



One Earth Solar Farm

Volume 6.0 Environmental Statement [EN010159]

Volume 3: Technical Appendices Supporting ES Volume 2

Appendix 11.5: LVIA Consultation

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1 Introduction

1.1 Context

- 1.1.1 One Earth Solar Farm is located at the border of Nottinghamshire and Lincolnshire. The project would connect into the National Grid at High Marnham. Given that the Proposed Development would generate more than 50MW of energy, it is considered a Nationally Significant Infrastructure Project (NSIP).
- 1.1.2 An initial round of non-statutory consultation was completed in Autumn 2023 before the project sought and received an EIA Scoping Opinion in the winter of the same year. Statutory consultation then commenced in Summer 2024 which included the publishing of Preliminary Environmental Information Report (PEIR). Feedback was sought on the proposed assessment approach as well as the interim assessment findings.

1.2 Purpose of this Report

- 2.1.1 This report has been prepared in response to feedback submitted by the Host Authorities on the PEIR. Following a review of the comments received, this report now seeks to record the subsequent discussion and agreement with stakeholders. Discussion and agreement of these issues has been undertaken via a series of meetings and email communications between Iceni Projects (author of the LVIA) and stakeholders.
- 2.1.2 A full summary of issues pertinent to landscape and visual matters that were raised in the Statutory Consultation is provided at Appendix 1.

2 Items for consultation and agreement

Table 1 Via East Midlands Ltd on behalf of Bassetlaw District Council and Nottinghamshire County Council

| Item for discussion / agreement | Record of discussion | Action / agreement |
|---|---|---|
| Zone of Theoretical Visibility parameters | <p>Discussion was had around the most useful ways to display the ZTVs.</p> <p>There was confusion about why the ZTVs were showing theoretical visibility from the top of woodland.</p> | <p>It was agreed to update the ZTVs to a 5km radius for the proposed substation, proposed solar and combined substation and solar.</p> <p>It was also agreed to provide further interpretation of what the ZTV shows to help a lay-person understand.</p> |
| LVIA study area | Discussion was had around the additional material that was previously circulated by Icen Projects to support a 2km Study Area including scoping photos and associated location plan. | It was agreed a 2km Study Area was appropriate, but it was requested that the detailed justification was included within the LVIA for the benefit of the Inspector. This is now provided at Appendix 2 of this summary note. |
| Scale of landscape assessment and approach to landscape sensitivity | Discussion was had around the landscape receptors that would be assessed within the LVIA, and it was welcomed by Via East Midlands that Icen Projects had included Thorney as a Local Village Character Area in response to their feedback on the PEIR. | It was agreed that the scope of the landscape assessment would cover the published landscape character assessments at a regional and local level, as well as site-specific character areas within the study area. |
| Magnitude of change criteria and susceptibility of visual receptors | Discussion was had around specific terminology within the assessment criteria and whether there was enough distinction between some classifications. | It was agreed that Via East Midlands Ltd would send through written comments following the discussion with suggestions of different terminology for consideration. |

| Item for discussion / agreement | Record of discussion | Action / agreement |
|---|---|---|
| | There was also discussion about the reasoning for including a range of durations and reversibility across magnitude criteria. Icen Projects explained that this was in response to the GLVIA3 clarifications (LI TGN-2024-01) which states <i>“it is likely that the size/scale of effect will be the most important factor, with geographical extent and duration/ reversibility considered as ‘modifiers’.”</i> | Icen Projects has since updated the LVIA methodology to provide further justification for the stated approach as well as greater distinction between the classifications. |
| Scope of visual receptors and representative viewpoints | Discussion was had around the additional visual receptors and representative viewpoints suggested by Via East Midlands Ltd at the PEIR stage. