have now been identified as a possible consultee who we believe falls into at least one of the categories set out above.

We are seeking your views on these changes, alongside any comments on the wider proposals. This consultation will run from **Tuesday 8 October to Friday 8 November 2024**.

The Proposed Development is an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, RWE therefore prepared a Preliminary Environmental Information Report (PEIR) which detailed our assessments of the potential impacts of the Proposed Development to inform the Statutory Consultation.

The changes proposed as part of the targeted consultation are minor and have been assessed as not introducing any new significant environmental effects. Therefore the changes do not alter the conclusions of the PEIR.

### **Consultation Documents**

Please find enclosed with this letter:

- A copy of the Peartree Hill Solar Farm targeted consultation brochure outlining the changes to the draft Order Limits;
- A plan showing the area in which we believe you have an interest;
- A copy of the Peartree Hill Solar Farm statutory consultation newsletter;
- A copy of the Peartree Hill Solar Farm statutory consultation brochure;
- A copy of the s47/48 newspaper notice supporting the statutory consultation;
- A Peartree Hill Solar Farm response form;
- A Freepost PEARTREEHILL SOLAR FARM envelope (no stamp required); and
- Draft Order Limits plan from the statutory consultation

The full set of the consultation documents and plans showing the nature and location of the Proposed Development can be inspected free of charge on the project website at <https://peartreehillsolar.co.uk/>.

The targeted consultation brochure is also available to view at [www.peartreehillsolar.co.uk/targetedconsultation](http://www.peartreehillsolar.co.uk/targetedconsultation) and will remain available throughout the targeted consultation period.

Requests for paper copies of any of the consultation documents can be made for a charge of £0.35 per page to cover printing and posting costs. If you need other more accessible formats of the consultation materials, please contact us using the contact details above.

### **Provide your comments**

While this communication is being sent to you as part of the targeted consultation, we are seeking your views on our proposals for the Proposed Development as a

whole, shared at a statutory consultation held earlier this year, as well as the changes to the Proposed Development.

We would like you to use this consultation to give us your comments on the Proposed Development, the proposed changes to the draft Order Limits and any potential impacts on your interest in the land.

The dates from the statutory consultation are present in the consultation documents listed above. For the purposes of this targeted consultation, these dates do not apply.

If you have any comments on the proposed development changes, you can submit this feedback in the following ways:

- By returning a completed copy of the enclosed response form using the Free-post PEARTREEHILL SOLAR FARM (no stamp required)
- Emailing us at [info@peartreehillsolar.co.uk](mailto:info@peartreehillsolar.co.uk)
- Writing to us at Freepost PEARTREE HILL SOLAR FARM (no stamp required)

Please provide any feedback you have **by 11:59pm on Friday 8 November 2024.**

RWE requests that responses state the grounds of representation, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent.

RWE may be required to make copies of consultation responses available to the Planning Inspectorate. However, RWE will request that personal details are not placed on the public record. All personal information received as part of the statutory consultation will be handled in accordance with our privacy policy which can be found at <https://peartreehillsolar.co.uk/>

**If you have any questions on the content of this letter or the Proposed Development please contact us on the details above or call us on 01482 695 004**

Yours sincerely,

**Mike Greslow**  
Development Project Manager  
RWE Renewables, Solar and Storage



## Appendix H-4.2 Letter to Land interests



Monday 7 October 2024

Dear Sir/Madam

**Proposed Peartree Hill Solar Farm  
Targeted consultation on proposed application for development consent**

RWE Renewables UK Solar and Storage Limited ("RWE") is writing to you regarding the proposed 320 MW Peartree Hill Solar Farm located on land to the east of Beverley and underground grid cable connection corridor to National Grid's Creyke Beck substation which is located in Cottingham ("the Proposed Development").

The Proposed Development is classed as a Nationally Significant Infrastructure Project ("NSIP") for the purposes of the Planning Act 2008. Accordingly, RWE is required to make an application to the Secretary of State for Energy Security and Net Zero for a Development Consent Order ("DCO") to get consent to construct, operate, maintain and decommission the Proposed Development. The DCO would include a number of provisions, including those which authorise the compulsory acquisition of land, and the compulsory acquisition of rights in, on or over land, if necessary, to construct, operate and maintain the Proposed Development.

RWE undertook a statutory consultation on proposals for the Proposed Development from Wednesday 15 May to Wednesday 26 June 2024 and we previously wrote to you seeking your views as part of that statutory consultation. The full set of consultation documents for the statutory consultation are still available to view at [www.peartreehillsolar.co.uk](http://www.peartreehillsolar.co.uk).

**Targeted Consultation**

Feedback from the statutory consultation and further design and assessment work has identified 19 proposed changes to the draft Order Limits where additional land is required for the Proposed Development. RWE is now undertaking targeted consultation on the proposed changes.

This targeted consultation will run from **Tuesday 8 October to 11.59pm on Friday 8 November 2024**.

**RWE Generation UK plc**

Trigonos  
Windmill Hill Business Park  
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Swindon  
Wiltshire SN5 6PB

T +44(0)1793 87 77 77  
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...

The enclosed brochure details the 19 proposed changes where additional land is proposed to be included in the Order Limits. It also explains the rationale for each change. We believe that at least one of these changes would affect land that you hold an interest in, please see the attached plan.

The targeted consultation brochure is also available to view at [www.peartreehillsolar.co.uk/targetedconsultation](http://www.peartreehillsolar.co.uk/targetedconsultation) and will remain available throughout the targeted consultation period.

During the pre-application process, RWE must consult with a variety of persons and organisations about our DCO application in accordance with the requirements of the Planning Act 2008 and Regulation 3 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations. You have been identified as a possible consultee under s42(1)(d) and s44 of the Planning Act 2008 as either a (1) landowner, tenant or occupier in respect of land within the Proposed Development's Order Limits; (2) a person with other interests in land within the Proposed Development's Order Limits; or (3) a person who does not own land subject to acquisition but may be entitled to make a claim for compensation as a result of the Proposed Development.

The Proposed Development is an Environmental Impact Assessment ("EIA") development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, RWE therefore prepared a Preliminary Environmental Information Report ("PEIR") that we presented during our statutory consultation, which detailed our assessments of the potential impacts of the Proposed Development.

The changes proposed as part of this targeted consultation are minor and have been assessed as not introducing any new significant environmental effects. Therefore the changes do not alter the conclusions of the PEIR.

### **Make your comments**

If you have any comments on the changes forming part of this targeted consultation, you can submit this feedback in the following ways:

- Emailing us at [info@peartreehillsolar.co.uk](mailto:info@peartreehillsolar.co.uk)
- Writing to us at Freepost PEARTREE HILL SOLAR FARM (no stamp required)

Please provide any feedback you have **by 11:59pm on Friday 8 November 2024.** RWE requests that responses state the grounds of representation, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent.

RWE may be required to make copies of consultation responses available to the Planning Inspectorate. However, RWE will request that personal details are not placed on the public record. All personal information received as part of the targeted consultation will be handled in accordance with our privacy policy which can be found at <https://peartreehillsolar.co.uk/>



Page 3

**If you have any questions on the content of this letter or the Proposed Development please contact us on the details above or call us on 01482 695 004.**

Yours sincerely,

**Mike Greslow**  
Development Project Manager  
RWE Renewables, Solar and Storage

## **Appendix H-4.3 List statutory consultees consulted as part of the targeted consultation**

Name of stakeholder/organisation
<b>Parishes (Host)</b>
Tickton and Routh Parish Council
Wawne Parish Council
Woodmansey Parish Council
Skidby Parish Council
Cottingham Parish Council
Beverley Town Council
Swine Parish Council
<b>Parishes (Neighbouring)</b>
Bishop Burton Parish Council
Willerby Parish Council
Catwick Parish Council
Rise Parish Council
Skirlaugh Parish Council
Ellerby Parish Council
Coniston and Thirtleby Parish Council Parish Council
Bilton Parish Council
Leconfield Parish Council
Molescroft Parish Council
Riston Parish Council
Leven Parish Council
Skidby Parish Council
Rowley Parish Council
Walkington Parish Council
Kirk Ella Parish Council
Swanland Parish Council
Welton Parish Council
<b>Other</b>
Environment Agency
Natural England
Beverley and North Holderness IDB
East Riding of Yorkshire Council
Hull CC
National Highways
Humberside Fire and Rescue
Office of the Police, Fire & Crime Commissioner for Humberside

Yorkshire and the Humber Ambulance Trust
Forestry Commission
Network Rail Infrastructure Ltd
South Holderness Internal Drainage Board
Yorkshire Ambulance Service
Humberside Police Force
Yorkshire Water
<b>Statutory undertakers</b>
Cadent Gas Limited
National Gas Transmission Limited
CNG Services Limited
Energy Assets Pipelines Limited
Energy Assets Pipelines Limited (alternative address)
ES Pipelines Limited (part of ESP Utilities Group)
ESP Connections Limited (part of ESP Utilities Group)
ESP Networks Limited (part of ESP Utilities Group)
ESP Pipelines Limited (part of ESP Utilities Group)
Fulcrum Pipelines Limited
GTC Pipelines Limited (part of GTC which is owned by BUUK Infrastructure)
Harlaxton Gas Networks Limited
Independent Pipelines Limited (part of GTC which is owned by BUUK Infrastructure)
Indigo Pipelines Limited
Last Mile Gas Limited
Leep Gas Networks Limited (part of Leep Utilities)
Quadrant Pipelines Limited (part of GTC which is owned by BUUK Infrastructure)
Squire Energy Limited
Squire Energy Limited (alternative address)
Scotland Gas Networks PLC (alternative address)
Scotland Gas Networks PLC
Wales and West Utilities Ltd
National Gas
Northern Gas Networks Limited
Northern Gas Networks Limited (alternative address)
Mua Gas Limited
Southern Gas Networks Plc
Creyke Beck Power Station
SSE Generation Limited
SSE Generation Limited
Aidien Limited
UK Power Distribution Limited

UK Power Distribution Limited (alternative address)
National Grid Electricity Systems Operator Limited
National Grid Electricity Distribution
National Grid PLC
National Grid Ventures
Fulcrum Electricity Assets Limited
Independent Power Networks Limited
Eclipse Power Network Limited
Energy Assets Networks Limited
Energy Assets Networks Limited (alternative address)
Fulcrum Electricity Assets Limited
Harlaxton Energy Networks Limited
Independent Distribution Connection Specialists Limited
Independent Power Networks Limited
Leep Electricity Networks Limited (part of Leep Utilities)
ESP Electricity Limited (part of ESP Utilities Group)
The Electricity Network Company Limited
Utility Assets Limited
Vattenfall Networks Limited
Last Mile Electricity limited
Northern Powergrid (Yorkshire) plc
Northern Powergrid (Northeast) limited
Northern Power Grid (additional address)
Indigo Power Limited
Stark Infra-Electricity Limited
Mua Electricity Limited
Optimal Power Networks Limited
Advanced Energy Networks Limited
National Grid Electricity Transmission plc
National Grid Electricity System Operation Limited
Humbly Grove Energy Services
INOVYN ENTERPRISES LTD.
SALTFLEETBY ENERGY LIMITED
SEVERN GAS TRANSPORTATION LTD.
ADVANCED ELECTRICITY NETWORKS LTD



## Appendix H-4.4 Letter to Statutory parties



Monday 7 October 2024

Dear Sir/Madam

**Proposed Peartree Hill Solar Farm  
Targeted consultation on proposed application for development consent**

RWE Renewables UK Solar and Storage Limited ("RWE") is writing to you regarding the proposed 320 MW Peartree Hill Solar Farm located on land to the east of Beverley and underground grid cable connection corridor to National Grid's Creyke Beck substation which is located in Cottingham ("the Proposed Development").

The Proposed Development is classed as a Nationally Significant Infrastructure Project ("NSIP") for the purposes of the Planning Act 2008. Accordingly, RWE is required to make an application to the Secretary of State for Energy Security and Net Zero for a Development Consent Order ("DCO") to get consent to construct, operate, maintain and decommission the Proposed Development. The DCO would include a number of provisions, including those which authorise the compulsory acquisition of land, and the compulsory acquisition of rights in, on or over land, if necessary, to construct, operate and maintain the Proposed Development.

RWE undertook a statutory consultation on proposals for the Proposed Development from Wednesday 15 May to Wednesday 26 June 2024. The full set of consultation documents for the statutory consultation are still available to view at [www.peartreehillsolar.co.uk](http://www.peartreehillsolar.co.uk).

**Targeted Consultation**

Feedback from the statutory consultation and further design and assessment work has identified 19 proposed changes to the draft Order Limits where additional land is required for the Proposed Development. RWE is now undertaking targeted consultation on the proposed changes.

This targeted consultation will run from **Tuesday 8 October to 11.59pm on Friday 8 November 2024**.

The enclosed brochure details the 19 proposed changes where additional land is proposed to be included in the Order Limits. It also explains the rationale for each change.

**RWE Generation UK plc**

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T +44(0)1793 87 77 77  
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The Proposed Development is an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, RWE therefore prepared a Preliminary Environmental Information Report (PEIR) which detailed our assessments of the potential impacts of the Proposed Development to inform the Statutory Consultation.

The changes proposed as part of this targeted consultation are minor and have been assessed as not introducing any new significant environmental effects. Therefore the changes do not alter the conclusions of the PEIR that we presented during our statutory consultation, which detailed our assessments of the potential impacts of the Proposed Development.

### **Make your comments**

If you have any comments on the changes forming part of this targeted consultation, you can submit this feedback in the following ways:

- Emailing us at [info@peartreehillsolar.co.uk](mailto:info@peartreehillsolar.co.uk)
- Writing to us at Freepost PEARTREE HILL SOLAR FARM (no stamp required)

Please provide any feedback you have **by 11:59pm on Friday 8 November 2024.** RWE requests that responses state the grounds of representation, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent.

RWE may be required to make copies of consultation responses available to the Planning Inspectorate. However, RWE will request that personal details are not placed on the public record. All personal information received as part of the targeted consultation will be handled in accordance with our privacy policy which can be found at <https://peartreehillsolar.co.uk/>

**If you have any questions on the content of this letter or the Proposed Development please contact us on the details above or call us on 01482 695 004.**

Yours sincerely,

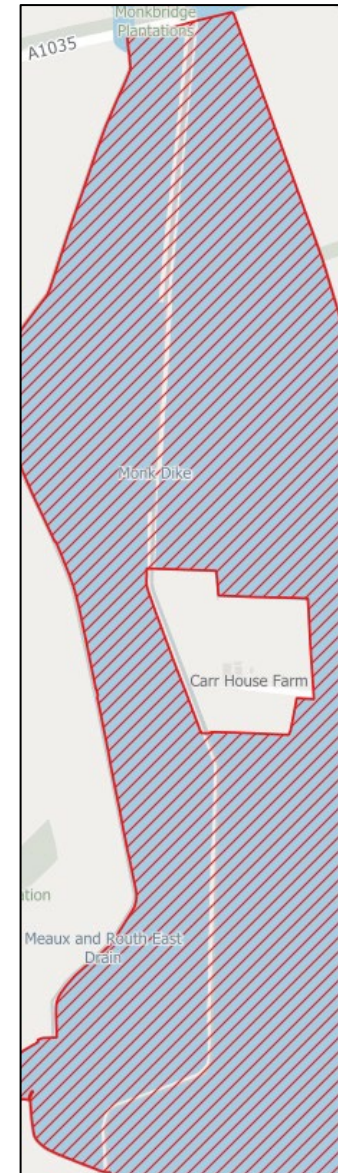
**Mike Greslow**  
Development Project Manager  
RWE Renewables, Solar and Storage



## **Appendix H-4.5 Local Mailing Zones**

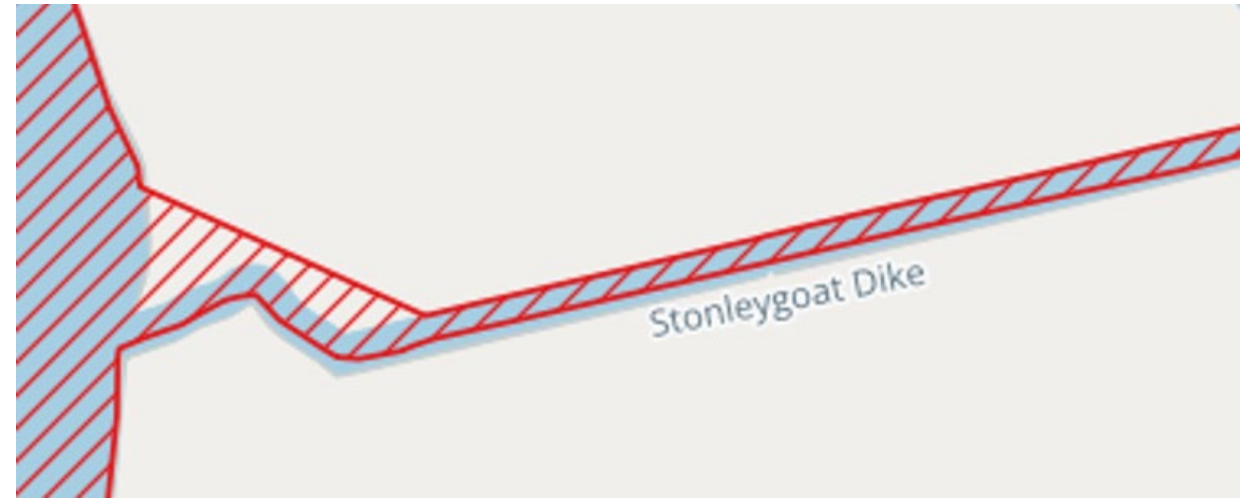
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# Change 2

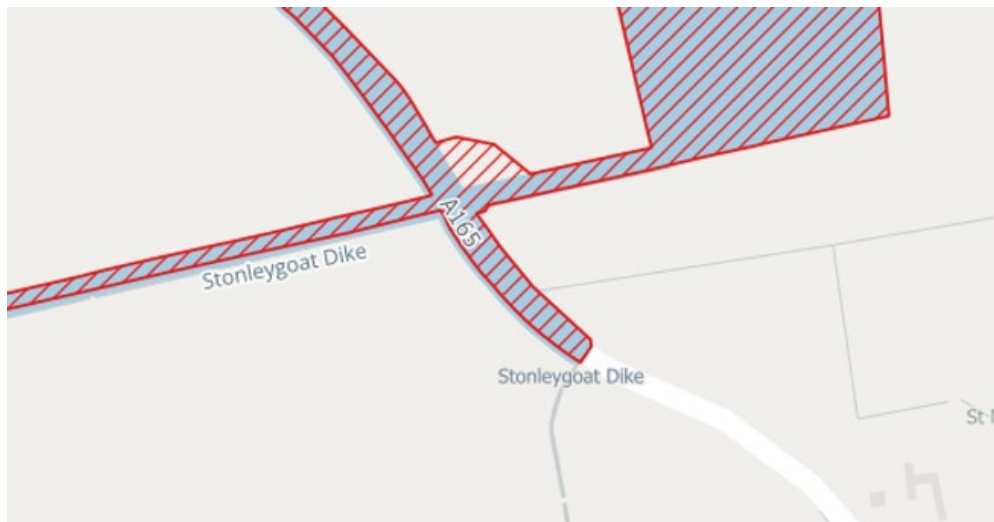
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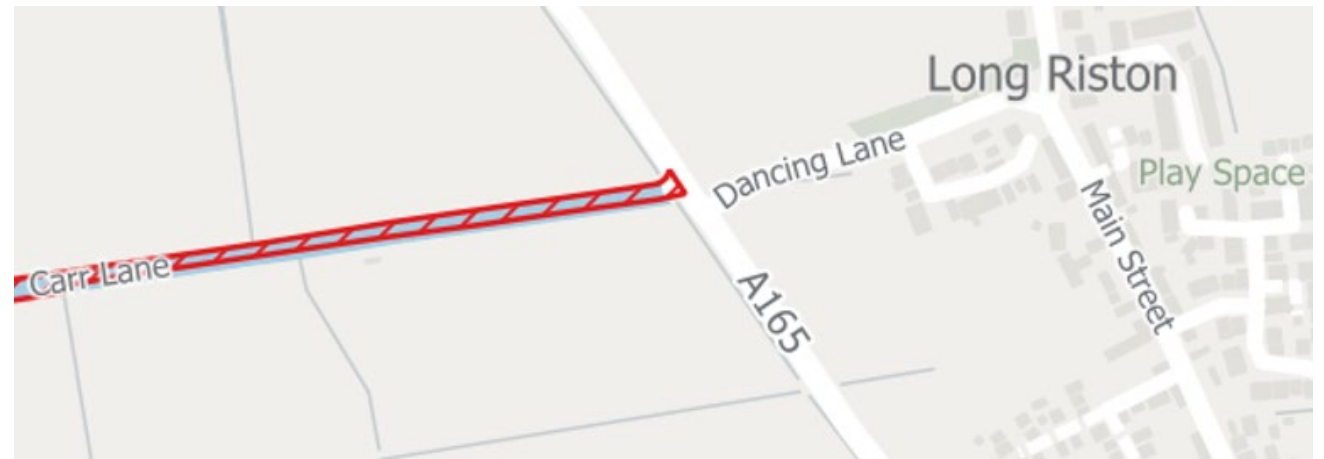
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52 addresses



# Change 4

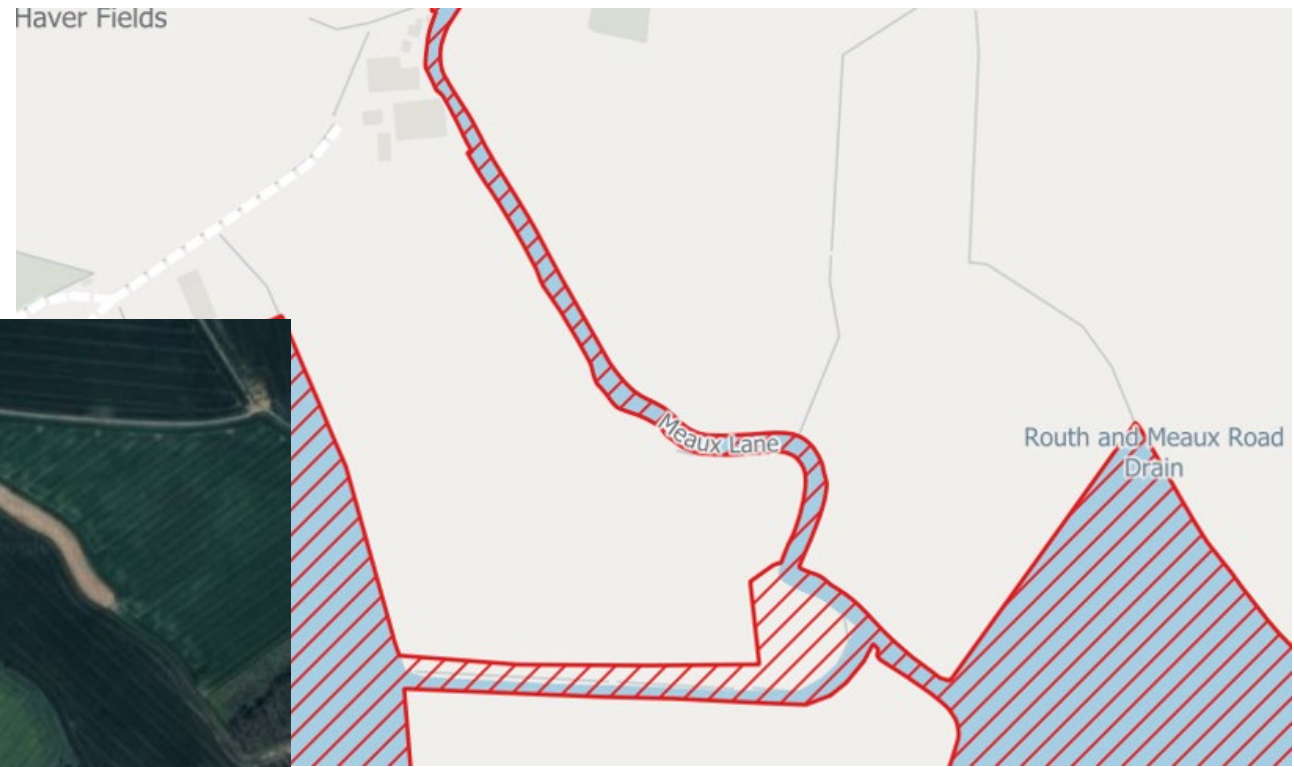
27 addresses





# Change 5

3 addresses



# Change 6

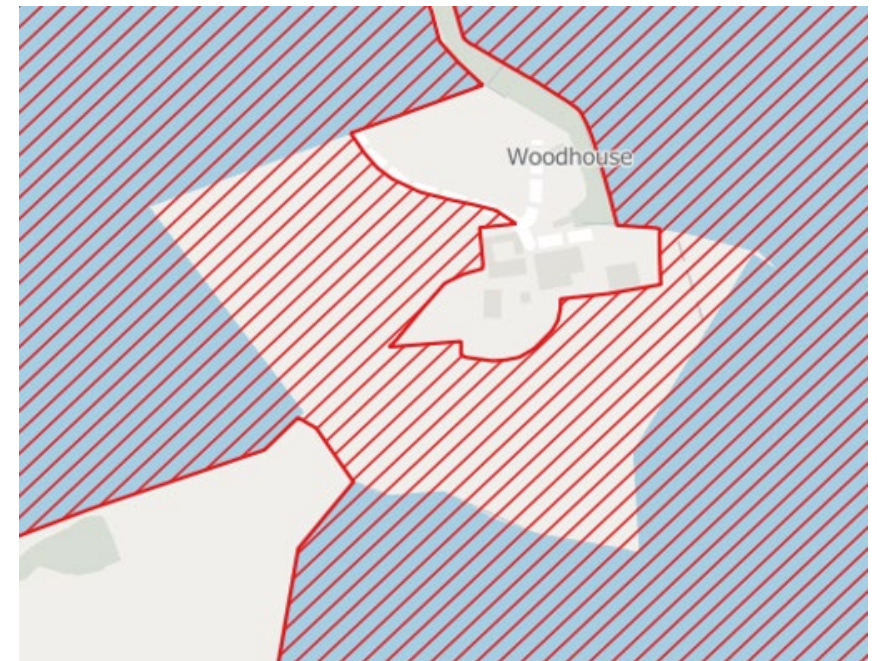
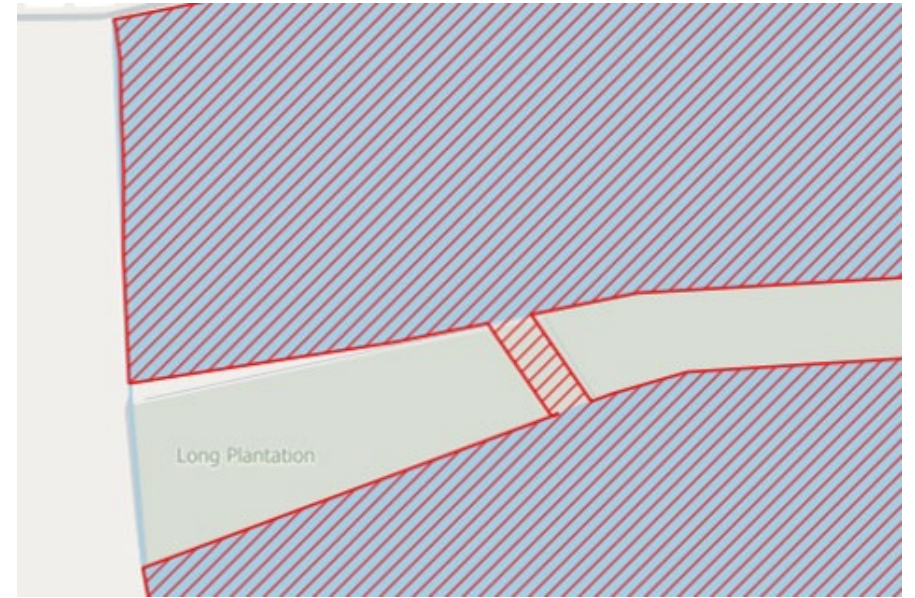
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# Change 7 and 8

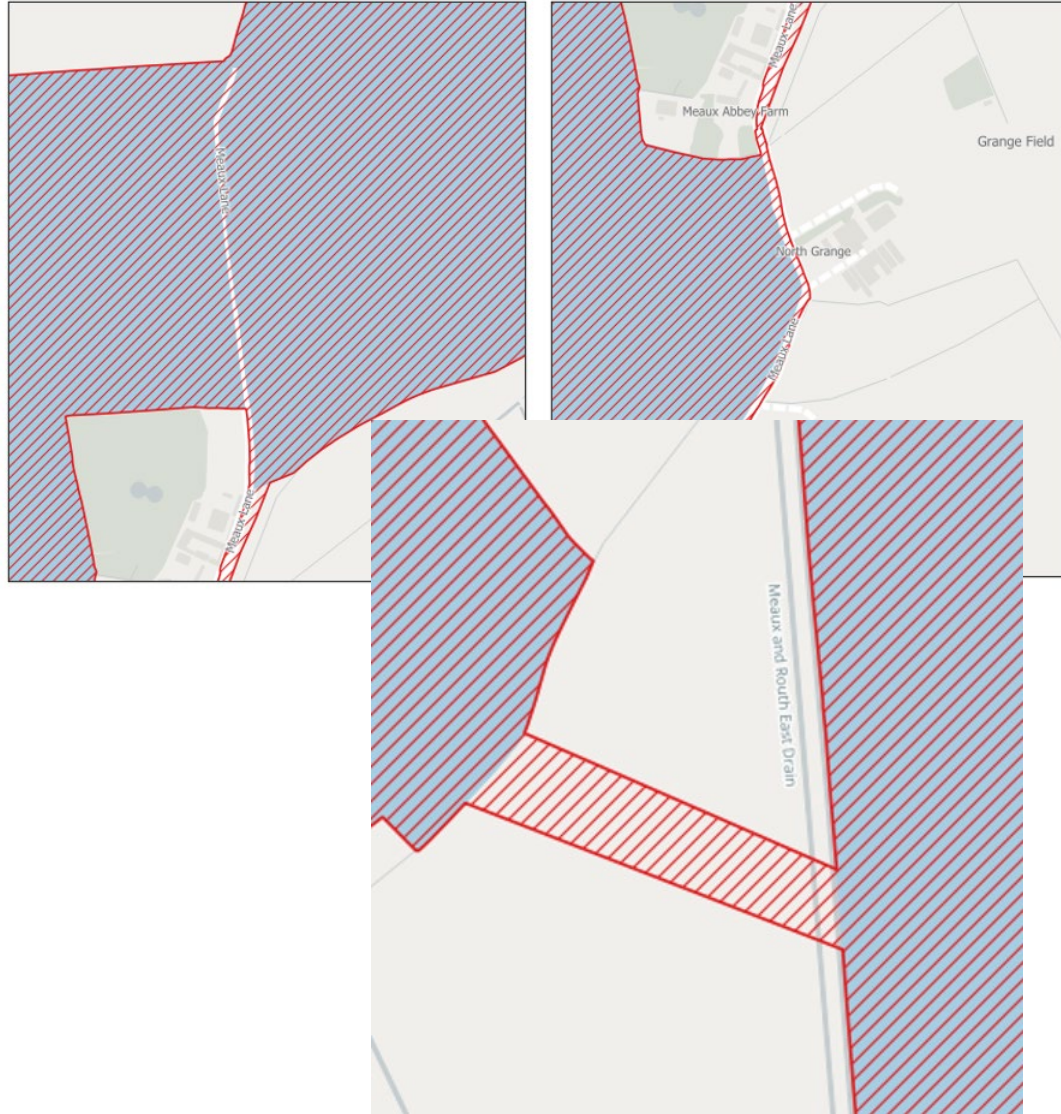
3 Addresses





# Change 9-10

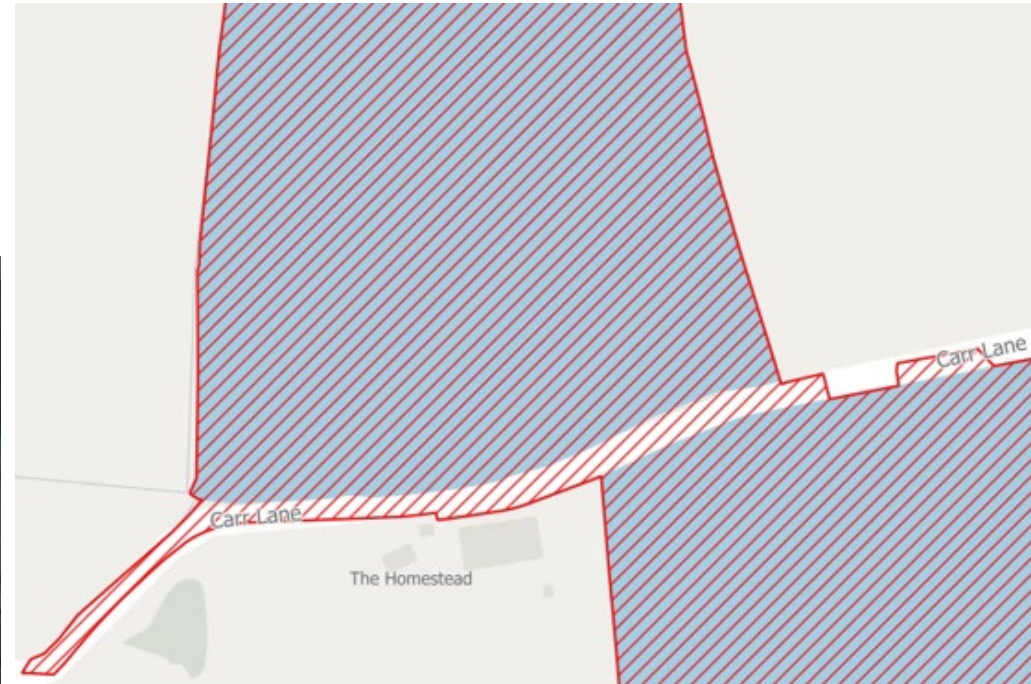
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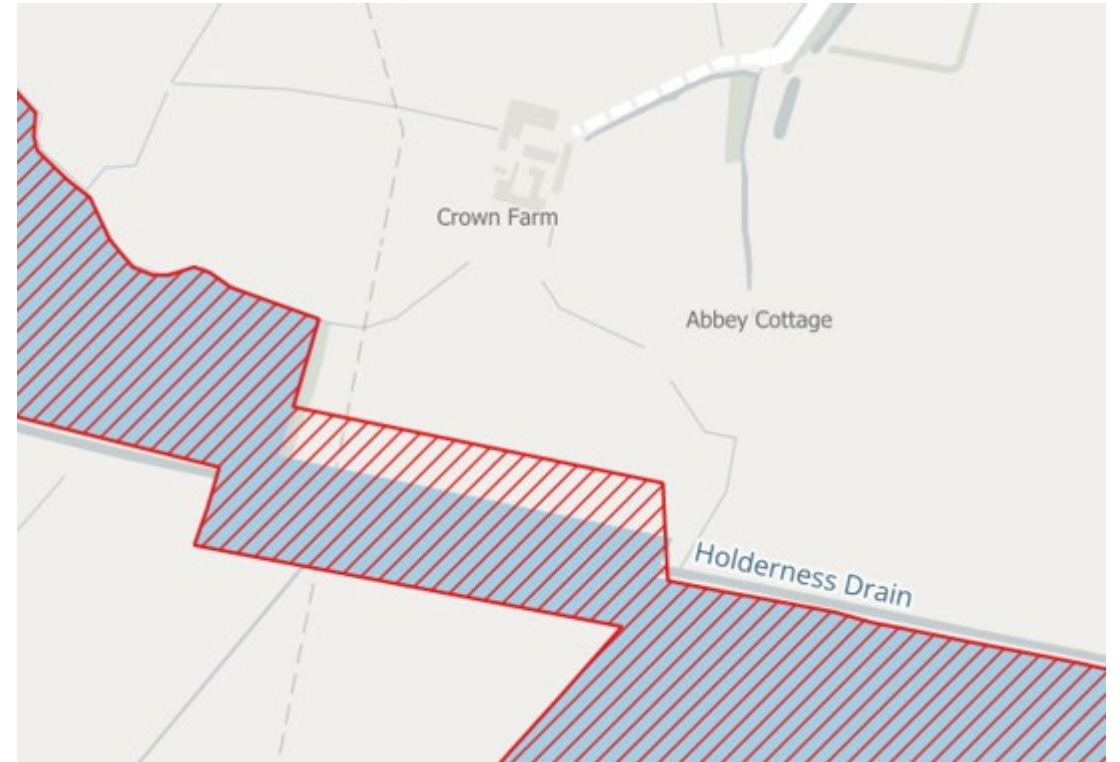
# Change 11

53 addresses



# Change 12

1 address





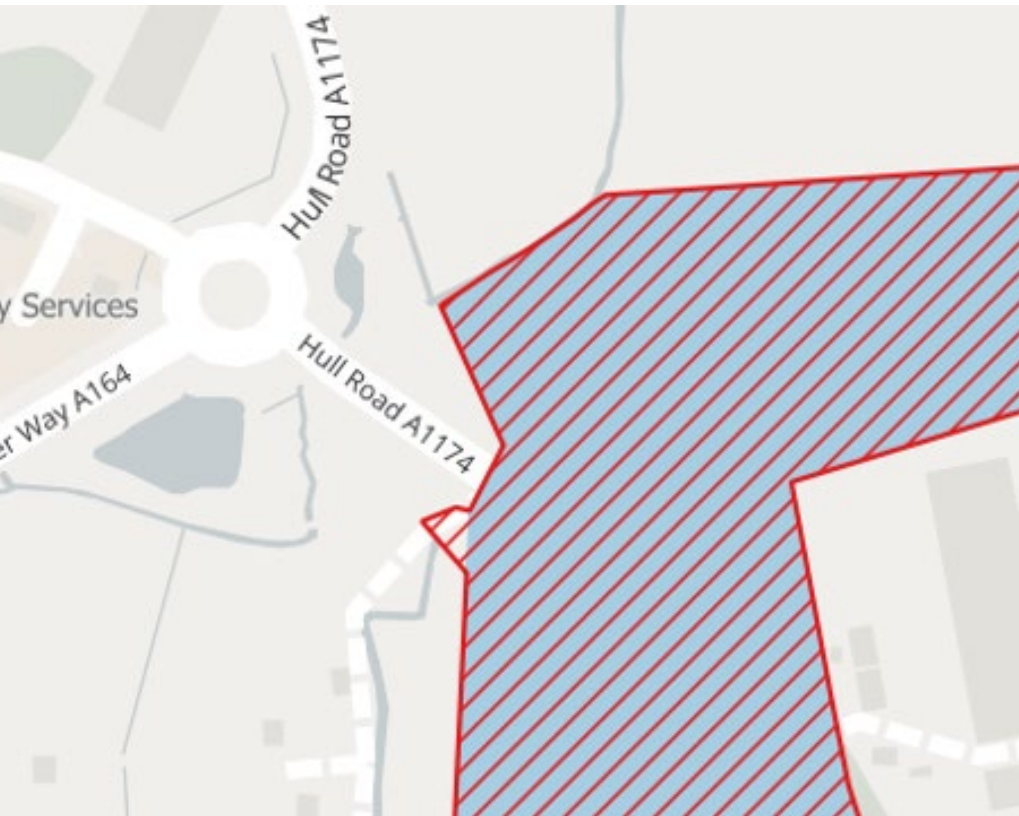
# Change 13

8 addresses



# Change 14

70 addresses





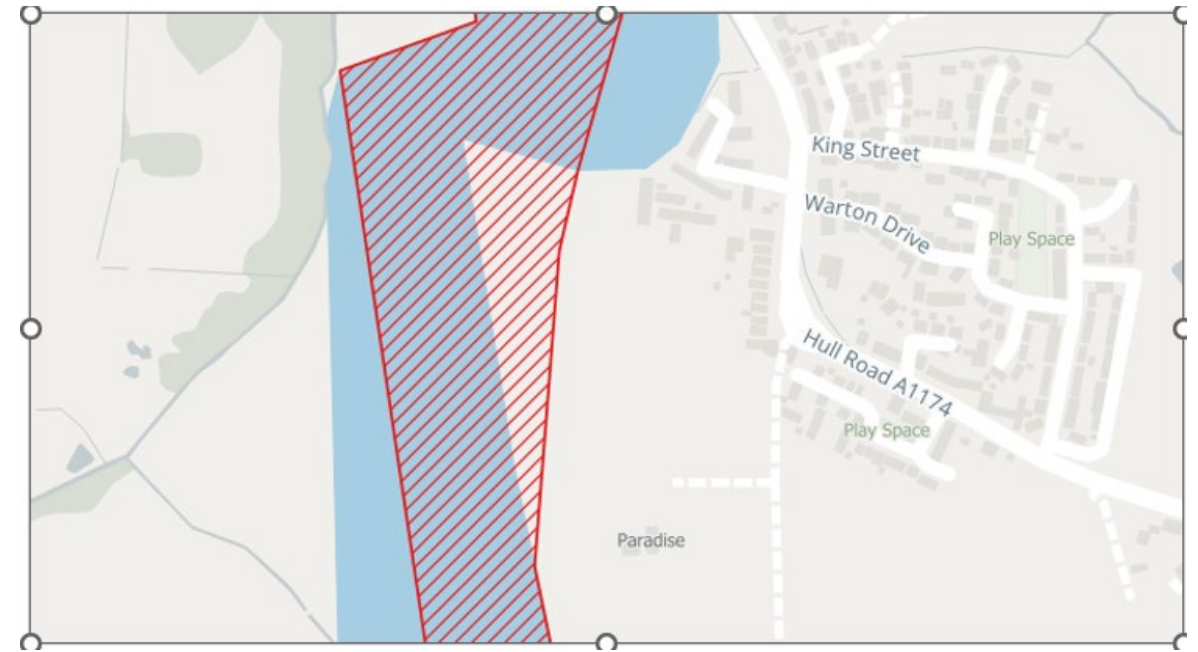
# Change 15

22 Addresses



# Change 16

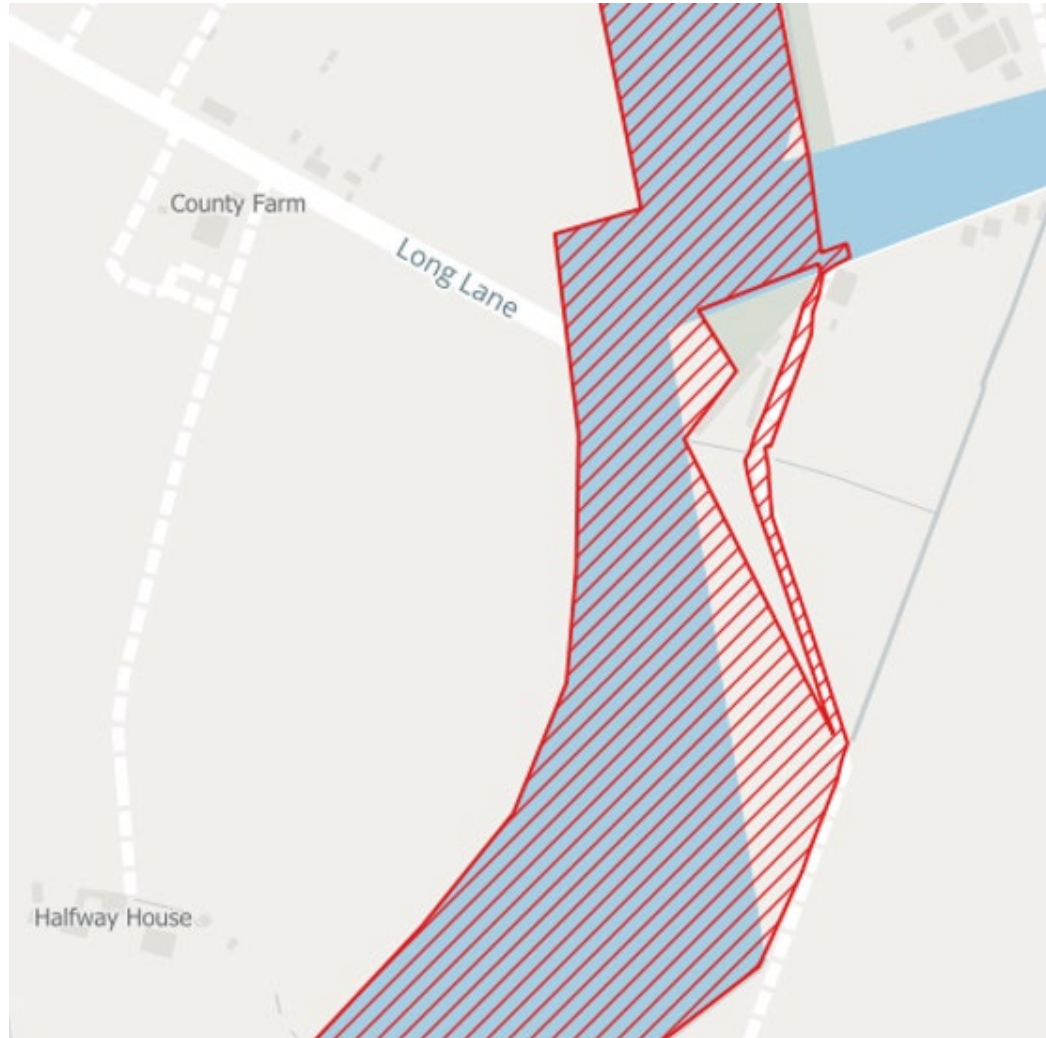
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# Change 17

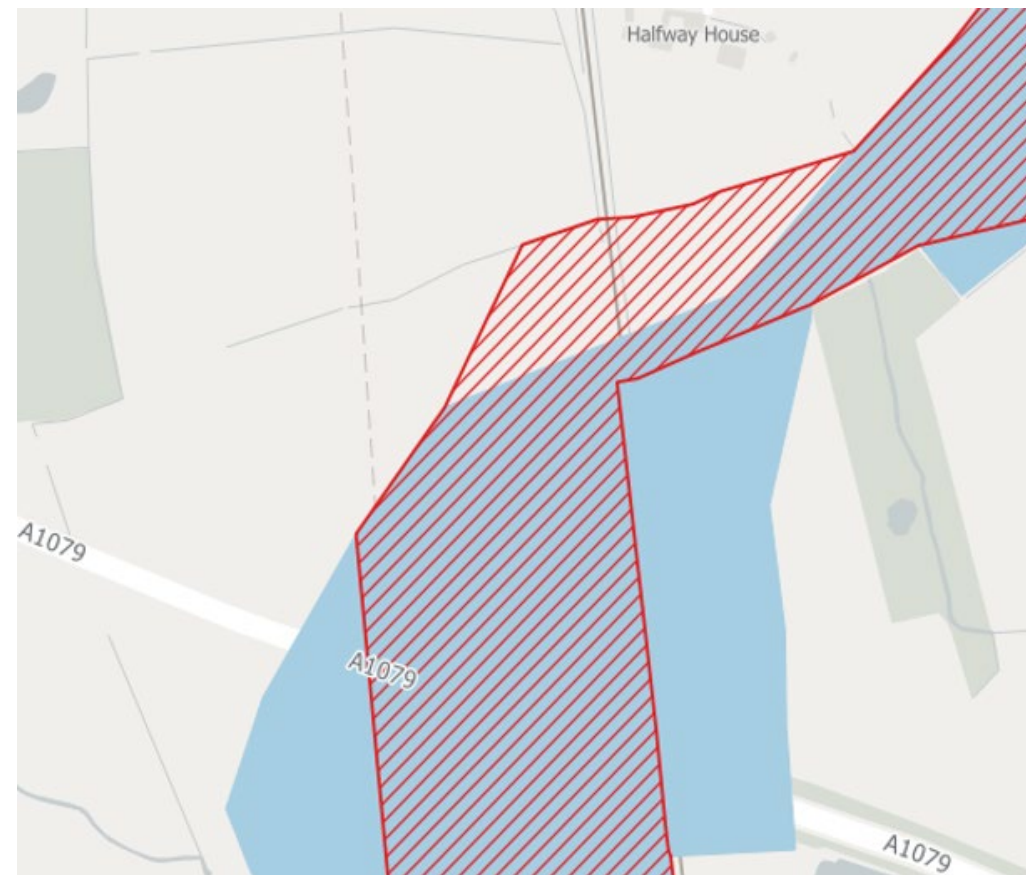
24 addresses





# Change 18

5 addresses



# Change 19

156 addresses





## **Appendix H-4.6 Letter to residents**





Monday 7 October 2024

Dear Sir/Madam

**Proposed Peartree Hill Solar Farm  
Targeted consultation on proposed application for development consent**

RWE Renewables UK Solar and Storage Limited ("RWE") is writing to you regarding the proposed 320 MW Peartree Hill Solar Farm located on land to the east of Beverley and underground grid cable connection corridor to National Grid's Creyke Beck substation which is located in Cottingham ("the Proposed Development").

The Proposed Development is classed as a Nationally Significant Infrastructure Project ("NSIP") for the purposes of the Planning Act 2008. Accordingly, RWE is required to make an application to the Secretary of State for Energy Security and Net Zero for a Development Consent Order ("DCO") to get consent to construct, operate, maintain and decommission the Proposed Development. The DCO would include a number of provisions, including those which authorise the compulsory acquisition of land, and the compulsory acquisition of rights in, on or over land, if necessary, to construct, operate and maintain the Proposed Development.

RWE undertook a statutory consultation on proposals for the Proposed Development from Wednesday 15 May to Wednesday 26 June 2024. The full set of consultation documents for the statutory consultation are still available to view at [www.peartreehillsolar.co.uk](http://www.peartreehillsolar.co.uk).

**Targeted Consultation**

Feedback from the statutory consultation and further design and assessment work has identified 19 proposed changes to the draft Order Limits where additional land is required for the Proposed Development. RWE is now undertaking targeted consultation on the proposed changes.

This targeted consultation will run from **Tuesday 8 October to 11.59pm on Friday 8 November 2024**.

The enclosed brochure details the 19 proposed changes where additional land is proposed to be included in the Order Limits. It also explains the rationale for each change.

**RWE Generation UK plc**

Trigonos  
Windmill Hill Business Park  
Whitehill Way  
Swindon  
Wiltshire SN5 6PB

T +44(0)1793 87 77 77  
F +44(0)1793 49 15 86  
I [www.rwe.com](http://www.rwe.com)

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The targeted consultation brochure is also available to view at [www.peartreehillsolar.co.uk/targetedconsultation](http://www.peartreehillsolar.co.uk/targetedconsultation) and will remain available throughout the targeted consultation period.

The Proposed Development is an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, RWE therefore prepared a Preliminary Environmental Information Report (PEIR) which detailed our assessments of the potential impacts of the Proposed Development to inform the Statutory Consultation.

The changes proposed as part of this targeted consultation are minor and have been assessed as not introducing any new significant environmental effects. Therefore the changes do not alter the conclusions of the PEIR that we presented during our statutory consultation, which detailed our assessments of the potential impacts of the Proposed Development.

### **Make your comments**

If you have any comments on the changes forming part of this targeted consultation, you can submit this feedback in the following ways:

- Emailing us at [info@peartreehillsolar.co.uk](mailto:info@peartreehillsolar.co.uk)
- Writing to us at Freepost PEARTREE HILL SOLAR FARM (no stamp required)

Please provide any feedback you have **by 11:59pm on Friday 8 November 2024.** RWE requests that responses state the grounds of representation, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent.

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**If you have any questions on the content of this letter or the Proposed Development please contact us on the details above or call us on 01482 695 004.**

Yours sincerely,

**Mike Greslow**  
Development Project Manager  
RWE Renewables, Solar and Storage





## **Appendix H-4.7 Community representative list**

Name of stakeholder
Councillor Paul Smith
Councillor Diana Stewart
Councillor Jeremy Wilcock
Councillor John Holtby
Councillor Amanda Talbot
Councillor Samantha Whyte
Councillor Tom Astell
Councillor Tony Henderson
Councillor Eliza Whitaker
Councillor Coleen Gill
Councillor Terry Gill
Councillor Richard Meredith
Councillor Alex Duke
Councillor Phillip Redshaw
Councillor Carolyn Cantrell
Councillor Kevin Casson
Graham Stuart MP for Beverley and Holderness
David Davis MP for Goole and Pocklington
Charlie Dewhirst MP for Bridlington and the Wolds
Dame Diana Johnson MP for Hull North and Cottingham



## **Appendix H-4.8 Letter to community representatives**



Monday 7 October 2024

Dear Sir/Madam

**Proposed Peartree Hill Solar Farm  
Targeted consultation on proposed application for development consent**

RWE Renewables UK Solar and Storage Limited ("RWE") is writing to you regarding the proposed 320 MW Peartree Hill Solar Farm located on land to the east of Beverley and underground grid cable connection corridor to National Grid's Creyke Beck substation which is located in Cottingham ("the Proposed Development").

The Proposed Development is classed as a Nationally Significant Infrastructure Project ("NSIP") for the purposes of the Planning Act 2008. Accordingly, RWE is required to make an application to the Secretary of State for Energy Security and Net Zero for a Development Consent Order ("DCO") to get consent to construct, operate, maintain and decommission the Proposed Development. The DCO would include a number of provisions, including those which authorise the compulsory acquisition of land, and the compulsory acquisition of rights in, on or over land, if necessary, to construct, operate and maintain the Proposed Development.

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T +44(0)1793 87 77 77  
F +44(0)1793 49 15 86  
I [www.rwe.com](http://www.rwe.com)

Registered Office:  
Windmill Hill Business Park  
Whitehill Way  
Swindon  
Wiltshire SN5 6PB

Registered in England  
and Wales no. 03892782

...

The targeted consultation brochure is also available to view at [www.peartreehillsolar.co.uk/targetedconsultation](http://www.peartreehillsolar.co.uk/targetedconsultation) and will remain available throughout the targeted consultation period.

The Proposed Development is an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, RWE therefore prepared a Preliminary Environmental Information Report (PEIR) which detailed our assessments of the potential impacts of the Proposed Development to inform the Statutory Consultation.

The changes proposed as part of this targeted consultation are minor and have been assessed as not introducing any new significant environmental effects. Therefore the changes do not alter the conclusions of the PEIR that we presented during our statutory consultation, which detailed our assessments of the potential impacts of the Proposed Development.

### **Make your comments**

If you have any comments on the changes forming part of this targeted consultation, you can submit this feedback in the following ways:

- Emailing us at [info@peartreehillsolar.co.uk](mailto:info@peartreehillsolar.co.uk)
- Writing to us at Freepost PEARTREE HILL SOLAR FARM (no stamp required)

Please provide any feedback you have **by 11:59pm on Friday 8 November 2024.** RWE requests that responses state the grounds of representation, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent.

RWE may be required to make copies of consultation responses available to the Planning Inspectorate. However, RWE will request that personal details are not placed on the public record. All personal information received as part of the targeted consultation will be handled in accordance with our privacy policy which can be found at <https://peartreehillsolar.co.uk/>

**If you have any questions on the content of this letter or the Proposed Development please contact us on the details above or call us on 01482 695 004.**

Yours sincerely,

**Mike Greslow**  
Development Project Manager  
RWE Renewables, Solar and Storage



## Appendix H-4.9 Email about targeted consultation

**From:**   
**To:**  
**Subject:** Peartree Hill Solar Farm Targeted Consultation  
**Date:** 08 October 2024 14:58:38

---

Good afternoon,

## **Proposed Peartree Hill Solar Farm**

### **Targeted consultation on proposed application for development consent**

RWE is writing to you regarding the proposed 320 MW Peartree Hill Solar Farm located on land to the east of Beverley and underground grid cable connection corridor to National Grid's Creyke Beck substation which is located in Cottingham ("the Proposed Development").

The Proposed Development is classed as a Nationally Significant Infrastructure Project ("NSIP") for the purposes of the Planning Act 2008. Accordingly, RWE is required to make an application to the Secretary of State for Energy Security and Net Zero for a Development Consent Order ("DCO") to get consent to construct, operate, maintain and decommission the Proposed Development. The DCO would include a number of provisions, including those which authorise the compulsory acquisition of land, and the compulsory acquisition of rights in, on or over land, if necessary, to construct, operate and maintain the Proposed Development.

RWE undertook a statutory consultation on proposals for the Proposed Development from Wednesday 15 May to Wednesday 26 June 2024. The full set of consultation documents for the statutory consultation are still available to view at [www.peartreehillsolar.co.uk](http://www.peartreehillsolar.co.uk).

### **Targeted Consultation**

Feedback from the statutory consultation and further design and assessment work has identified 19 proposed changes to the draft Order Limits where additional land is required for the Proposed Development. RWE is now undertaking targeted consultation on the proposed changes.

This targeted consultation will run from **Tuesday 8 October to 11.59pm on Friday 8 November 2024**.

The targeted consultation brochure is available to view at [www.peartreehillsolar.co.uk/targetedconsultation](http://www.peartreehillsolar.co.uk/targetedconsultation). It details the 19 proposed changes where additional land is proposed to be included in the Order Limits. It also explains the rationale for each change.

The Proposed Development is an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, RWE therefore prepared a Preliminary Environmental Information Report (PEIR) which detailed our assessments of the potential impacts of the Proposed Development to inform the Statutory Consultation.

The changes proposed as part of this targeted consultation are minor and have been assessed as not introducing any new significant environmental effects. Therefore the changes do not alter the conclusions of the PEIR that we presented during our statutory consultation, which detailed our assessments of the potential impacts of the Proposed Development.

### **Make your comments**



If you have any comments on the changes forming part of this targeted consultation, you can submit this feedback in the following ways:

- Emailing us at [info@peartreehillsolar.co.uk](mailto:info@peartreehillsolar.co.uk)
- Writing to us at Freepost PEARTREE HILL SOLAR FARM (no stamp required)

Please provide any feedback you have **by 11:59pm on Friday 8 November 2024.**

RWE requests that responses state the grounds of representation, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent.

RWE may be required to make copies of consultation responses available to the Planning Inspectorate. However, RWE will request that personal details are not placed on the public record. All personal information received as part of the targeted consultation will be handled in accordance with our privacy policy which can be found at <https://peartreehillsolar.co.uk/>

**If you have any questions on the content of this letter or the Proposed Development please contact us on the details above or call us on 01482 695 004.**

Yours sincerely,

**Mike Greslow**

Development Project Manager  
RWE Renewables, Solar and Storage

## Appendix H-5 Website screenshots for targeted consultation

## Targeted Consultation

Thank you to everyone who took part in our statutory consultation from 15 May to 26 June 2024. Our statutory consultation materials are still available in the [documentation library](#).

Feedback from the statutory consultation and further design and assessment work has identified 19 revisions to the draft Order Limits which require additional land for the construction and/or operation of the Proposed Development. We are now seeking your views of these changes. More information is below or in our [targeted consultation brochure](#).

This targeted consultation will run from **Tuesday 8 October 2024 to Friday 8 November 2024**.

## About the consultation

This targeted consultation gives you the opportunity to comment on the revisions to the draft Order Limits. We will use this feedback to finalise our proposals before we submit our application for a Development Consent Order.

Responses to this targeted consultation should be sent to the following:

Emailing us at [info@peartreehillsolar.co.uk](mailto:info@peartreehillsolar.co.uk)

Writing to us at **Freepost PEARTREE HILL SOLAR FARM** (no stamp required)

Please provide any feedback you have by **11:59pm on Friday 8 November 2024**.

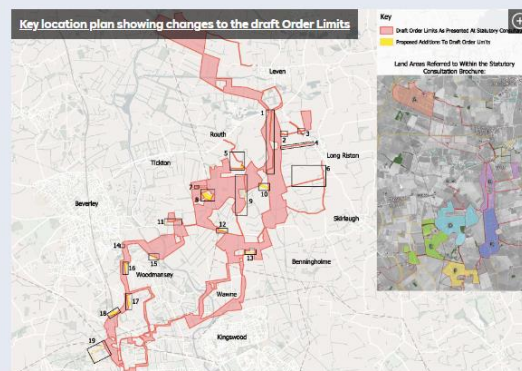
## Proposed amendments to the draft Order Limits

We are proposing revisions to the "Order Limits" – the defined boundary within which land will be used, or rights to the land acquired, to deliver the Proposed Development. This includes areas needed temporarily during construction, operation, or maintenance.

We presented draft Order Limits at our statutory consultation earlier this year. The feedback received at this consultation and further surveys and assessments have identified some changes to the draft Order Limits.

There are 19 identified proposed changes to the draft Order Limits, where additional land is required to enable the construction and operation of Peartree Hill Solar Farm. These amendments are located within Land Areas B to F and along the cable corridor. To view detailed plans for each of these changes, click the links in the table below. You can also view our [targeted consultation brochure](#).

The changes proposed as part of this targeted consultation are minor and have been assessed as not introducing any new significant environmental effects. Therefore, the changes do not alter the conclusions of the PEIR presented at statutory consultation.



1 [Land Area B – Monk Dike](#)

2 [B-B cable – Stonleygoat Dike](#)

3 [Land Area B – A165 access point](#)

4 [Land Area B – Carr Lane access point and adjacent fields](#)

5 [Land Area D – Meaux Lane access point and highways works \(part 1\)](#)

6 [Land Area C – Carr Lane access road and adjacent fields](#)

7 [Land Area E – access track](#)

8 [Land Area E – additional mitigation land](#)

9 [Land Area D – Meaux Lane highways works \(part 2\)](#)

10 [Land Area C-D – cable corridor](#)

11 [Land Area F – Carr Lane access point](#)

12 [Cable E-F – Holderness Drain](#)

13 [Land Area F – Meaux Road access point](#)

14 [North cable route – Hull Road access point](#)

15 [North cable route – Figham Common](#)

16 [Cable route north \(west of Woodmansey\)](#)

17 [Cable route south – Long Lane](#)

18 [Cable route south – railway crossing](#)

19 [Cable route south – Creyke Beck Substation access](#)

## Contact us

To contact the project team you can:

[info@peartreehillsolar.co.uk](mailto:info@peartreehillsolar.co.uk)

01482 695 004

Freepost PEARTREE HILL SOLAR FARM

or follow us on [Facebook](#) for regular updates

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[Benefits](#)

[Documents](#)

[Planning Process](#)

[Targeted Consultation](#)

[FAQs](#)

[Have your say](#)

## Targeted Consultation documents

Targeted Consultation Brochure	<a href="#">Download</a>	<a href="#">View</a>
Key location plan showing changes to the draft Order Limits	<a href="#">Download</a>	<a href="#">View</a>
Change 1 Land Area B – Monk Dike	<a href="#">Download</a>	<a href="#">View</a>
Change 2 B-B cable – Stonleygoat Dike	<a href="#">Download</a>	<a href="#">View</a>
Change 3 Land Area B – A165 access point	<a href="#">Download</a>	<a href="#">View</a>
Change 4 Land Area B – Carr Lane access point and adjacent fields	<a href="#">Download</a>	<a href="#">View</a>
Change 5 Land Area D – Meaux Lane access point and highways works (part 1)	<a href="#">Download</a>	<a href="#">View</a>
Change 6 Land Area C – Carr Lane access road and adjacent fields	<a href="#">Download</a>	<a href="#">View</a>
Change 7 Land Area E – access track	<a href="#">Download</a>	<a href="#">View</a>
Change 8 Land Area E – additional mitigation land	<a href="#">Download</a>	<a href="#">View</a>
Change 9 Land Area D – Meaux Lane highways works (part 2)	<a href="#">Download</a>	<a href="#">View</a>
Change 10 Land Area C-D – cable corridor	<a href="#">Download</a>	<a href="#">View</a>
Change 11 Land Area E – Carr Lane access point	<a href="#">Download</a>	<a href="#">View</a>
Change 12 Cable E-F – Holderness Drain	<a href="#">Download</a>	<a href="#">View</a>
Change 13 Land Area F – Meaux Road access point	<a href="#">Download</a>	<a href="#">View</a>
Change 14 North cable route – Hull Road access point	<a href="#">Download</a>	<a href="#">View</a>
Change 15 North cable route – Figham Common	<a href="#">Download</a>	<a href="#">View</a>
Change 16 Cable route north (west of Woodmansey)	<a href="#">Download</a>	<a href="#">View</a>
Change 17 Cable route south – Long Lane	<a href="#">Download</a>	<a href="#">View</a>
Change 18 Cable route south – railway crossing	<a href="#">Download</a>	<a href="#">View</a>
Change 19 Cable route south – Creyke Beck Substation access	<a href="#">Download</a>	<a href="#">View</a>

## Appendix H-6 Deposit location photo



## Appendix H-7 Social media post about targeted consultation





## Peartree Hill Solar Farm

8 October · 🌐

...

### 📍 Targeted Consultation Launch 📍

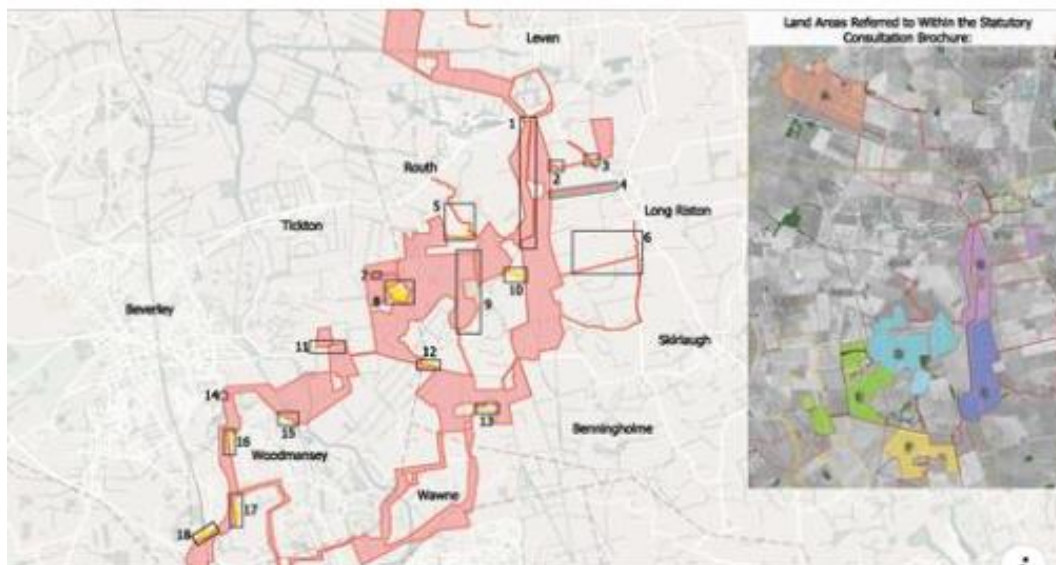
Thank you to everyone who participated in our statutory consultation earlier this year!

Based on your feedback, we've identified some proposed changes to the site draft Order Limits and are now seeking your views.

📅 Consultation Period: Tuesday 8 October - Friday 8 November 2024

📍 Have your say on these proposed amendments before we submit our Development Consent Order application.

Find out more here: [peartreehillsolar.co.uk/targetedconsultation/](https://peartreehillsolar.co.uk/targetedconsultation/)



PEARTREEHILLSOLAR.CO.UK

### Targeted Consultation - RWE Peartree Hill Solar

Targeted Consultation Thank you to everyone who took part in our statutory consultation from...



## Appendix H-8 Response to issues raised at targeted consultation

## Appendix H-8.1: Regard had to comments from consultees under s42(1)(a) of PA 2008

Table H-8.1 below sets out responses to the statutory consultation from consultees under s42(1)(a) of PA 2008 and the regard had to them by the Applicant. It should be read in conjunction with **Chapter 7** of the **Consultation Report [EN010157/APP/5.1]**.

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
<b>Assets</b>				
1	Northern Gas Networks (NGN)	NGN noted the presence of gas assets near some proposed development sites, including potential Major Accident Hazard Pipelines (MAHP) and High-Pressure (HP) gas installations. These assets are subject to industry regulations, including restrictions on certain types of development and population density limits within specified distances.	The Applicant and Northern Gas Networks are in discussion over the Proposed Development and their gas assets. Engagement will continue following the approval of the DCO, if granted. The <b>Draft DCO [EN010157/APP/3.1]</b> includes protective provisions which will apply in respect of Northern Gas Networks' infrastructure.	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
2	Northern Gas Networks	NGN highlighted that its High-Pressure Gas Transmission system, including assets registered as Major Accident Hazard Pipelines, is critical to supply. Damage or disruption to these assets could result in severe safety, environmental, and supply security issues.	The Applicant notes these comments. The Applicant and Northern Gas Networks are in discussion over the Proposed Development and the gas assets on the site and engagement will continue following the approval of the DCO, if granted. The <b>Draft DCO [EN010157/APP/3.1]</b> includes gas undertaker protective provisions which would apply in respect of Northern Gas Networks' infrastructure.	N
3	Northern Gas Networks	NGN stated that it expects developers to consider and apply restrictions related to its gas assets in consultation with NGN and offered to provide further details or discuss specific sites as needed.	The Applicant and Northern Gas Networks are in discussion over the Proposed Development and their gas assets. Engagement will continue following the approval of the DCO, if granted. The <b>Draft DCO [EN010157/APP/3.1]</b> includes protective provisions which will apply in respect of Northern Gas Networks' infrastructure.	N
4	Northern Gas Networks	NGN stated it can provide gas maps showing the locations of its assets upon receiving specific site locations. The routes of its Major Accident Hazard Pipelines (MAHPs) are already lodged with the local Council's planning department.	The Applicant and Northern Gas Networks are in discussion over the Proposed Development and their gas assets. Engagement will continue following the approval of the DCO, if granted. The <b>Draft DCO [EN010157/APP/3.1]</b> includes protective provisions which will apply in respect of Northern Gas Networks' infrastructure.	N
6	Canal & River Trust	The Canal & River Trust stated that it manages 2,000 miles of canals and rivers, contributing to local communities' health, wellbeing, and economies. These waterways form	The Applicant notes these comments.	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		part of the green-blue infrastructure network, linking urban and rural areas, and enhancing habitats and leisure opportunities.		
7	Canal & River Trust	The Canal and River Trust stated that its network does not cover the land or waterways within the Proposed Development area, so it has no comments on the proposals.	The Applicant notes these comments.	N
8	Canal & River Trust	The Canal and River Trust stated that the red line boundary includes land near the Driffield Canal, Leven Canal, and the River Hull. They noted that navigational responsibilities for these waterways lie with the Driffield Navigation Trust and recommended consulting with them to assess potential impacts.	Having been brought to the Applicant's attention, the Driffield Navigation Trust was consulted as part of the Statutory Consultation. To provide sufficient time for the consultee to consider the applications the Driffield Navigation Trust was provided with a 30-day period to provide comments from Wednesday 31 July to 11:59pm on Friday 30 August 2024. A copy of the letter sent is included in <b>Appendix D-2.7</b> Driffield Navigation Trust did not respond to the Statutory or Targeted consultation.	N
9	Cadent Gas	Cadent Gas stated that the Proposed Development is outside of their operational area and does not impact their assets. If any impacted assets are identified, they request to be informed. Otherwise, they ask to be removed from the mailing list or for their contact details to be used.	The Applicant acknowledges this response.	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
10	GTC	GTC confirmed that all but one of the changes to the proposed order limits do not affect GTC assets.	The Applicant notes these comments.	N
11	GTC	GTC stated that the only change affecting their assets is Change 14: North Cable Route – Hull Road access point, which now places the order limits directly over a GTC gas main.	<p>All works will ensure that minimal impacts will result from the Proposed Development on the GTC assets and the <b>Draft DCO [EN010157/APP/3.1]</b> also includes protective provisions that will apply in respect of GTC's assets.</p> <p>The Applicant will submit a C2/C3 diversion request if the Proposed Development will impact GTC assets. However, it is currently assumed that this will not be necessary given the nature of the works in this area.</p>	N
12	GTC	GTC stated that if the proposed works may impact their network, a C2/C3 diversion request should be submitted along with the relevant details, including an outline of the proposed works and a highlighted GTC drawing of the affected area.	<p>All works will ensure that minimal impacts will result from the Proposed Development on GTC assets and the <b>Draft DCO [EN010157/APP/3.1]</b> also includes protective provisions that will apply in respect of GTC's assets.</p> <p>The Applicant will submit a C2/C3 diversion request if the Proposed Development will impact GTC assets. However, it is currently assumed that this will not be necessary given the nature of the works in this area.</p>	N
Environment				

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
13	Tickton and Routh Parish Council	Tickton and Routh Parish Council strongly objected to the removal of any hedgerow as part of the Proposed Development, in line with their Biodiversity Policy.	<p>The existing hedgerows, woodland and field margins would be retained as part of the Proposed Development as much as possible, with the exception of gaps required for new access points, visibility at turnings and for the installation of cabling. Existing agricultural tracks and field margins would be used for access points where reasonably practicable and the width of any new gaps, if required, would be kept to a minimum.</p> <p>The design incorporates a minimum offset of 10m from all existing trees/woodland areas and boundary hedgerows, where reasonably practicable, to ensure there is a sufficient distance between the infrastructure and the field boundary to allow habitat connectivity and biodiversity and landscape improvements. This offset increases to 15m from any ancient woodland, where present.</p> <p>As shown on the <b>Tree Preservation Order and Hedgerow Plans [EN010157/APP/2.8]</b>, no removal of hedgerow is proposed at the location of Change 11 (proposed access along Carr Lane, near Weel) within the Tickton and Routh Parish Council boundary.</p> <p>Up to 19.5km of new native hedgerows are proposed as part of the Proposed Development to improve visual screening and habitat creation.</p> <p>More information on the Applicant's assessment of the impacts on biodiversity can be found in <b>ES Volume 2, Chapter 7 Biodiversity [EN010157/APP/6.2]</b>.</p>	Y

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
14	Natural England	Natural England advised that an assessment should be conducted on potential impacts to functionally linked land related to the Humber Estuary designated sites due to changes in the draft Order Limits. This includes evaluating bird surveys and records. In the absence of targeted surveys, a precautionary approach should be taken. Overall, Natural England believes the proposed changes won't significantly alter their Section 42 advice, referencing their previous response from 21 June 2024.	<p>Potential impacts to functionally linked land related to the Humber Estuary are assessed in <b>Habitats Regulations Assessment - Information to inform Appropriate Assessment [EN010157/APP/5.3]</b>. A precautionary approach has been taken and where targeted survey data may be lacking at this stage, functionally linked land has been assumed to be present.</p> <p>The Applicant has responded to Natural England's comments from 21 June 2024 in <b>Appendix G-1</b>.</p> <p>Discussions with Natural England are ongoing on this topic.</p>	N
<b>General</b>				
15	NATS	NATS stated that the Proposed Development does not conflict with their safeguarding criteria, and they have no safeguarding objection. However, this response only applies to the specific consultation and reflects NATS' position based on the information provided. It does not represent the views of other parties, and it is the Applicant's responsibility to consult all relevant parties. If any changes are made to the application,	The Applicant notes these comments.	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		NATS must be consulted again before any planning permission is granted.		
16	Environment Agency	The Environment Agency stated that their previous comments from June 25, 2024 still apply. The current comments focus solely on the new information provided in the Targeted Consultation Brochure.	The Applicant acknowledges these responses. The Applicant has responded to the Environment Agency's comments in <b>Appendix G-1</b> .	N
17	Coal Authority	The Coal Authority thanked the sender for seeking its views but stated that the site is not located within the defined coalfield, and therefore, it has no specific comments to make.	The Applicant notes these comments.	N
18	HSE	HSE confirmed that their response to the current consultation remains the same as the previous one issued on 18/06/2024.	The Applicant has responded to the HSE's comments in <b>Appendix G-1</b> .	N
19	Active Travel England	Active Travel England stated that, based on the information available, they are content with the Proposed Development.	The Applicant welcomes these comments.	N
20	Vodafone	Vodafone stated they have no objections to the proposals.	The Applicant acknowledges the response.	N



Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
<b>Hydrology and Flood Risk</b>				
21	Environment Agency	The Environment Agency stated that the proposed changes now include Monk Dyke and Routh and Meaux East Drain as Main Rivers. Their previous advice remains unchanged. They emphasised that if the Applicant interacts with any flood defences, updated condition surveys are required to assess the current protection standard and ensure it is maintained during construction.	<p>No regard required by the Applicant.</p> <p>The Applicant has responded to the Environment Agency's previous statutory consultation comments in <b>Appendix G-1</b>.</p> <p>The Applicant notes that the Environment Agency requires an easement of 8m from the top of Main River banks or the 'landward' toe of flood defences under its jurisdiction. As part of the embedded mitigation of the Proposed Development, infrastructure would not be located within these easements, where reasonably practicable.</p>	N
22	Environment Agency	The Environment Agency stated that they are still awaiting a Flood Risk Assessment, pending approval of the hydraulic modelling as fit for purpose.	<p>Following receipt of this comment, a draft version of the Flood Risk Assessment was shared with the Environment Agency on 29 November 2024. Comments were received from the Environment Agency on 15 January 2025.</p> <p><b>ES Volume 4, Appendix 5.6 Flood Risk Assessment [EN010157/APP/6.4]</b> has been updated accordingly and is submitted with the DCO Application.</p>	N
23	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that the Proposed Development site is partly within their area, with several Board-maintained watercourses adjacent to the proposed solar panel locations and cable route.	The Applicant notes these comments.	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
24	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that the risk of flooding should be minimised as far as possible, and surface water from the developed site should be managed sustainably to mimic pre-development water flows.	<p>The Site is predominantly located in Flood Zones 2 and 3 but benefits from the presence of flood defences, such as the River Hull Tidal Surge Barrier. Solar PV modules have been removed from Area A Land South of High and Low Baswick following feedback on ecological receptors in the area from statutory parties and the community, as well as the results of flooding and transport assessments.</p> <p>During early engagement, the Environment Agency confirmed that it did not consider the Site to be at significant risk of tidal flooding. The Applicant met with East Riding of Yorkshire Council Lead Local Flood Authority and Beverley and North Holderness Internal Drainage Board on 6 June 2024 and reached agreement on the proposed approach to surface water drainage.</p> <p>The Applicant has undertaken a flood risk assessment, <b>ES Volume 4, Appendix 5.6 Flood Risk Assessment [EN010157/APP/6.4]</b>, which sets out a drainage strategy that mimics existing site conditions to mitigate any potential flood risk created by the Proposed Development. These consider the watercourses, surface water flows and flooding issues for the Proposed Development. The assessment sets out a drainage strategy to integrate with natural drainage on-site to mitigate any potential flood risk created by the Proposed Development.</p>	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
25	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that surface water discharge arrangements should be considered, whether they connect to a public or private sewer before reaching a watercourse or outfall directly into a watercourse.	<p>The Applicant has undertaken a flood risk assessment (<b>ES Volume 4, Appendix 5.6 Flood Risk Assessment [EN010157/APP/6.4]</b>) in consultation with the Environment Agency, which sets out a drainage strategy that mimics existing site conditions to mitigate any potential flood risk created by the Proposed Development.</p> <p>At this stage, there are no plans to connect to a sewer or outfall directly into a watercourse. The proposed approach to surface water drainage was discussed and agreed with Beverley and North Holderness Internal Drainage Board and East Riding of Yorkshire Council Lead Local Flood Authority in a Teams meeting on 6 June 2024, and is reflected in <b>ES Volume 4, Appendix 5.6: Flood Risk Assessment [EN010157/APP/6.4]</b>.</p>	N
26	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that the Applicant must obtain the Board's prior consent for any development, including fences or planting, within 9 meters of the bank top of any watercourse (excluding Main River watercourses) on or near the site.	Riparian planting would be located within watercourse easements, in consultation with the Beverley and North Holderness Drainage Board.	N
27	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that any proposal to culvert, bridge, fill, or discharge into a watercourse (excluding Main River watercourses) will require the Board's prior consent.	<p>The Applicant will require the use of culverts and temporary bridge structures. These are shown on the <b>ES Volume 3, Figure 3.6 Indicative Culvert Crossing Points [EN010157/APP/6.3]</b>.</p> <p>The Applicant will continue to engage with the Beverley and North Holderness Drainage Board prior to and during the Examination stage of the DCO Application.</p>	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
28	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that any approved development should not negatively impact surface water drainage or the amenity of nearby properties.	<p>The Applicant has undertaken a flood risk assessment (<b>ES Volume 4, Appendix 5.6 Flood Risk Assessment [EN010157/APP/6.4]</b>) in consultation with the Environment Agency, which sets out a drainage strategy that mimics existing site conditions to mitigate any potential flood risk created by the Proposed Development.</p> <p>The proposed approach to surface water drainage was discussed and agreed with Beverley and North Holderness Internal Drainage Board and East Riding of Yorkshire Council Lead Local Flood Authority in a Teams meeting on 6 June 2024, and is reflected in <b>ES Volume 4, Appendix 5.6: Flood Risk Assessment [EN010157/APP/6.4]</b>.</p>	N
29	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that Proposed Development should not proceed until the Authority is satisfied that surface water drainage has been adequately addressed.	<p>A surface water drainage strategy is included as part of <b>ES Volume 4, Appendix 5.6: Flood Risk Assessment [EN010157/APP/6.4]</b>.</p> <p>The proposed approach to surface water drainage was discussed and agreed with Beverley and North Holderness Internal Drainage Board and East Riding of Yorkshire Council Lead Local Flood Authority in a Teams meeting on 6 June 2024, and is reflected in <b>ES Volume 4, Appendix 5.6: Flood Risk Assessment [EN010157/APP/6.4]</b>.</p> <p>The Applicant will continue to engage with the Beverley and North Holderness Drainage Board prior to and during the Examination stage of the DCO Application.</p>	N
30	Beverley and North Holderness	The Beverley and North Holderness Drainage Board stated that the Applicant has not yet specified how surface water will be managed.	A surface water drainage strategy is included as part of <b>ES Volume 4, Appendix 5.6: Flood Risk Assessment [EN010157/APP/6.4]</b> .	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
	Drainage Board			
31	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board noted that the proposed major solar farm, cable route, battery storage, and associated infrastructure could increase the impermeable area on site, potentially leading to higher surface water runoff if not properly managed.	<p>The Applicant has undertaken a flood risk assessment (<b>ES Volume 4, Appendix 5.6 Flood Risk Assessment [EN010157/APP/6.4]</b>) in consultation with the Environment Agency, which sets out a drainage strategy that mimics existing site conditions to mitigate any potential flood risk created by the Proposed Development. <b>ES Volume 4, Appendix 5.6 Flood Risk Assessment [EN010157/APP/6.4]</b> provides evidence as to how the transition to a solar farm from the existing land use of arable agriculture would have benefits in terms of increased percolation.</p> <p>The proposed approach to surface water drainage was discussed and agreed with Beverley and North Holderness Internal Drainage Board and East Riding of Yorkshire Council Lead Local Flood Authority in a Teams meeting on 6 June 2024, and is reflected in <b>ES Volume 4, Appendix 5.6: Flood Risk Assessment [EN010157/APP/6.4]</b>.</p>	N
32	Beverley and North Holderness Drainage Board	Beverley and North Holderness Drainage Board stated it has no objection to the Proposed Development in principle but recommends including specific conditions in any approval granted.	No regard required by the Applicant.	N
33	Beverley and North Holderness	Beverley and North Holderness Drainage Board stated that no development should commence until a surface water drainage scheme is	The Applicant has undertaken a flood risk assessment ( <b>ES Volume 4, Appendix 5.6 Flood Risk Assessment [EN010157/APP/6.4]</b> ) in consultation with the Environment Agency, which sets out a	N



Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
	Drainage Board	<p>approved by the Local Planning Authority in consultation with the Internal Drainage Board.</p> <p>The following criteria should be considered:</p> <ul style="list-style-type: none"> <li>Any proposal to discharge surface water to a watercourse from the re-development of a brownfield site should first establish the extent of any existing discharge to that watercourse.</li> <li>Peak run-off from a brownfield site should be attenuated to 70% of any existing discharge rate (existing rate taken as 140lit/sec/ha or the established rate whichever is the lesser for the connected impermeable area).</li> <li>Discharge from "greenfield sites" taken as 1.4 lit/sec/ha (1:1yr storm).</li> <li>Storage volume should accommodate a 1:30 yr event with no surface flooding and no overland discharge off the site in a 1:100yr event.</li> <li>A 30% allowance for climate change should be included in all calculations.</li> <li>A range of durations should be used to establish the worst-case scenario.</li> </ul>	<p>drainage strategy that mimics existing site conditions to mitigate any potential flood risk created by the Proposed Development.</p> <p>The proposed approach to surface water drainage was discussed and agreed with Beverley and North Holderness Internal Drainage Board and East Riding of Yorkshire Council Lead Local Flood Authority in a Teams meeting on 6 June 2024, and is reflected in <b>ES Volume 4, Appendix 5.6: Flood Risk Assessment [EN010157/APP/6.4]</b>.</p>	

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		<ul style="list-style-type: none"> <li>The suitability of soakaways, as a means of surface water disposal, should be ascertained in accordance with BRE Digest 365 or other approved methodology.</li> </ul> <p>This is to ensure proper drainage and mitigate flood risks.</p>		
34	Beverley and North Holderness Drainage Board	Beverley and North Holderness Drainage Board stated that development should not commence until a surface water regulation system is approved and implemented, ensuring discharge rates do not exceed 1.4 liters per second per hectare, consistent with greenfield conditions, to prevent increased flood risk.	The Applicant has undertaken a flood risk assessment ( <b>ES Volume 4, Appendix 5.6 Flood Risk Assessment [EN010157/APP/6.4]</b> ) in consultation with the Environment Agency, which sets out a drainage strategy that mimics existing site conditions to mitigate any potential flood risk created by the Proposed Development. At this stage, there are no plans to connect to a sewer or outfall directly into a watercourse.	N
35	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board emphasised the importance of maintaining all drainage routes through the site during and after construction. Measures must ensure that upstream and downstream riparian owners and areas currently served by these routes are not negatively affected. Drainage routes include systems like "ridge and furrow" and "overland flows." The Board also	<p>The Proposed Development is not anticipated to interrupt overland flow paths. Rather, it is anticipated to reduce overland flow and therefore reduce the risk of downstream flooding, as demonstrated in <b>ES Volume 4, Appendix 5.6 Flood Risk Assessment [EN010157/APP/6.4]</b>.</p> <p>The Proposed Development does not propose to raise site levels. There will be some excavation works as part of the construction of the on-site substations. though the volumes of material will be negligible.</p>	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		highlighted the need to carefully assess and mitigate the impact of raised site levels on neighbouring properties.		
36	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that a 9-meter maintenance strip must be kept clear of new structures and raised ground levels along the banks of all water-courses on-site, unless otherwise agreed. This is to ensure access for maintenance or improvements. Access arrangements must also be co-ordinated with the Board.	Other than locations where temporary span bridges are required to be installed or where existing crossing points or culverts require upgrading (see <b>ES Volume 3, Figure 3.6: Indicative Culvert Crossing Points [EN010157/APP/6.3]</b> ), the Proposed Development design incorporates a minimum offset distance of 10m from all water-courses, ditches and ponds. This is set out in <b>ES Volume 2, Chapter 7: Biodiversity [EN010157/APP/6.2]</b> .	N
37	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that no development or permanent obstructions should be located within 6 meters of a culverted watercourse to ensure access for maintenance and prevent damage.	Other than locations where temporary span bridges are required to be installed or where existing crossing points or culverts require upgrading (see <b>ES Volume 3, Figure 3.6: Indicative Culvert Crossing Points [EN010157/APP/6.3]</b> ), the Proposed Development design incorporates a minimum offset distance of 10m from all water-courses, ditches and ponds. This is set out in <b>ES Volume 2, Chapter 7: Biodiversity [EN010157/APP/6.2]</b> .	N
38	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that a permanent 4-meter-wide undeveloped strip must be maintained across the site to provide access to the watercourse for maintenance and access should be	Other than locations where temporary span bridges are required to be installed or where existing crossing points or culverts require upgrading (see <b>ES Volume 3, Figure 3.6: Indicative Culvert Crossing Points [EN010157/APP/6.3]</b> ), the Proposed Development design incorporates a minimum offset distance of 10m from all water-courses, ditches and ponds. This is set out in <b>ES Volume 2, Chapter 7: Biodiversity [EN010157/APP/6.2]</b> .	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		agreed with the Internal Drainage Board.		
39	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that no materials, including soil, should be stored near the watercourse bank to prevent blockages or bank instability.	<p>Temporary compounds will be established before commencement of the main construction works for the storage of materials, plant and equipment. There are expected to be up to 19 temporary construction compounds (seven main compounds and 12 satellite compounds), which would be located across each Land Area (B to F).</p> <p>The <b>Outline Construction Environmental Management Plan [EN010157/APP/7.2]</b> and <b>Outline Soil management Plan [EN010157/APP/7.8]</b> set out measures relating to the storage of materials and soil to avoid, minimise or mitigate environmental impacts.</p>	N
40	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that a more detailed Flood Risk Assessment should be conducted for the Proposed Development, in line with PPS 25.	<b>ES Volume 4, Appendix 5.6: Flood Risk Assessment [EN010157/APP/6.4]</b> has been produced in consultation with the Environment Agency.	N
41	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that a Drainage Risk Assessment should be conducted for the proposed development, in accordance with PPS 25.	<p>The Applicant has undertaken a flood risk assessment (<b>ES Volume 4, Appendix 5.6 Flood Risk Assessment [EN010157/APP/6.4]</b>) which sets out a drainage strategy that mimics existing site conditions to mitigate any potential flood risk created by the Proposed Development.</p> <p>The proposed approach to surface water drainage was discussed and agreed with Beverley and North Holderness Internal Drainage Board and East Riding of Yorkshire Council Lead Local Flood</p>	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
			Authority in a Teams meeting on 6 June 2024, and is reflected in <b>ES Volume 4, Appendix 5.6: Flood Risk Assessment [EN010157/APP/6.4]</b> .	
42	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that the proposed structure, being adjacent to a Board-maintained watercourse, requires formal consent under the Land Drainage Act from the Internal Drainage Board.	<p>The proposed approach to surface water drainage was discussed and agreed with Beverley and North Holderness Internal Drainage Board and East Riding of Yorkshire Council Lead Local Flood Authority in a Teams meeting on 6 June 2024, and is reflected in <b>ES Volume 4, Appendix 5.6: Flood Risk Assessment [EN010157/APP/6.4]</b>.</p> <p>The Applicant will continue to engage with the Beverley and North Holderness Drainage Board prior to and during the Examination stage of the DCO Application.</p>	N
43	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board highlighted the premise within PPS 25 that developers should, where possible, reduce overall flood risk and manage surface water in a sustainable manner to mimic pre-development flows. This should be considered whether surface water discharge connects to a public/private sewer before outfalling into a watercourse or directly to a watercourse.	<p>The Site is predominantly located in Flood Zones 2 and 3 but benefits from the presence of flood defences, such as the River Hull Tidal Surge Barrier. Solar PV modules have been removed from Area A Land South of High and Low Baswick following feedback on ecological receptors in the area from statutory parties and the community, as well as the results of flooding and transport assessments.</p> <p>During early engagement, the Environment Agency confirmed that it did not consider the Site to be at significant risk of tidal flooding. The Applicant met with East Riding of Yorkshire Council Lead Local Flood Authority and Beverley and North Holderness Internal Drainage Board on 6 June 2024 and reached agreement on the proposed approach to surface water drainage.</p>	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
			The Applicant has undertaken a flood risk assessment, <b>ES Volume 4, Appendix 5.6 Flood Risk Assessment [EN010157/APP/6.4]</b> , which sets out a drainage strategy that mimics existing site conditions to mitigate any potential flood risk created by the Proposed Development. These consider the watercourses, surface water flows and flooding issues for the Proposed Development. The assessment sets out a drainage strategy to integrate with natural drainage on-site to mitigate any potential flood risk created by the Proposed Development.	
44	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board informed the applicant that, under the 1991 Land Drainage Act and the Board's Byelaws, prior written consent is required for any works or structures within 9 metres of the top of the bank of any Board-maintained watercourse (excluding Main River watercourses). This includes proposals to culvert, bridge, fill, or discharge to any watercourse, and the consent process may take several months.	The Applicant notes these comments and will continue to engage with the Beverley and North Holderness Drainage Board prior to and during the Examination stage of the DCO Application.	N
45	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that a separate consent application is required for their prior written approval if any proposed groundwater dewatering is to be discharged into a watercourse	The <b>Outline Construction Environmental Management Plan [EN010157/APP/7.2]</b> set out measures relating to the cable installation works.  The Applicant will continue to engage with the Beverley and North Holderness Drainage Board prior to and during the Examination stage of the DCO Application.	N



Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		within the Board's district during cable installation works.		
46	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that any existing land drainage systems disturbed during the cabling installation must be reinstated in consultation with the Board to minimise future flooding risks.	<p>The Applicant has agreed through land option agreements with each landowner to commission two years of annual land drainage reviews with each landowner, following completion of construction, undertaken by an independent consultant.</p> <p>Where any drainage issues / surface ponding is identified as resulting from the installation of the solar PV modules, either on site, or immediately adjacent to the developed areas, RWE will seek to improve the issues as appropriate.</p>	N
47	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board recommended that all watercourse cable crossings be installed using HDD drilling, following consultation with the Board, to minimise potential damage to the watercourse and avoid disrupting its flow during construction.	<p>HDD will be the preferred method of installation where cable routes traverse watercourses in order to minimise impacts of the Proposed Development on those watercourses. Indicative HDD locations are shown on <b>ES Volume 3, Figure 3.3: Indicative HDD Crossing Points [EN010157/APP/6.3]</b>.</p> <p>The Applicant will engage further with the IDB during the detailed design stage when more details will be known in respect of the potential HDD works.</p>	N
48	Beverley and North Holderness Drainage Board	The Beverley and North Holderness Drainage Board stated that their comments are based on the information provided during the applicant's recent public consultation. If	The Applicant acknowledges this comment.	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		any details change, the Board requests to be reconsulted.		
<b>Traffic and Transport</b>				
49	Tickton and Routh Parish Council	Tickton & Routh Parish Council stated it strongly objects to Change 11: Land Area E - Carr Lane access point, citing significant adverse effects on residents and the fact that it is not owned by Albanwise.	<p>The inclusion of this section of private track (Carr Lane near Weel) is to provide a means of access to the westernmost area of Land Area E (Fields E13-E17) during the operational phase.</p> <p>As shown on <b>ES Volume 3, Figure 14.2: Transport Routing and the Existing Highway Network [EN010157/APP/6.3]</b>, construction traffic would not be routed through Weel, and therefore not along Carr Lane near Weel. The construction traffic associated with development of these fields within Land Area E will utilise a temporary span bridge across Holderness Drain. Traffic will come from the east within Land Areas D and E. Further information on construction traffic management is provided in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b>.</p> <p>The Applicant has identified and consulted with people with an interest in land (PILs) in respect of the Site and Proposed Development, i.e. those who own, occupy, have an interest in, or who may be able to make certain claims for compensation in respect of land affected by a Proposed Development. More detail on the identification of, and consultation with, landowners is outlined in Section 5.7 of the <b>Consultation Report [EN010157/APP/5.1]</b>.</p>	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
50	Tickton and Routh Parish Council	Tickton and Routh Parish Council recommended identifying an alternative transport and access route. They requested that village roads, kerbs, and verges be restored for the benefit of residents upon completion of the project.	<p>The inclusion of this section of private track (Carr Lane near Weel) is to provide a means of access to the westernmost area of Land Area E (Fields E13-E17) during the operational phase.</p> <p>As shown on <b>ES Volume 3, Figure 14.2: Transport Routing and the Existing Highway Network [EN010157/APP/6.3]</b>, construction traffic would not be routed through Weel, and therefore not along Carr Lane near Weel. The construction traffic associated with development of these fields within Land Area E will utilise a temporary span bridge across Holderness Drain. Traffic will come from the east within Land Areas D and E. Further information on construction traffic management is provided in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b>.</p> <p>The <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b> includes the requirement to ensure wheel washing facilities are provided and drivers will be required to check that their vehicle is free of dirt, stones and dust prior to departing from the site.</p> <p>It will be the responsibility of the Applicant and the principal contractor to undertake condition surveys prior to work starting and make good any damage if it were to occur. The need for and location of any condition surveys will be agreed with East Riding of Yorkshire as the Local Highways Authority.</p>	N

## Appendix H-8.2: Regard had to comments from consultees under s42(1)(b) of PA 2008

Table H-8.2 below sets out responses to the statutory consultation from consultees under s42(1)(b) of PA 2008 and the regard had to them by the Applicant. It should be read in conjunction with **Chapter 7** of the **Consultation Report [EN010157/APP/5.1]**.

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
<b>Environment</b>				
1	ERYC	ERYC Trees & Nature Conservation welcomed the changes made to avoid impacts on waterways, trees, and to mitigate breeding bird impacts. They recommended updating the supporting information to include the new areas, such as Biodiversity Net Gain (BNG) and any Drainage and Landscape Management (DLL) applications.	The assessments within the <b>Environmental Statement [EN010157/APP/6.1-6.4]</b> are all based on the final Order Limits, which include the changes that were subject to the targeted consultation.	N
2	ERYC	ERYC Public Protection Environmental Control stated it has no comments on the targeted consultation.	No regard required by the Applicant.	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
3	ERYC	ERYC Sustainable Development did not provide a response.	No regard required by the Applicant.	N
<b>Health</b>				
4	ERYC	ERYC Public Health did not provide a response.	No regard required by the Applicant.	N
<b>Heritage</b>				
5	ERYC	ERYC Building Conservation stated that the majority of the proposals do not change the previous conservation assessment from the response in July.	No regard required by the Applicant.	N
6	ERYC	ERYC Building Conservation stated that while Change 8 is not specifically objectionable, the inclusion of land near the Meaux Duck Decoy Scheduled Monument raises concerns. Areas outside the boundary of a Scheduled Monument may still hold archaeological interest. They recommend considering the	<p>It should be noted that the area of land that Change 8 relates to has been brought into the Order Limits to provide additional environmental mitigation for breeding bird species. No solar infrastructure will be erected in this area.</p> <p>The potential impact of the Proposed Development, including Change 8, on the Meaux Duck Decoy Scheduled Monument has been fully assessed in <b>ES Volume 4, Appendix 9.4: Detailed</b></p>	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		land's intended use and consulting Historic England about these changes.	<p><b>Settings Impact Assessment [EN010157/APP/6.4]</b>, which concludes that there will be no impact to its setting.</p> <p>The Change 8 area is not included in the overall scope of works for trial trenching (which is set out in the <b>Archaeological Management Strategy [EN010157/APP/7.11]</b>) because it is not an area of solar panel modules. However, it has been assessed in <b>ES Volume 2, Chapter 9: Cultural Heritage [EN010157/APP/6.2]</b> that the proposed planting regimes for environmental mitigation (including the Change 8 area) presented in the <b>Outline Landscape and Ecological Management Plan [EN010157/APP/7.5]</b> would cause no or very minimal impacts to below-ground archaeological remains, as only shallow-rooting species such as grasses would be planted.</p> <p>Further consultation with Historic England on this matter is expected to take place, as and when required, during the DCO Application process.</p>	
7	ERYC	ERYC Building Conservation stated that Change 9, which proposes a vehicle passing place opposite Meaux Abbey Farm (a grade II listed building), could negatively impact the building's setting. The farm's significance partly comes from its relationship with the surrounding agricultural environment. To protect this, they recommend omitting the use of this road or relocating the	<p>Whilst the Applicant has considered alternative locations for passing places, it is considered necessary to create one at this location due to its position in relation to bends in the road.</p> <p>In addition, at this location, there is a wide area of highway verge meaning the passing place could be constructed with no impact on hedgerows, which will minimise ecological impacts.</p> <p>The potential impact on the setting of Meaux Abbey Farm has been assessed in <b>ES Volume 4, Appendix 9.4: Detailed Settings Impact Assessment [EN010157/APP/6.4]</b> and <b>ES Volume 2, Chapter 9: Cultural Heritage [EN010157/APP/6.2]</b>, which</p>	N



Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		passing place to the north or south of the farm.	conclude that the effect would be Minor following the implementation of protective measures in the <b>Outline Construction Environmental Management Plan [EN010157/APP/7.2]</b> and <b>Outline Operational Environmental Management Plan [EN010157/APP/7.3]</b> (and <b>Outline Decommissioning Environmental Management Plan [EN010157/APP/7.4]</b> if necessary).	
8	ERYC	ERYC Heritage Consultant did not provide a response.	No regard required by the Applicant.	N
<b>Landscape and Visual Impact</b>				
9	ERYC	ERYC Landscape Consultant stated they had no additional comments to make.	No regard required by the Applicant.	N
<b>Land Use</b>				
10	ERYC	ERYC ALC Consultant did not provide a response.	No regard required by the Applicant.	N
<b>Transport and Access</b>				

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
11	ERYC	ERYC Highway Development Management did not provide a response.	No regard required by the Applicant.	N
12	ERYC	ERYC Countryside Access did not provide a response.	No regard required by the Applicant.	N
13	ERYC - Highways	ERYC Highways stated that for Change 1: Land Area B – Monk Dike, since it is not related to highways or transport, they have no comments to make on this change.	No regard required by the Applicant.	N
14	ERYC - Highways	ERYC Highways stated that for Change 2 (B-B Cable – Stoneygate Dike), as it is not related to highways or transport, they have no comments to make on this change.	No regard required by the Applicant.	N
15	ERYC - Highways	ERYC Highways stated that for Change 3 (Land Area B – A165 access point), the proposal helps ensure adequate space for an acceptable access, improving visibility and manoeuvring, and therefore is accepted.	No regard required by the Applicant.	N
16	ERYC - Highways	ERYC Highways stated that for Change 4 (Land Area B – Carr Lane access point and adjacent fields), the proposed localised widening of the carriageway is intended to	No regard required by the Applicant.	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		accommodate the anticipated vehicles and their movements.		
17	ERYC - Highways	ERYC Highways stated that for Change 5 (Land Area D – Meaux Lane access point and highway works), the proposed changes are accepted. These include additional land for visibility, manoeuvring around the site access, and the installation of a passing place along Meaux Lane. However, it was noted that only limited HGV movements should use Meaux Lane due to its horizontal alignment and width.	<p>The use of Meaux Lane by HGVs was set out in the Transport Assessment Scoping Report that was reviewed and approved by ERYC Highways (see <b>ES Volume 2, Chapter 14: Transport and Access [EN010157/APP/6.2]</b> and <b>ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]</b>).</p> <p>In addition to the installation of passing places along Meaux Lane and the inclusion of land within the Order Limits for visibility splays, other proposed measures to facilitate the safe use of Meaux Lane by HGVs and to minimise impacts on other road users include the implementation of a temporary speed reduction (see the <b>Traffic Measures Plans [EN010157/APP/2.9]</b>) and, where necessary, temporary closures/ restrictions on streets and/ or the use of signalling and banksmen (see the <b>Streets, Rights of Way and Access Plans [EN010157/APP/2.3]</b>).</p> <p><b>ES Volume 2, Chapter 14: Transport and Access [EN010157/APP/6.2]</b> concludes that effects on Meaux Lane would be Not significant following the implementation of the additional traffic management measures set out in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b>.</p>	N
18	ERYC - Highways	ERYC Highways stated that for Change 6 (Land Area C – Carr Lane and adjacent fields), the proposed alterations, which include additional parcels of land for passing places, and therefore are accepted.	No regard required by the Applicant.	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
19	ERYC - Highways	ERYC Highways stated that for Change 7 (Land Area E - access track), while it is not part of the public highway, internal site movements are supported and considered a favorable option.	No regard required by the Applicant.	N
20	ERYC - Highways	ERYC Highways stated that for Change 8 (Land Area E - additional mitigation land), it is not highway or transport-related, and therefore Highway Management has no comments to make on this change.	No regard required by the Applicant.	N
21	ERYC - Highways	ERYC Highways stated that for Change 9 (Land Area D - Meaux Lane highway works part 2), the changes include additional land for a passing place along Meaux Lane. While these changes are accepted, only limited HGV movements should use Meaux Lane due to its narrow alignment and width, unless further mitigation, such as Traffic Management, is implemented.	<p>The use of Meaux Lane by HGVs was set out in the Transport Assessment Scoping Report that was reviewed and approved by ERYC Highways (see <b>ES Volume 2, Chapter 14: Transport and Access [EN010157/APP/6.2]</b> and <b>ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]</b>).</p> <p>In addition to the installation of passing places along Meaux Lane and the inclusion of land within the Order Limits for visibility splays, other proposed measures to facilitate the safe use of Meaux Lane by HGVs and to minimise impacts on other road users include the implementation of a temporary speed reduction (see the <b>Traffic Measures Plans [EN010157/APP/2.9]</b>) and, where necessary, temporary closures/ restrictions on streets and/or the use of signalling and banksmen (see the <b>Streets, Rights of Way and Access Plans [EN010157/APP/2.3]</b>).</p>	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
			<b>ES Volume 2, Chapter 14: Transport and Access [EN010157/APP/6.2]</b> concludes that effects on Meaux Lane would be Not significant following the implementation of additional traffic management measures, as set out in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b> .	
22	ERYC - Highways	ERYC Highways stated that for Change 10 (Land Area C-D - cable corridor), as it is not related to highway or transport matters, Highway Management has no comments to make on this change.	No regard required by the Applicant.	N
23	ERYC - Highways	ERYC Highways stated that for Change 11 (Land Area E - Carr Lane access point), as the change involves utilising an existing private track that is not a public highway, Highway Management has no comments.	No regard required by the Applicant.	N
24	ERYC - Highways	ERYC Highways stated that for Change 12 (Cable E-F - Holderness Drain), as it is not highway or transport related, Highway Management has no comments to make on this change.	No regard required by the Applicant.	N
25	ERYC - Highways	ERYC Highways stated that for Change 13 (Land Area F - Meaux Road access point), as it involves the use of an existing private track that is	No regard required by the Applicant.	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		not public highway, Highway Management has no comments.		
26	ERYC - Highways	ERYC Highways stated that for Change 14 (North cable route - Hull Road access point), the inclusion of a small section of existing private track to provide sufficient space for the proposed access point from Hull Road is accepted.	No regard required by the Applicant.	N
27	ERYC - Highways	ERYC Highways stated that for Change 15 (North cable route - Figham Common), as it is not related to highway or transport, they have no comments to make on this change.	No regard required by the Applicant.	N
28	ERYC - Highways	ERYC Highways stated that for Change 16 (Cable route north, west of Woodmansey), as it is not related to highway or transport, they have no comments to make on this change.	No regard required by the Applicant.	N
29	ERYC - Highways	ERYC Highways stated that for Change 17 (Cable route south, Long Lane), the inclusion of a small section of existing private track to provide sufficient space for the proposed access point from Long Lane is accepted.	No regard required by the Applicant.	N



Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
30	ERYC - Highways	ERYC Highways stated that for Change 18 (Cable route south - railway crossing), they have no comments to make as it is not highway or transport related.	No regard required by the Applicant.	N
31	ERYC - Highways	ERYC Highways stated that for Change 19 (Cable route south - National Grid Creyke Beck Substation access), the use of Park Lane for additional HGV movements is not acceptable. Access to the National Grid Creyke Beck Substation should be from the approved layby extension along the A1079, as per a previous DCO submission by Orsted for Hornsea 4. Further details can be found on the Hornsea Projects website. Highway Management is currently reviewing a technical S278 submission for this access scheme.	<p>The Applicant has investigated making use of the proposed new access road off the A1079. Unfortunately, there is no certainty about when this access will be delivered and therefore the Applicant cannot rely on it to provide access for the Proposed Development. The use of the access has been designed, assessed and consented on the basis of use by another project. The Applicant has no land or legal rights to make use of this access should it come forward.</p> <p>The Applicant needs to use Park Lane for only a very small number of vehicles comprising equipment and workers required to undertake the laying of the final 700m of underground cable and connection works of the scheme into the National Grid Creyke Beck substation. This will comprise approximately 10 HGVs per day (20 HGV movements) plus 10 LGVs (20 LGV movements) for just a short period of time (several months) which is considered negligible and will be barely perceivable by users of Park Lane.</p> <p>Park Lane already carries HGVs and LGVs associated with the existing glasshouses and other sites already use Park Lane for HGVs. It is also understood that the consented development Albanwise Synergy Limited Creyke Beck BESS proposes to put significant numbers of vehicles, including HGVs, onto Park Lane and by comparison to this precedent, the Peartree Hill Solar Farm proposals would be negligible. Similarly, the previously constructed</p>	N

Row ID	Consultee	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
			<p>BESS facility (now operational) included significantly higher volumes of traffic during construction.</p> <p>Management of construction related HGVs and other vehicles would be controlled through the Construction Traffic Management Plan, which will be substantially in accordance with the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b>, and which will provide protection to other road users on Park Lane.</p> <p>Based on the precedent set by other developments in the area, the low traffic volumes associated with the Proposed Development, and the lack of certainty around whether the project with which the access off the A1079 is associated will come forward, the Applicant considers its proposed approach to access along Park Lane to be appropriate.</p> <p>Discussions with ERYC on this matter are ongoing.</p>	
<b>Water</b>				
32	ERYC	ERYC Lead Local Flood Authority stated it has further comments to make.	No regard required by the Applicant.	N
33	ERYC	ERYC Land Drainage Team stated it has no further comments to make.	No regard required by the Applicant.	N

## Appendix H-8.3: Regard had to comments from consultees under s42(1)(d) of PA 2008

Table H-8.3 below sets out responses to the statutory consultation from consultees under s42(1)(d) of PA 2008 and the regard had to them by the Applicant. It should be read in conjunction with **Chapter 7** of the **Consultation Report [EN010157/APP/5.1]**.

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
<b>Battery Energy Storage System</b>			
1	Request that all battery storages are located furthest away from the farm as possible due to sound from the fans and possible out breaks of fire	<p>Battery energy storage system (BESS) units will be located as part of 'hybrid packs', along with inverters and DC-DC converters. Each hybrid pack would comprise four BESS units, one inverter and four DC-DC converters and would be distributed across the site of the Proposed Development, as shown in <b>ES Volume 3, Figure 3.1: Indicative Operational Layout Plan [EN010157/APP/6.3]</b>.</p> <p>Good design and high-quality infrastructure will serve to reduce noise at source. The hybrid packs have been located within the land areas to minimise impacts on any relevant designations and local communities, while remaining accessible for maintenance. Embedded mitigation for the Proposed Development includes locating hybrid packs a minimum of 200m from existing sensitive residential receptors. In addition, to attenuate noise emissions during operation, reduced fan speeds will be employed where</p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		<p>applicable whilst maintaining the required airflow for cooling requirements, as set out in the <b>Outline Operational Environmental Management Plan [EN010157/APP/7.3]</b>. It is proposed that battery containers will have their chillers limited at 50% fan speed.</p> <p><b>ES Volume 2, Chapter 12: Noise and Vibration [EN010157/APP/6.2]</b> has concluded that with the implementation of mitigation measures, such as the optimised selection of plant and equipment, the use of acoustic barriers, and the inclusion of acoustic silencers and/or louvres where relevant and practicable, the effect of operational noise from the Proposed Development would be Not significant.</p> <p>The Applicant has engaged with and consulted the local Fire and Rescue service throughout the design of the Proposed Development. The DCO Application is supported by an <b>Outline Battery Safety Management Plan [EN010157/APP/7.6]</b>, which sets the Proposed Development's proposals for minimising the chances of a battery fire event and fire spread through design and operational measures, and the proposed operational response to a fire event.</p>	
2	Statement that they need more information on battery storage system in regard to number, noise and location	Battery energy storage system (BESS) units will be located as part of 'hybrid packs', which would each comprise four BESS units, one inverter and four DC-DC converters. There are proposed to be up to 84 hybrid packs, which would be distributed across the site of the Proposed Development, as shown in <b>ES Volume 3, Figure 3.1: Indicative Operational Layout Plan [EN010157/APP/6.3]</b> .	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		<p>Good design and high-quality infrastructure will serve to reduce noise at source. The hybrid packs have been located within the land areas to minimise impacts on any relevant designations and local communities, while remaining accessible for maintenance. Embedded mitigation for the Proposed Development includes locating hybrid packs a minimum of 200m from existing sensitive residential receptors. In addition, to attenuate noise emissions during operation, reduced fan speeds will be employed where applicable whilst maintaining the required airflow for cooling requirements, as set out in the <b>Outline Operational Environmental Management Plan [EN010157/APP/7.3]</b>. It is proposed that battery containers will have their chillers limited at 50% fan speed.</p> <p><b>ES Volume 2, Chapter 12: Noise and Vibration [EN010157/APP/6.2]</b> has concluded that with the implementation of mitigation measures, such as the optimised selection of plant and equipment, the use of acoustic barriers, and the inclusion of acoustic silencers and/or louvres where relevant and practicable, the effect of operational noise from the Proposed Development would be Not significant.</p>	
Consultation			
3	Statement that their family member has requested a visit or telephone call regarding these plans but not received answers	Following receipt of this response, the Applicant contacted the respondent to offer an online or in-person discussion.	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
4	Statement they feel there has been a lack of communication	<p>The Applicant notified all relevant known land interests of the non-statutory, statutory and targeted consultations, which included inviting them to public consultation events for the non-statutory and statutory consultations. More detail on the Applicant's approach to consultation can be found in <b>Consultation Report [EN010157/APP/5.1]</b>.</p> <p>The Applicant operates an email inbox, phonenumber and Freepost mail address to respond to questions. These channels remain in operation through to the determination of the DCO application.</p>	N
5	Change 1: Statement that they were not informed about the cable running along Monk Dike past their farm	<p>Change 1 of the targeted consultation proposed the inclusion of Monk Dike, but it is not proposed that any cables are installed parallel to Monk Dike or in close proximity to the respondent's property.</p> <p>The full length of Monk Dike was included within the Order Limits to ensure the Applicant assessed the impacts of the Proposed Development on the Dike. The construction of the Proposed Development would require directional drilling of an electrical cable underneath Monk Dike. This activity is expected to be undertaken approximately 350m north of the respondent's farm. Further details on the directional drilling of cables are set out in <b>ES Volume 1, Chapter 3: Proposed Development Description [EN010157/APP/6.1]</b>, with indicative HDD locations shown in <b>ES Volume 3, Figure 3.3: Indicative HDD Crossing Points [EN010157/APP/6.1]</b> and mitigation measures set out in the <b>Outline Construction Environmental Management Plan [EN010157/APP/7.2]</b>.</p>	N



Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
Environment			
6	Statement that overall, the Proposed Development will not have impact on carbon footprint	<p>The Proposed Development has the potential to affect the global climate through the addition or avoidance of greenhouse gas emissions. Greenhouse gas emissions could occur directly from construction, operation and decommissioning activities (e.g. fuel consumption), but emissions occurring outside of the Order Limits must also be considered, such as those resulting from the extraction, manufacture and transportation of materials to the Site during construction.</p> <p>The <b>Outline Construction Environmental Management Plan [EN010157/APP/7.2]</b> documents measures to reduce greenhouse gas emissions in the construction phase. Such measures could include decreasing fuel use by maximising energy efficiency, promoting sustainable fuels and recycled materials, and using locally sourced materials as much as is practicable.</p> <p>During the operational phase, significant greenhouse gas savings are anticipated due to the displacement of fossil-fuel derived electricity within the National Grid. Proposed planting could increase the carbon sequestration potential of the land. Overall, the Proposed Development is anticipated to have a significant beneficial effect on the climate. Overall, the Proposed Development is expected to result in savings of over 4.1 million tCO<sub>2</sub>e over its lifetime when compared to Combined Cycle Gas Turbine-generated electricity as outlined in <b>ES Volume 2, Chapter 8: Climate [EN010157/APP/6.2]</b>.</p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
General			
7	Beverley Pasture Masters requested that the Applicant consider their outlined concerns and encouraged early engagement between the Applicant, Ardent, and themselves.	Meetings with the Pasture Masters have taken place. The Applicant is continuing discussions with the Pasture Masters and East Riding of Yorkshire Council in relation to the Common and will continue to engage with them through the application process.	N
8	Statement that they object to the Proposed Development	The Applicant acknowledges the range of views expressed in response to the targeted consultation. The UK has made a legally binding commitment to achieve net zero carbon emissions by 2050. This can only be achieved with the roll-out of reliable, affordable, clean energy sources such as solar. Solar farms, such as the Proposed Development, would make a meaningful contribution to local and national climate commitments, reducing our impact on the environment and contributing to energy security. The <b>Planning Statement [EN010157/APP/5.5]</b> , which has been submitted as part of the DCO Application, sets out the need for the Proposed Development, and how it is in accordance with national and local planning policy.	N
9	Statement that the Proposed Development is not needed	The Applicant acknowledges the range of views expressed in response to the targeted consultation. The UK has made a legally binding commitment to achieve net zero carbon emissions by 2050. This can only be achieved with the roll-out of reliable, affordable, clean energy sources such as solar. Solar farms, such as the Proposed Development, would make a meaningful contribution to local and national climate commitments, reducing our impact on the environment and contributing to energy security. The <b>Planning Statement [EN010157/APP/5.5]</b> , which has been submitted as part	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		of the DCO Application, sets out the need for the Proposed Development, and how it is in accordance with national and local planning policy.	
Landscape and Visual Impact			
10	Change 4: Request for solar panels to be placed away from Carr Lane to stop causing glare when driving down to Carr House Farm and Riston Plants.	<p>As part of the design development, the Applicant has considered the landscape character of the Site and its relationship with nearby communities, roads and public rights of way, to identify the likely effects on the local landscape and visual amenity.</p> <p>The solar PV modules are dark in colour due to their anti-reflective coatings and are manufactured with low-iron, ultra-clear glass with specialised coatings and textures to enable maximum absorption. The combination of these factors increases electrical energy production of the panels and reduces reflected rays at the same time. The Proposed Development design incorporates a minimum offset distance of 50m from residential properties from solar PV modules and other infrastructure. This is secured in the <b>Design Parameters Document [EN010157/APP/5.8]</b>.</p> <p><b>ES Volume 4, Appendix 5.4 A Glint and Glare Assessment [EN010157/APP/6.4]</b> has been undertaken which considers potential impacts on roads, Public Rights of Way, residential dwellings as well as aviation receptors. Mitigation measures have been proposed where the assessment identifies potential impacts, such as hedgerow infilling and planting to obstruct views of potentially reflecting panels, as set out in <b>ES Volume 2, Chapter 11: Landscape and Visual [EN010157/APP/6.2]</b> and the <b>Outline</b></p>	N

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		<b>Landscape and Ecological Management Plan [EN010157/APP/7.5], and as shown on ES Volume 3, Figure 3.4: Indicative Environmental Masterplan [EN010157/APP/6.3].</b>	
Land Use			
11	Beverley Pasture Masters stated that they are responsible for managing Figham Common, which is partially located within the Proposed Additions to Draft Order Limits, as shown in Change 15 (North cable route - Figham Common) on the plan at page 12 of the Targeted Consultation Brochure.	The Applicant notes this comment.	N
12	Beverley Pasture Masters raised concerns regarding the proposed cable route. They stated damage to the countryside should be minimised. They highlighted the impact of multiple renewable energy projects, including the Dogger Bank A and B project, on the East Riding of Yorkshire. They stressed the need for developers to recognise that multiple projects near each other could cause significant harm to the countryside. Special care should be taken at Figham Common, which is important for livestock grazing and is open to the public at all times.	<p>Meetings with the Pasture Masters have taken place. The Applicant is in discussions with the Pasture Masters and East Riding of Yorkshire Council in relation to the Common and will continue to engage with them through the application process.</p> <p>The Applicant is aware of a number of other infrastructure schemes in the area. A full cumulative assessment is available in <b>ES Volume 2, Chapter 15 Cumulative Effects [EN010157/APP/6.2]</b>.</p>	N
13	Beverley Pasture Masters expressed a preference for the proposed cable route (in Cable Route Option 1, as shown on the plan in the Statutory Consultation Brochure and the additional area in the Targeted Consultation Brochure) to be as close as possible to	Following consultation and further assessments, the Applicant is progressing with Cable Route 1. Detailed design work will continue throughout 2025 to identify final alignment of the cable within the parameters of the Order Limits.	Y

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
	the boundary of the Tokenspire Business Park, in line with the indicative route provided in the plan the Applicant dated 6 August 2024.	<p>Following the review of consultation feedback and further design development, the extent of the area of Figham Common included within the Order Limits has been reduced by approximately 50%, as shown in <b>ES Volume 3, Order Limits and Administrative Boundaries [EN010157/APP/6.3]</b></p> <p>The preferences of the Beverley Pasture Masters are noted. As discussed with the Beverley Pasture Masters, the Applicant will seek to align the cable route as close to the boundary of the Tokenspire Business Park as reasonably practicable, taking account of existing underground utilities, as well as any environmental and constructability matters (such as ground condition surveys).</p>	
14	Beverley Pasture Masters emphasised the need for careful planning to minimise disruption to Figham Common, which is both grazed by livestock and publicly accessible. They stressed the importance of co-ordinating access for construction works, grazing livestock, and the public. The developer should work closely with Beverley Pasture Masters to determine the best time for construction, ensuring minimal impact on the common and its management, especially during the grazing season (mid-April to November).	<p>Works within Figham Common will be temporary in duration to construct a section of the cable route from the solar PV development to National Grid Creyke Beck Substation. As set out and secured in the <b>Design Parameters Document [EN010157/APP/5.8]</b>, the working width of the grid connection cable route that passes through Figham Common will be a maximum of 30m wide in order to minimize the impacts whilst ensuring that a safe working environment can be provided.</p> <p>Any launch/reception pits required for the horizontal directional drilling (HDD) underneath the River Hull and Beverley and Barnston Drain will be located within the 30m working width, along with all plant and machinery.</p> <p>Any works areas through Figham Common will be securely fenced using heras fencing for the safety of members of the public and livestock.</p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		<p>A Construction Environmental Management Plan (CEMP) must be prepared ahead of commencing any part of the Proposed Development and this must be approved by East Riding of Yorkshire Council. An <b>Outline Construction Environmental Management Plan [EN010157/APP/7.2]</b> is submitted with the DCO Application and the final approved Construction Environmental Management Plan must be substantially in accordance with the outline Construction Environmental Management Plan. The measures outlined above are included in the <b>Outline Construction Environmental Management Plan [EN010157/APP/7.2]</b>. The Applicant will engage with the Beverley Pasture Masters prior to agreeing construction timescales.</p> <p>Control measures to mitigate potential impacts of the Proposed Development on Wilberforce Way are set out in the <b>Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]</b>.</p>	
15	Beverley Pasture Masters highlighted that common land presents significant health and safety challenges for projects like this and urged the developer to prioritise these concerns.	<p>Health and safety of the public and staff is of the upmost importance to the Applicant. The necessary risk assessments relating to activities within Figham Common will be completed prior to any works commencing.</p> <p>A Construction Environmental Management Plan (CEMP) must be prepared ahead of commencing any part of the Proposed Development and this must be approved by East Riding of Yorkshire Council. The aim of the Construction Environmental Management Plan is to provide a clear and consistent approach to the control of construction activities. An <b>Outline Construction Environmental Management Plan [EN010157/APP/7.2]</b> is submitted with the DCO application and the final approved Construction Environmental</p>	N



Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		<p>Management Plan must be substantially in accordance with the outline Construction Environmental Management Plan.</p> <p>The DCO Application is supported by an <b>Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]</b> which provides details on the management of the existing and Public Rights of Way and newly proposed permissive paths during the construction, operation and decommissioning of the Proposed Development. It details that the diversions and safety measures will be implemented as a priority, so that local communities are still able to safely enjoy the enhanced connectivity routes from the start of construction. Within the <b>Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]</b> consideration is given to Wilberforce Way, a long-distance path which crosses Figham Common.</p>	
16	Beverley Pasture Masters stated that the cable must be buried to a minimum depth of 1.2 meters, ensuring sufficient cover between the cable (or protective tile) and the finished surface.	The cable will be buried at a minimum depth of 1.2m below the finished surface. This commitment is secured in the <b>Design Parameters Document [EN010157/APP/5.8]</b> .	N
17	Beverley Pasture Masters expressed concern that the cable may negatively impact the operation of computer-controlled agricultural machinery, such as GPS systems, and requested that the Applicant address this concern.	<p>The cable will be buried to a minimum depth of 1.2m and up to 1.6m deep, in order for standard farming practices, including harvests, to continue as usual once installation has occurred.</p> <p>There will be no impact from the construction works on any computer controlled agricultural machinery used on Figham Common. The underground 132kV cable once installed, will not impact any agricultural machinery within Figham Common.</p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		Information on mitigation measures relating to the cable installation work through Figham Common is provided in the <b>Outline Construction Environmental Management Plan [EN010157/APP/7.2]</b> .	
18	Beverley Pasture Masters emphasised the importance of field underdrainage systems for agriculture in the East Riding of Yorkshire. They requested that, well before work begins, the developer liaise with landowners and occupiers to survey and map any existing underdrainage systems. Detailed plans for reinstating these systems should be developed in consultation with the relevant parties. Failure to properly reinstate underdrainage could negatively impact agricultural productivity, both on the affected land and in the surrounding area.	<p>The Applicant will work with Figham Common landowners, the Pasture Masters and their agent to review any existing land drainage and agree to undertake the necessary surveys required to identify land drains and discuss the appropriate mitigation measures.</p> <p>Information on mitigation measures relating to the cable installation work through Figham Common is provided in the <b>Outline Construction Environmental Management Plan [EN010157/APP/7.2]</b>.</p> <p>Details on mitigation are included in the <b>Outline Landscape and Ecological Management Plan [EN010157/APP/7.5]</b> which is submitted with the DCO application.</p> <p>As set out in the <b>Outline Soil Management Plan [EN010157/APP/7.8]</b>, where sections of field underdrainage systems are identified that may be potentially impacted by the cable installation this will be addressed by either:</p> <ul style="list-style-type: none"> <li>• Option A - reconnecting the individual field underdrains with new sections of drain across the cable trench; or</li> <li>• Option B - a collector drain will be laid along the cable trench and will then connect, at a low point, to a new drainage pipe to take water away.</li> </ul>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		<p>The Applicant has undertaken a flood risk assessment, <b>ES Volume 4, Appendix 5.6: Flood Risk Assessment [EN010157/APP/6.4]</b>, which sets out a drainage strategy to integrate with natural drainage on-site to mitigate any potential flood risk created by the Proposed Development. These consider the watercourses, surface water flows and flooding issues for the Proposed Development. The assessment sets out a drainage strategy to integrate with natural drainage on-site to mitigate any potential flood risk created by the Proposed Development.</p> <p>Existing watercourses and drains will not be modified. The proposed layout has maximised the use of existing watercourse crossings and minimised the number of new ones. Additionally, the Applicant is engaging with the gas pipeline and other utility owners to ensure that the Proposed Development does not impede the utilities.</p>	
19	Beverley Pasture Masters expressed concern about the treatment and reinstatement of soil. They stressed that, prior to the start of construction, the developer must work with landowners, occupiers, and their agents to agree on soil treatment and reinstatement plans. These plans should be tailored to the specific soil types at each location.	<p>The Applicant has undertaken an assessment of land, soil and groundwater as part of the DCO Application.</p> <p>A Soils Management Plan (SMP) must be prepared ahead of commencing any part of the Proposed Development and this must be approved by East Riding Yorkshire Council. The aim of the SMP is to:</p> <ul style="list-style-type: none"> <li>To ensure the protection and conservation of soil resources across the Site;</li> <li>To identify best practice measures to maintain the physical properties of the soil on the Site; and</li> </ul>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		<ul style="list-style-type: none"> <li>To provide measures for the management of the soil resource on the Site to mitigate and limit any risk of significant adverse effect on the soil resource as a result of the Proposed Development.</li> </ul> <p>The Applicant has produced an <b>Outline Soil Management Plan [EN010157/APP/7.8]</b> which sets out the monitoring and amelioration procedures that would apply to any soil or drainage problems associated with the Proposed Development. The final approved Soil Management Plan will be agreed with the Local Planning Authority post consent but must be substantially in accordance with the Outline Soil Management Plan.</p> <p>The Applicant will work with the Figham Pasture Masters and East Riding of Yorkshire Council on the proposed soil management procedures prior to submission of the SMP for approval.</p> <p>The measures outlined above are included in the <b>Outline Construction Environmental Management Plan [EN010157/APP/7.2]</b>.</p>	
20	Beverley Pasture Masters highlighted that Figham Common's grass sward has not been ploughed or re-seeded for many years, and any damage to it must be minimised. Reinstatement of the grass sward should follow the specific requirements of Beverley Pasture Masters, including using a particular type of traditional grass seed.	A Landscape and Ecological Management Plan (LEMP) must be prepared ahead of commencing any part of the Proposed Development and this must be approved by East Riding of Yorkshire Council. The Landscape and Ecological Management Plan will include provisions for the successful establishment and future management of landscaping and biodiversity works. The Landscape and Ecological Management Plan will include measures	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		<p>to mitigate the effects of the Proposed Development and enhance biodiversity.</p> <p>An <b>Outline Landscape and Ecological Management Plan [EN010157/APP/7.5]</b> has been submitted with the DCO application and the final approved Landscape and Ecological Management Plan must be in substantially in accordance with the Outline Landscape and Ecological Management Plan.</p> <p>The Applicant will work with the Figham Pasture Masters and East Riding of Yorkshire Council on the proposals in the Landscape and Ecological Management Plan in so far as they apply to Figham Common prior to its submission for approval.</p> <p>A post-construction monitoring programme will be included within the Landscape and Ecological Management Plan. Typically, walkover surveys of Figham Common will be undertaken between April and June in years 2, 4, 6, 10 and then every 5 years post construction until year 40. The surveys will involve an inspection of the hedgerows, field margins, grass and tree planting and biodiversity enhancement areas to ensure that they are being managed accordingly.</p>	
21	Mentions of and concern regarding food security	<p>The UK has a legally binding commitment to achieve net zero carbon emissions by 2050. As one of the cheapest and most rapidly deployable forms of renewable energy, solar will play an important role in achieving this commitment.</p> <p>The Energy Security Strategy (April 2022) set an ambition of 70GW of solar by 2035. The current Labour government made major commitments to the delivery of clean energy in its election</p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		manifesto, including to achieve “Clean Power by 2030”, including tripling solar power by 2030. This cannot be achieved through rooftop and brownfield solar installations alone, as they have considerable practical barriers of their own. Many domestic and industrial buildings either do not have roofs made of suitable material to support a solar system, do not have the infrastructure to export electricity to the grid, or simply present as an unaffordable solution, with initial costs of installation too high for some. As a result, agricultural land typically of moderate or low quality is also used, without impacting on food security.	
22	Change 6: Statement that they do not want their land used for passing places	Following further on-site investigations, the Applicant was able to determine that the passing places within Change 6 could be reduced on account of the width of the existing access road. The land now required for the passing places can be accommodated without the need for land in the adjacent fields north or south of the Land Area C access track.	Y
23	Request to provide evidence that the solar panels will be located on land that is poor condition	<p>The Applicant has undertaken assessments, identifying that approximately 70% of the surveyed land falls under the category of lower-quality Subgrade 3b and 4 agricultural land, while 30% consists of Best and Most Versatile (BMV) agricultural land (ALC Grades 1-3a), with the majority of that land classed as 3a. More details are included in <b>ES Volume 4, Appendix 10.2 Agricultural Land Classification Report [EN010157/APP/6.4]</b>.</p> <p>The Applicant has selected the Site and designed the Proposed Development to minimise the use of the best and most valuable land. Other embedded mitigation on agricultural land includes optimising existing tracks, crossings and gaps in the hedgerows for access tracks and cable routes wherever practicable and running</p>	N



Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		cabling alongside access tracks as much as possible to avoid wider excavations.	
<b>Traffic and Transportation</b>			
24	Change 4: Object as the road is not suitable for heavy construction traffic	<p>Each Land Area has been assessed for its specific access arrangements individually based on assessment of potential routes from the nearest major road. Where possible, the existing road network has been utilised and internal access roads with the overall aim of minimising the impact of the Proposed Development on the local highway network in terms of safety and capacity, as explained in <b>ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]</b>, which is submitted with the DCO application. From the A165, Carr Lane (Long Riston) would be used to access Land Area B, while Arnold Lane West, Black Tup Lane and Carr Lane (Arnold) would be used to access Land Area C. The scope of the transport assessment was shared and agreed with East Riding of Yorkshire Council.</p> <p><b>ES Volume 3, Figure 14.2: Transport Routing and the Existing Highway Network [EN010157/APP/6.3]</b> shows the proposed routes that construction vehicles will be advised to use with proposed construction access points shown on <b>ES Volume 3, Figure 3.5: Indicative Construction Layout Plan [EN010157/APP/6.3]</b>. Information on construction traffic management is provided in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b>. The advised routes avoid</p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		<p>roads with weight limit restrictions and avoid roads through residential areas, where practicable.</p> <p>Full engineering assessments will be undertaken and, if deemed necessary, existing bridges/culverts will be reinforced to allow for their use by HGVs.</p>	
25	Change 4: Carr Lane is the only way to access the farm	<p>The Applicant has undertaken a transport assessment to assess the potential impacts of the Proposed Development on the local and strategic road network in the surrounding area, as detailed in <b>ES Volume 2, Chapter 14 Transport and Access [EN010157/APP/6.2]</b>. The Proposed Development includes some proposed highways works to Carr Lane (Long Riston) to ensure safe access into the site while minimising impacts on other road users. These would take the form of passing places located on sections of Carr Lane (Long Riston) as well as widening of the junction between Carr Lane (Long Riston) and the A165. These are shown on Appendix G of <b>ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]</b>.</p> <p>The phasing of constructing the Proposed Development is considered to be a form of mitigation as it means the impacts on Carr Lane (Long Riston) will be phased and therefore Carr Lane (Long Riston) will not be impacted for the full construction period.</p> <p><b>ES Volume 2, Chapter 14: Transport and Access [EN010157/APP/6.2]</b> concludes that with the implementation of additional mitigation measures as set out in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b> the effects of the Proposed Development on Carr Lane (Long Riston) would be Not significant.</p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		The proposed passing places are expected to be left in situ following decommissioning of the Proposed Development, subject to discussions with the relevant stakeholders, providing a legacy improvement to the local road network. East Riding of Yorkshire Council has been consulted on these plans.	
26	Change 4: Statement that Carr Lane is the main access road to Riston Plants business	<p>The Applicant has undertaken a transport assessment to assess the potential impacts of the Proposed Development on the local and strategic road network in the surrounding area, as detailed in <b>ES Volume 2, Chapter 14 Transport and Access [EN010157/APP/6.2]</b>. The Proposed Development includes some proposed highways works to Carr Lane (Long Riston) to ensure safe access into the site while minimising impacts on other road users. These would take the form of passing places located on sections of Carr Lane (Long Riston) as well as widening of the junction between Carr Lane (Long Riston) and the A165. These are shown on Appendix G of <b>ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]</b>.</p> <p>The phasing of constructing the Proposed Development is considered to be a form of mitigation as it means the impacts on Carr Lane (Long Riston) will be phased and therefore Carr Lane (Long Riston) will not be impacted for the full construction period.</p> <p><b>ES Volume 2, Chapter 14: Transport and Access [EN010157/APP/6.2]</b> concludes that with the implementation of additional mitigation measures as set out in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b> the effects of the Proposed Development on Carr Lane (Long Riston) would be Not significant.</p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		The proposed passing places are expected to be left in situ following decommissioning of the Proposed Development, subject to discussions with the relevant stakeholders, providing a legacy improvement to the local road network. East Riding of Yorkshire Council has been consulted on these plans.	
27	Change 4: Carr Lane needs to be clear at all times	<p>Each Land Area has been assessed for its specific access arrangements individually based on assessment of potential routes from the nearest major road. Where possible, the existing road network has been utilised and internal access roads with the overall aim of minimising the impact of the Proposed Development on the local highway network in terms of safety and capacity, as explained in <b>ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]</b>, which has been submitted with the DCO application. The scope of the transport assessment was shared and agreed with East Riding of Yorkshire Council.</p> <p>Access points would utilise existing accesses wherever possible. <b>ES Volume 3, Figure 14.2: Transport Routing and the Existing Highway Network [EN010157/APP/6.3]</b> shows the proposed routes that construction vehicles will be advised to use with proposed construction access points shown on <b>ES Volume 3, Figure 3.5: Indicative Construction Layout Plan [EN010157/APP/6.3]</b>. From the A165, Carr Lane (Long Riston) would be used to access Land Area B, while Arnold Lane West, Black Tup Lane and Carr Lane (Arnold) would be used to access Land Area C.</p> <p>It is proposed to provide passing places along Carr Lane (Long Riston) for HGVs to pass. The phasing of constructing the</p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		Proposed Development is considered to be a form of mitigation as it means the impacts on Carr Lane (Long Riston) will be phased and therefore Carr Lane (Long Riston) will not be impacted for the full construction period.	
28	Change 4: No passing places can be put down the lane due to Yorkshire Water and BT underground telephone cables running alongside the road down to the farm	<p>The Applicant has engaged the relevant utility companies as part of the consultation process and has taken account of any third-party assets in the design development.</p> <p>This engagement will continue following the approval of the DCO, if granted. The <b>Draft DCO [EN010157/APP/3.1]</b> includes protective provisions which will apply in respect of various statutory undertakers and their assets.</p>	N
29	Change 4: Statement that the bridge is not suitable for heavy traffic	<p>Each Land Area has been assessed for its specific access arrangements individually based on assessment of potential routes from the nearest major road. Where possible, the existing road network has been utilised and internal access roads with the overall aim of minimising the impact of the Proposed Development on the local highway network in terms of safety and capacity, as explained in <b>ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]</b>, which is submitted with the DCO application. From the A165, Carr Lane (Long Riston) would be used to access Land Area B, while Arnold Lane West, Black Tup Lane and Carr Lane (Arnold) would be used to access Land Area C. The scope of the transport assessment was shared and agreed with East Riding of Yorkshire Council.</p> <p><b>ES Volume 3, Figure 14.2: Transport Routing and the Existing Highway Network [EN010157/APP/6.3]</b> shows the proposed routes that construction vehicles will be advised to use with</p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		<p>proposed construction access points shown on <b>ES Volume 3, Figure 3.5: Indicative Construction Layout Plan [EN010157/APP/6.3]</b>. Information on construction traffic management is provided in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b>. The advised routes avoid roads with weight limit restrictions and avoid roads through residential areas, where practicable.</p> <p>Full engineering assessments will be undertaken and, if deemed necessary, existing bridges/culverts will be reinforced to allow for their use by HGVs.</p>	
30	Change 4: Statement that construction access into the area B will be difficult due to narrow bridge.	<p>Each Land Area has been assessed for its specific access arrangements individually based on assessment of potential routes from the nearest major road. Where possible, the existing road network has been utilised and internal access roads with the overall aim of minimising the impact of the Proposed Development on the local highway network in terms of safety and capacity, as explained in <b>ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]</b>, which is submitted with the DCO application. From the A165, Carr Lane (Long Riston) would be used to access Land Area B, while Arnold Lane West, Black Tup Lane and Carr Lane (Arnold) would be used to access Land Area C. The scope of the transport assessment was shared and agreed with East Riding of Yorkshire Council.</p> <p><b>ES Volume 3, Figure 14.2: Transport Routing and the Existing Highway Network [EN010157/APP/6.3]</b> shows the proposed routes that construction vehicles will be advised to use with proposed construction access points shown on <b>ES Volume 3, Figure 3.5: Indicative Construction Layout Plan</b></p>	N



Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		<p><b>[EN010157/APP/6.3].</b> Information on construction traffic management is provided in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b>. The advised routes avoid roads with weight limit restrictions and avoid roads through residential areas, where practicable.</p> <p>Full engineering assessments will be undertaken and, if deemed necessary, existing bridges/culverts will be reinforced to allow for their use by HGVs.</p>	
31	Change 4: Suggestion to use access roads that [REDACTED] use currently which is (North and South of Carr lane to get to the land from the main road) to avoid Carr Lane	<p>When considering construction routes, the Applicant has sought to minimise impacts on the local area, while also avoiding roads with weight limit restrictions and roads through residential areas, where possible. The transport assessments, and discussions with the local highways authority, have concluded that Carr Lane is a suitable access route throughout the construction phase.</p> <p>To ensure safe access into parts of the site via Carr Lane, the Applicant is proposing to include permanent road improvements as part of the Proposed Development. These would take the form of passing places located on sections of Carr Lane to ensure that any construction traffic using the road does not restrict anyone's movements along the road. These passing places would be retained permanently, providing a legacy improvement after construction works have been completed.</p> <p><b>ES Volume 2, Chapter 14: Transport and Access [EN010157/APP/6.2]</b> concludes that effects on Carr Lane would be Not significant following the implementation of the additional traffic management measures set out in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b>.</p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
32	Question regarding where the road off the A165 down Stoneygoat Dyke will go to, as there is a main drain at the end of the planned road and no access to reach the Area B of the solar panels	<p>The section of the Order Limits that runs alongside Stonleygoat Dyke was included to allow for the installation of a cable to connect the main portion of Land Area B (at Field B4) to the smaller parcel west of the A1035 (at Field B6). This interconnecting cable route is referred to as Cable B-B, as shown on <b>ES Volume 3, Figure 1.2: Land Areas and Cable Routes Plan with Field Numbering System [EN010157/APP/6.3]</b>.</p> <p>There is no intention for an access road to be installed at this location. The cable will be buried and then the land surface will be restored. Horizontal directional drilling of the cable underneath the watercourse that runs along the eastern boundary of Field B4 is proposed.</p>	N

## Appendix H-8.4: Regard had to comments from consultees under s47 of PA 2008

Table H-8.4 below sets out responses to the statutory consultation from consultees under s47 of PA 2008 and the regard had to them by the Applicant. It should be read in conjunction with Chapter 7 of the **Consultation Report [EN010157/APP/5.1]**.

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
<b>Communities</b>			
1	Statement that they do not want the Proposed Development to affect them leaving their house	<p>While there may potentially be temporary disturbance during the construction of the passing place on Meaux Lane as part of Change 9, any subsequent temporary traffic management will take into account access to any properties within the area affected by the traffic management measures and will ensure that access is allowed for at all times.</p> <p>With the implementation of embedded mitigation measures (such as passing places, carriageway widening, junction improvements) and additional mitigation measures (as set out in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b>), effects of the Proposed Development on transport and access are anticipated to be 'Not significant'.</p> <p>It should be noted that it is a legal requirement of traffic management to not prevent access to/from someone's property,</p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		therefore the Applicant will ensure adequate mitigation measures are in place.	
<b>Construction</b>			
2	Question about timescales and dates regarding work associated with Proposed Development	<p>Should the DCO be granted consent in Q2 2026, the project is expected to take 24 months to construct, meaning it is expected to connect to the grid in 2028. The Proposed Development would be built in phases. The indicative construction phases are as follows:</p> <ul style="list-style-type: none"> <li>• Phase 1: Land Area B;</li> <li>• Phase 2: Land Areas B &amp; C;</li> <li>• Phase 3: Land Areas C &amp; D and Grid connection cable route;</li> <li>• Phase 4: Land Areas D &amp; E and Grid connection cable route;</li> <li>• Phase 5: Land Areas E &amp; F and Grid connection cable route; and</li> <li>• Phase 6: Land Area F.</li> </ul>	N
3	Change 3: Concern regarding safety issues associated with obstruction from large slow vehicles	<p>The Applicant has undertaken assessments of the potential impacts of the Proposed Development on the local and strategic road network in the surrounding area, as detailed in <b>ES Volume 2, Chapter 14: Transport and Access [EN010157/APP/6.2]</b>.</p> <p>An <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b> has also been developed outlining the types</p>	N

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		<p>of measures to control the delivery of materials and staff onto the Site during the construction phase of the Proposed Development:</p> <ul style="list-style-type: none"> <li>• Access and parking arrangements for site personnel, contractors and visitor arrangements for delivery and removal of materials;</li> <li>• Arrangements for loading, unloading and storage of plant and materials;</li> <li>• A scheme for routing and control of traffic associated with the construction and temporary signage during the construction phase;</li> <li>• Implementation programme including the proposed construction period and hours of operation; and,</li> <li>• Details of any additional management measures, including details of wheel washing facilities and condition surveys.</li> </ul> <p>In relation to Change 3, as shown on the <b>Streets, Rights of Way and Access Plans [EN010157/APP/2.3]</b> and the <b>Traffic Measures Plans [EN010157/APP/2.9]</b>, proposed temporary traffic regulation measures may include lane closure with temporary traffic signals or use of signalling and banksmen. The Order Limits also include land to provide visibility splays along the A165 from the access to Land Area B.</p> <p><b>ES Volume 2, Chapter 14 Transport and Access [EN010157/APP/6.2]</b> concludes that with the implementation of additional mitigation measures set out in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b>, the effect of hazardous/large loads on the A165 White Cross Road (between</p>	

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		White Cross Roundabout and Carr Lane (Long Riston)) would be Not significant.	
<b>Consultation</b>			
4	Question about why they are being consulted since they are outside the area of the Proposed Development	<p>The Applicant identified members of the public and community representatives that may have an interest in the revisions made to the draft Order Limits being consulted on as part of the targeted consultation. This included people living in the vicinity of each of the revisions to the draft Order Limits, community representatives that may be interested in the Proposed Development and those that had either registered for updates on the consultation website or had responded to the statutory consultation.</p> <p>More detail on the publication of the targeted consultation can be found in Chapter 7 of the <b>Consultation Report [EN010157/APP/5.1]</b>.</p>	N
5	Statement that the plans are vague	<p>The Applicant tried to develop plans which would be accessible for people to understand and clearly showed the different elements of the Proposed Development, including areas for the solar panels and proposed areas for mitigation and enhancement. More detailed plans are included as part of the DCO application, including the <b>Works Plans [EN010157/APP/2.2], ES Volume 3, Figure 3.1: Indicative Operational Layout Plan [EN010157/APP/6.3], ES Volume 3, Figure 3.4: Indicative Environmental Masterplan [EN010157/APP/6.3] and ES Volume 3, Figure 3.5: Indicative Construction Layout Plan [EN010157/APP/6.3]</b>.</p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
6	Statement that the targeted consultation information is complex and difficult to take in	<p>All consultation material was made available on the project website and was clearly signposted from the homepage. Hard copies of the Targeted Consultation Brochure were available to collect from Beverley Library and on request through contact channels. Anyone could also request alternative formats of material, as publicised in the Targeted Consultation Brochure.</p> <p>The Applicant aimed to develop plans which would be accessible for people to understand and clearly showed the changes to the Proposed Development. Due to the size of the Proposed Development, these plans were broken down by area to allow more detail to be included.</p> <p>The Applicant established community contact channels ahead of the non-statutory consultation to answer questions and provide information throughout the pre-application consultation programme. The Applicant was available by email and phone from Monday to Friday from 9am - 5:30pm throughout the consultation. If a phone call was missed due to staff availability, a voicemail system was available to capture details and the Applicant's team would call back at the earliest opportunity. For email enquiries, an automatic reply would confirm the Applicant's intention to respond to the query within 5 working days. Further to this, a Freepost address was established to allow interested parties to write to the applicant with any questions.</p> <p>Following receipt of these comments, the Applicant sent a hard copy of the brochure to the respondent.</p>	N



Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
<b>Ecology and Wildlife</b>			
7	Concern regarding the removal of hedgerow causing loss of biodiversity	<p>The existing hedgerows, woodland and field margins would be retained as part of the Proposed Development as much as practicable, with the exception of gaps required for new access points, visibility at turnings and for the installation of cabling. Existing agricultural tracks and field margins would be used for access points where reasonably practicable and the width of any new gaps, if required, would be kept to a minimum.</p> <p>The design incorporates a minimum offset of 10m from all existing trees/woodland areas and boundary hedgerows, where reasonably practicable, to ensure there is a sufficient distance between the infrastructure and the field boundary to allow habitat connectivity and biodiversity and landscape improvements.</p> <p>As shown on the <b>Tree Preservation Order and Hedgerow Plans [EN010157/APP/2.8]</b>, no removal of hedgerow is proposed at the location of Change 11 (proposed access along Carr Lane, near Weel).</p> <p>Up to 19.5km of new native hedgerows are proposed as part of the Proposed Development to improve visual screening and habitat creation.</p> <p>More information on the Applicant's assessment of the impacts on biodiversity can be found in <b>ES Volume 2, Chapter 7 Biodiversity [EN010157/APP/6.2]</b>.</p>	N

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<b>Environment</b>			
8	Statement that they are concerned on what happens to the environment	<p>As part of the DCO process the Applicant has carried out an Environmental Impact Assessment (EIA) to assess the likely significant effects (both positive and negative) that the Proposed Development could have on the environment and local communities.</p> <p>The final results of assessments undertaken is presented in the <b>Environmental Statement [EN010157/APP/6.1-6.4]</b>, which accompanies the DCO application. The Environmental Statement provides a detailed description of the Proposed Development. It also outlines details of the proposed mitigation measures during construction, operation (including maintenance) and decommissioning of the Proposed Development and likely residual significant environmental effects following the implementation of the mitigation measures. The design of the Proposed Development has evolved throughout the environmental assessment process to avoid or minimise environmental effects and in response to consultation and engagement feedback, where appropriate.</p>	N
<b>General</b>			
9	Statement that they want an independent energy source in this area	<p>The Proposed Development would connect to the National Grid Creyke Beck substation providing energy to the national electricity network.</p> <p>The Applicant acknowledges the range of views on energy technologies. The UK has made a legally binding commitment to</p>	N

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		<p>achieve net zero carbon emissions by 2050. This can only be achieved with the roll-out of reliable, affordable, clean energy sources such as solar.</p> <p>Solar farms, such as the Proposed Development, would make a meaningful contribution to local and national climate commitments, reducing our impact on the environment and contributing to energy security. The <b>Planning Statement [EN010157/APP/5.5]</b>, which has been submitted as part of the DCO Application, sets out the need for the Proposed Development, and how it is in accordance with national and local planning policy.</p>	
10	Statement that fossil fuels still make up for shortfalls in renewable energy	<p>The Applicant acknowledges the range of views on energy technologies. Solar can already produce as much as 30% of the UK's electricity at different points throughout the year, and in 2020, solar provided more than 4% of the UK's total energy supply. One of the advantages of solar energy is its versatility across all regions of the UK. Solar panels do not require direct sunlight to function and can generate power consistently throughout the year, even on cloudier days. Moreover, the reliability of solar power is bolstered by the ability to accurately predict sunlight hours for each day, facilitating precise forecasts of solar energy generation. The <b>Planning Statement [EN010157/APP/5.5]</b>, which has been submitted as part of the DCO Application, sets out the need for the Proposed Development, and how it is in accordance with national and local planning policy.</p>	N
11	Statement of a preference of hydrogen	<p>The Applicant acknowledges the range of views on energy technologies. Solar can already produce as much as 30% of the UK's electricity at different points throughout the year, and in 2020, solar provided more than 4% of the UK's total energy supply. One</p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		<p>of the advantages of solar energy is its versatility across all regions of the UK. Solar panels do not require direct sunlight to function and can generate power consistently throughout the year, even on cloudier days. Moreover, the reliability of solar power is bolstered by the ability to accurately predict sunlight hours for each day, facilitating precise forecasts of solar energy generation.</p> <p>The <b>Planning Statement [EN010157/APP/5.5]</b>, which has been submitted as part of the DCO Application, sets out the need for the Proposed Development, and how it is in accordance with national and local planning policy.</p>	
12	Statement that they are trying to keep interested and involved in this project	<p>The Applicant notes these comments. Anyone can sign up for updates on the Proposed Development via the website <a href="https://peartreehillsolar.co.uk/">https://peartreehillsolar.co.uk/</a></p>	N
<b>Land use</b>			
13	Statement that they do not want their land to be used	<p>A small area of the landowner's land is likely to be required to install cable E-F which will connect Land Areas E and F.</p> <p>The Applicant is in negotiations with the landowner in respect to the rights being sought by agreement.</p>	N
14	Question about if bridleway tracks around Weel will be lost	<p>There will be no loss of bridleways as part of the Proposed Development.</p> <p>The Applicant is including new permissive paths as part of the scheme. As set out in <b>ES Volume 1, Chapter 3: Proposed Development Description [EN010157/APP/6.1]</b> the permissive</p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		<p>paths in Land Area D and E (see <b>ES Volume 3, Figure 3.1 Indicative Operational Layout Plan [EN010157/APP/6.3]</b>) are proposed to be made available for horse riding.</p> <p>These are routes which can be used by the public during the lifetime of the Proposed Development, but they will not become permanent rights of way, as set out in the <b>Outline Decommissioning Environmental Management Plan [EN010157/APP/7.4]</b>.</p>	
15	Question has RAF airfield in Catfoss been considered in site selection	<p>The site selection process has been extensive, guided by a number of factors including the need to select a site within a reasonable proximity to National Grid Creyke Beck Substation, which is where the energy generated by the project will feed into the National Electricity Network. A search area of 12 kilometres from the National Grid Creyke Beck Substation was set. The ex-RAF airfield in Catfoss is an unviable location for the Applicant's proposals.</p> <p><b>ES Volume 1, Chapter 4 Alternatives and Design Iteration [EN010157/APP/6.1]</b> provides a detailed account of the site selection process and the subsequent discussions with local landowners about the viability of their land to be provided through voluntary agreement for the Proposed Development.</p>	N
16	Suggestion to have horse access around the edges of fields	<p>There will be no loss of bridleways as part of the Proposed Development.</p> <p>The Applicant is including new permissive paths as part of the scheme. As set out in <b>ES Volume 1, Chapter 3: Proposed Development Description [EN010157/APP/6.1]</b> the permissive paths in Land Area D and E (see <b>ES Volume 3, Figure 3.1</b></p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		<p><b>Indicative Operational Layout Plan [EN010157/APP/6.3]</b>) are proposed to be made available for horse riding.</p> <p>These are routes which can be used by the public during the lifetime of the Proposed Development but will not become permanent rights of way, as set out in the <b>Outline Decommissioning Environmental Management Plan [EN010157/APP/7.4]</b>.</p>	
17	Wants to confirm it is still the case that no private dwellings or gardens would be affected	<p>The Applicant carried out diligent inquiry to identify and consult with those with an interest in the affected land, as outlined in section <b>5.6 of the Consultation Report [EN010157/APP/5.1]</b>. These parties were consulted as part of the statutory consultation and the targeted consultation.</p> <p>No houses or private gardens are being compulsory purchased as part of the Proposed Development.</p>	N
18	East Riding of Yorkshire and Kingston upon Hull Joint Local Access Forum (JLAF) stated that they expect the issues related to Public Rights of Way (PRoWs) raised during the Statutory Consultation to be incorporated into the Public Rights of Way Management Plan, which will be submitted as part of the Development Consent Order application.	<p>The <b>Draft DCO [EN010157/APP/3.1]</b> includes provision for public rights of way to be closed or diverted temporarily if required during the construction period, subject to the consent of the street authority.</p> <p>The DCO Application includes <b>Streets, Rights of Way and Access Plans [EN010157/APP/2.3]</b> which indicate which public rights of way could be impacted by the Proposed Development, and an <b>Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]</b> which sets out how temporary closures to public rights of way will be managed during the construction period. A detailed Rights of Way and Access Management Plan must be</p>	N

Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
		submitted for the approval of the local planning authority prior to the relevant works commencing.	
19	East Riding of Yorkshire and Kingston upon Hull Joint Local Access Forum (JLAF) stated that they anticipate the issues raised regarding Public Rights of Way (PRoW) will be addressed in the areas where proposed adjustments to the development are outlined in the Targeted Consultation Brochure.	<p>The <b>Draft DCO [EN010157/APP/3.1]</b> includes provision for public rights of way to be closed or diverted temporarily if required during the construction period, subject to the consent of the street authority.</p> <p>The DCO Application includes <b>Streets, Rights of Way and Access Plans [EN010157/APP/2.3]</b> which indicate which public rights of way could be impacted by the Proposed Development, and an <b>Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]</b> which sets out how temporary closures to public rights of way will be managed during the construction period. A detailed Rights of Way and Access Management Plan must be submitted for the approval of the local planning authority prior to the relevant works commencing.</p>	N
20	East Riding of Yorkshire and Kingston upon Hull Joint Local Access Forum (JLAF) highlighted that Change 1 to the Proposed Development, as outlined in the Targeted Consultation Brochure, will impact Public Rights of Way (PRoW) in Land Area B – Monk Dike, specifically Leven Footpath No. 5 and Riston Footpath No. 2. These changes may result in no alteration to public access or require temporary closure and/or diversion.	<p>The DCO Application includes <b>Streets, Rights of Way and Access Plans [EN010157/APP/2.3]</b> which indicate which public rights of way could be impacted by the Proposed Development, and an <b>Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]</b> which sets out how temporary closures to public rights of way will be managed during the construction period. A detailed Rights of Way and Access Management Plan must be submitted for the approval of the local planning authority prior to the relevant works commencing.</p>	N



Row ID	Matter raised	Regard had under Section 49 of the Act	Matter relevant to a design change
21	JLAF highlighted that Change 15, affecting the North Cable Route at Figham Common, will impact Woodmansey Footpath No. 28 and the Wilberforce Way, requiring management of public access.	The DCO Application includes <b>Streets, Rights of Way and Access Plans [EN010157/APP/2.3]</b> which indicate which public rights of way could be impacted by the Proposed Development, and an <b>Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]</b> which sets out how temporary closures to public rights of way will be managed during the construction period. A detailed Rights of Way and Access Management Plan must be submitted for the approval of the local planning authority prior to the relevant works commencing.	N
22	East Riding of Yorkshire and Kingston upon Hull Joint Local Access Forum (JLAF) stated that Change 16, affecting the Cable Route North (west of Woodmansey), will impact Woodmansey Footpath No. 12 and Footpath No. 9, requiring management of public access.	The DCO Application includes <b>Streets, Rights of Way and Access Plans [EN010157/APP/2.3]</b> which indicate which public rights of way could be impacted by the Proposed Development, and an <b>Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]</b> which sets out how temporary closures to public rights of way will be managed during the construction period. A detailed Rights of Way and Access Management Plan must be submitted for the approval of the local planning authority prior to the relevant works commencing.	N
23	East Riding of Yorkshire and Kingston upon Hull Joint Local Access Forum (JLAF) stated that Change 18, affecting the Cable Route South at the railway crossing, will impact Woodmansey Footpath No. 4 and will require management of public access.	The DCO Application includes <b>Streets, Rights of Way and Access Plans [EN010157/APP/2.3]</b> which indicate which public rights of way could be impacted by the Proposed Development, and an <b>Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]</b> which sets out how temporary closures to public rights of way will be managed during the construction period. A detailed Rights of Way and Access Management Plan must be submitted for the approval of the local planning authority prior to the relevant works commencing.	N

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24	East Riding of Yorkshire and Kingston upon Hull Joint Local Access Forum (JLAF) stated that Change 19, involving the Cable Route South at National Grid Creyke Beck Sub-Station Access, will affect Skidby Footpath No. 17 and will require management of public access.	The DCO Application includes <b>Streets, Rights of Way and Access Plans [EN010157/APP/2.3]</b> which indicate which public rights of way could be impacted by the Proposed Development, and an <b>Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]</b> which sets out how temporary closures to public rights of way will be managed during the construction period. A detailed Rights of Way and Access Management Plan must be submitted for the approval of the local planning authority prior to the relevant works commencing.	N
25	East Riding of Yorkshire and Kingston upon Hull Joint Local Access Forum (JLAF) stated that the number of changes affecting PRoW, identified in the Targeted Consultation Brochure, depends on the interpretation of the provided maps. The scale and clarity of the Key Location Plan made interpretation difficult. JLAF requests that if other changes affect PRoW, these should also be considered in the management of public access.	<p>The DCO Application includes <b>Streets, Rights of Way and Access Plans [EN010157/APP/2.3]</b> which indicate which public rights of way could be impacted by the Proposed Development, and an <b>Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]</b> which sets out how temporary closures to public rights of way will be managed during the construction period. A detailed Rights of Way and Access Management Plan must be submitted for the approval of the local planning authority prior to the relevant works commencing.</p> <p>All consultation material was made available on the project website and was clearly signposted from the homepage. Hard copies of the Targeted Consultation Brochure were available to collect from Beverley Library and on request through contact channels. Anyone could also request alternative formats of material, as publicised in the Targeted Consultation Brochure. More detail on the consultation methods available at targeted consultation can be found in Chapter 7 of the <b>Consultation Report [EN010157/APP/5.1]</b>.</p> <p>The Applicant aimed to produce plans which would be accessible</p>	N

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		for people to understand and clearly showed the changes to the Proposed Development. Due to the size of the Proposed Development, these plans were broken down by area to allow more detail to be included.	
<b>Landscape and Visual Impact</b>			
26	Concern regarding the loss of view opposite Arnold Lane West due to solar panels and substation	<p>The Applicant has prepared and submitted a <b>Design Approach Document [EN010157/APP/5.7]</b> which outlines the approach taken to the design development of the Proposed Development, including how the design has been shaped and influenced by the local landscape, and with local communities and their enjoyment of the local area in mind.</p> <p>The DCO Application is supported by <b>ES Volume 2, Chapter 11: Landscape and Visual [EN010157/APP/6.2]</b> which provides an assessment of the impacts and associated mitigation required as a result of the Proposed Development, so that the effects on visual amenity are avoided or reduced wherever practicable. The Applicant has considered the landscape character of the site and its relationship with nearby communities to identify the potential effects on the local landscape and visual amenity.</p> <p>As part of the landscape and visual impact assessment views from Arnold Lane West were assessed (see Viewpoint 13 on <b>ES Volume 3, Figure 11.2: Solar PV Modules ZTV [EN010157/APP/6.3]</b> and <b>ES Volume 3, Figure 11.3: Project Substations ZTV [EN010157/APP/6.3]</b>). As set out in <b>ES Volume 4, Appendix 11.4: Viewpoint Analysis [EN010157/APP/6.4]</b> the predicted scale of</p>	N

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		visual change at Viewpoint 13 was assessed as small or negligible. This is because construction/ decommissioning activity would be almost entirely screened from this viewpoint, although there may be some barely discernible distant glimpses of the top of new infrastructure being erected/removed. During operation, Project Substation East would be visible, though partially screened in year 1 of operation, but a new woodland belt is proposed to be planted to the south of Project Substation East. Once this woodland belt has matured and existing hedgerows have been enhanced, the Proposed Development would be very heavily screened from this viewpoint.	
<b>Location</b>			
27	Statement that other sites should be considered over arable land	The site selection process in respect of the Proposed Development has been extensive, guided by the need to identify suitable land within a reasonable proximity to National Grid Creyke Beck, which is where the energy generated by the Proposed Development will feed into the national electricity network. During the site selection process, a team of experts have carefully considered various parameters, and concluded there are no suitable alternative sites for delivery on brownfield land. More information is included in <b>Appendix 2 – Site Selection Assessment</b> to the <b>Planning Statement [EN010157/APP/5.5]</b> and <b>ES Volume 1, Chapter 4: Alternatives and Design Iteration [EN010157/APP/6.1]</b> .	N
28	Question about if solar panels are going to be in the fields directly opposite Arnold Lane West and if so, are they going to be right up to the boundary or further back	There will be no solar panels located on fields directly off Arnold Lane West.	N

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		Both Carr Lane near Arnold and Carr Lane near Long Riston will be used as access points to the solar panel areas.	
<b>Manufacturing</b>			
29	Concern regarding foreign imports	It is assumed that solar PV modules and PV framework will be sourced from China, which currently produces the majority of the solar modules worldwide. The Applicant will look to source the rest of the material more locally, as far as possible.	N
30	Statement that the manufacturing process produces a lot of CO2	<p>The greenhouse gas assessment set out in <b>ES Volume 2, Chapter 8: Climate [EN010157/APP/6.2]</b> accounts for emissions which will occur outside the Order Limits but which are related to the activities of the Proposed Development, including those from the extraction, manufacture and transportation of materials to the Site during the construction and operation (including maintenance) phases.</p> <p>Overall, the Proposed Development is expected to result in over 4.1 million tCO2e saved over its lifetime when compared to Combined Cycle Gas Turbine-generated electricity as outlined in <b>ES Volume 2, Chapter 8: Climate [EN010157/APP/6.2]</b>.</p>	N
<b>Noise and Vibration</b>			
31	Concern regarding disruption due to noise	The predicted noise impact of a typical solar farm is considered to be low to negligible, and nonintrusive. Any noise produced by the Proposed Development would be by the inverters, batteries or substations, which are typically placed in the centre of the site and	N

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		<p>away from residential properties.</p> <p>The <b>ES Volume 2, Chapter 12 Noise and Vibration [EN010157/APP/6.2]</b> provides details on the assessment of the potential noise and vibration effects arising from both the construction and operation of the Proposed Development. Baseline noise survey information from existing background levels have been taken to understand the existing noise climate within the surrounding area. Noise sensitive receptor locations were agreed with East Riding of Yorkshire Council as part of the EIA Scoping.</p> <p>Good design and high-quality infrastructure will serve to reduce noise from the Proposed Development at source. However, sound attenuation measures may be incorporated into the design of the Proposed Development to support noise levels to remain under acceptable limits, if required.</p>	
<b>Safety</b>			
32	Change 3: Statement that the plans do not address safety concerns	<p>Safety for local communities, construction workers and local wildlife is a key priority for the Applicant during the construction, operation and decommissioning of the Proposed Development. An <b>Outline Construction Environmental Management Plan [EN010157/APP/7.2]</b> has been developed as part of the DCO application to outline how construction activities will be managed throughout the construction process.</p> <p>An <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b> has also been developed outlining the types</p>	N

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		<p>of measures to control the delivery of materials and staff onto the Site during the construction phase of the Proposed Development:</p> <ul style="list-style-type: none"> <li>• Access and parking arrangements for site personnel, contractors and visitor arrangements for delivery and removal of materials;</li> <li>• Arrangements for loading, unloading and storage of plant and materials;</li> <li>• A scheme for routing and control of traffic associated with the construction and temporary signage during the construction phase;</li> <li>• Implementation programme including the proposed construction period and hours of operation; and,</li> <li>• Details of any additional management measures, including details of wheel washing facilities and condition surveys.</li> </ul> <p>In relation to Change 3, as shown on the <b>Streets, Rights of Way and Access Plans [EN010157/APP/2.3]</b> and the <b>Traffic Measures Plans [EN010157/APP/2.9]</b>, proposed temporary traffic regulation measures may include lane closure with temporary traffic signals or use of signalling and banksmen. The Order Limits also include land to provide visibility splays along the A165 from the access to Land Area B.</p>	
Socioeconomic			



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33	Question about if any financial impact on house prices will be discussed with current homeowners or your plans	The Applicant acknowledges the concerns raised in relation to changes in property values as a result of the Proposed Development. It is not considered that the Proposed Development would impact property value.	N
<b>Traffic and Transport</b>			
34	Change 3: Concern regarding new access point location on busy, fast road	<p>The Applicant has undertaken assessments of the potential impacts of the Proposed Development on the local and strategic road network in the surrounding area, detailed in <b>ES Volume 2, Chapter 14 Transport and Access [EN010157/APP/6.2]</b>.</p> <p>Junctions off the A165 would be widened, where necessary, to accommodate HGVs. These are presented in <b>Appendix G of ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]</b>. Where necessary, the Order Limits include land to provide visibility splays. The Applicant has shared technical drawings with the highway department at East Riding of Yorkshire Council, who have agreed with the plans.</p> <p>In relation to Change 3, as shown on the <b>Streets, Rights of Way and Access Plans [EN010157/APP/2.3]</b> and the <b>Traffic Measures Plans [EN010157/APP/2.9]</b>, proposed temporary traffic regulation measures may include lane closure with temporary traffic signals or use of signalling and banksmen. The Order Limits also include land to provide visibility splays along the A165 from the access to Land Area B.</p>	N

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35	Change 3: Concern regarding access point approached via blind bends	<p>The Applicant has undertaken assessments of the potential impacts of the Proposed Development on the local and strategic road network in the surrounding area, detailed in <b>ES Volume 2, Chapter 14 Transport and Access [EN010157/APP/6.2]</b> and <b>ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]</b>.</p> <p>Junctions off the A165 would be widened, where necessary, to accommodate HGVs. These are presented in <b>Appendix G of ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]</b>. Where necessary, the Order Limits include land to provide visibility splays. The Applicant has shared technical drawings of proposed highways improvement works with the highway department at East Riding of Yorkshire Council, who have agreed with the plans.</p> <p>In relation to Change 3, as shown on the <b>Streets, Rights of Way and Access Plans [EN010157/APP/2.3]</b> and the <b>Traffic Measures Plans [EN010157/APP/2.9]</b>, proposed temporary traffic regulation measures may include lane closure with temporary traffic signals or use of signalling and banksmen. The Order Limits also include land to provide visibility splays along the A165 from the access to Land Area B.</p>	N
36	Change 3: Statement that the A165 is already used for other NSIP projects	<p>The Applicant has undertaken assessments of the potential impacts of the Proposed Development on the local and strategic road network in the surrounding area, detailed in <b>ES Volume 2, Chapter 14 Transport and Access [EN010157/APP/6.2]</b>.</p> <p><b>ES Volume 2, Chapter 15: Cumulative Effects [EN010157/APP/6.2]</b> considers potential cumulative effects of the</p>	N

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		Proposed Development in combination with a number of existing and/or approved developments, including other NSIP projects. The transport cumulative effects assessment concludes that, with the implementation of measures in the respective Construction Traffic Management Plans for the Proposed Development (see proposed measures in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b> ) and the other relevant NSIP projects, it is not expected that there would be a significant cumulative effect on construction transport and access as a result of the other existing and/or approved NSIPs and the Proposed Development.	
37	Change 11: Objection to use of Carr Lane as access point as it would negatively impact residents	<p>The inclusion of this section of private track (Carr Lane near Weel) is to provide a means of access to the westernmost area of Land Area E (Fields E13-E17) during the operational phase.</p> <p>As shown on <b>ES Volume 3, Figure 14.2: Transport Routing and the Existing Highway Network [EN010157/APP/6.3]</b>, construction traffic would not be routed through Weel, and therefore not along Carr Lane (Weel). The construction traffic associated with development of these fields within Land Area E will utilise a temporary span bridge across Holderness Drain. Traffic will come from the east within Land Areas D and E. Further information on construction traffic management is provided in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b>.</p> <p>The <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b> includes the requirement to ensure wheel washing facilities are provided and drivers will be required to check that their vehicle is free of dirt, stones and dust prior to departing from the site.</p>	N

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38	Change 11: Object to use of Carr Lane as access point as it is not owned by Albanwise	<p>The inclusion of this section of private track (Carr Lane near Weel) is to provide a means of access to the two small fields (E13-E17) in Land Area E during the operational phase.</p> <p>As shown on <b>ES Volume 3, Figure 14.2: Transport Routing and the Existing Highway Network [EN010157/APP/6.3]</b>, construction traffic would not be routed through Weel, and therefore not along Carr Lane (Weel). The construction traffic associated with development of these fields within Land Area E will utilise a temporary span bridge across Holderness Drain. Traffic will arrive from the east within Land Areas D and E. Further information on construction traffic management is provided in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b>.</p> <p>The Applicant has identified and consulted with persons interested in land (PILs) in respect of the Proposed Development, i.e. those who own, occupy, have an interest in, or who may be able to make certain claims for compensation in respect of land affected by a Proposed Development. More detail on the identification of, and consultation with, landowners is outlined in Section 5.7 of the <b>Consultation Report [EN010157/APP/5.1]</b>.</p>	N
39	Change 11: Recommend that an alternative transport and access route is used	<p>Each Land Area has been assessed for its specific access arrangements individually based on assessment of potential routes from the nearest major road. Where possible, the existing road network has been utilised and internal access roads with the overall aim of minimising the impact of the Proposed Development on the local highway network in terms of safety and capacity, as explained in <b>ES Volume 4, Appendix 14.1: Transport Assessment [EN010157/APP/6.4]</b>, which has been submitted with the DCO</p>	N

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		<p>application. The scope of the transport assessment was shared and agreed with East Riding of Yorkshire County Council.</p> <p>The inclusion of this section of private track (Carr Lane near Weel) is to provide a means of access to the westernmost section of Land Area E (Fields E13-E17) during the operational phase.</p> <p>As shown on <b>ES Volume 3, Figure 14.2: Transport Routing and the Existing Highway Network [EN010157/APP/6.3]</b>, construction traffic would not be routed through Weel, and therefore not along Carr Lane (Weel). The construction traffic associated with development of these fields within Land Area E will utilise a temporary span bridge across Holderness Drain. Traffic will come from the east within Land Areas D and E. Further information on construction traffic management is provided in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b>.</p>	
40	Change 11: Statement that if Carr Lane as an access point is accepted by the planning inspectorate, a condition should be included to make good the road following completion.	<p>The inclusion of this section of private track (Carr Lane near Weel) is to provide a means of access to the westernmost sections of Land Area E (Fields E13-E17) during the operational phase.</p> <p>As shown on <b>ES Volume 3, Figure 14.2: Transport Routing and the Existing Highway Network [EN010157/APP/6.3]</b>, construction traffic would not be routed through Weel, and therefore not along Carr Lane (Weel). The construction traffic associated with development of these fields within Land Area E will utilise a temporary span bridge across Holderness Drain. Traffic will arrive from the east within Land Areas D and E. Further information on construction traffic management is provided in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b>.</p>	N

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		<p>It will be the responsibility of the Applicant and the principal contractor to undertake condition surveys prior to work starting. Should any additional damage be reasonably attributed to the construction activities associated with the Proposed Development, remedial repairs will be undertaken to return the infrastructure to the same condition as before the Proposed Development to the reasonable satisfaction of East Riding of Yorkshire Council as the local highway authority.</p> <p>Information on mitigation measures relating to construction works is provided in the <b>Outline Construction Environmental Management Plan [EN010157/APP/7.2]</b>.</p>	
41	Change 11: Question about access via Weel Road from Tickton and through Weel during construction	<p>As shown on <b>ES Volume 3, Figure 14.2: Transport Routing and the Existing Highway Network [EN010157/APP/6.3]</b>, construction traffic would not be routed either via Weel Road from Tickton or through Weel.</p> <p>Further information on construction traffic management is provided in the <b>Outline Construction Traffic Management Plan [EN010157/APP/7.7]</b>.</p>	N
42	Concern regarding disruption associated with traffic	<p>The Applicant has undertaken assessments of the potential impacts of the Proposed Development on the local and strategic road network in the surrounding area, as detailed in <b>ES Volume 2, Chapter 14: Transport and Access [EN010157/APP/6.2]</b>.</p> <p>As set out in the above ES chapter, with the implementation of embedded mitigation measures (such as passing places, carriageway widening, junction improvements) and additional mitigation measures (as set out in the <b>Outline Construction</b></p>	N

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		<b>Traffic Management Plan [EN010157/APP/7.7]</b> , effects of the Proposed Development on transport and access are anticipated to be Not significant.	



**RWE Renewables UK Limited**

Windmill Hill Business Park,  
Whitehill Way,  
Swindon,  
Wiltshire  
England,  
SN5 6PB  
[www.rwe.com](http://www.rwe.com)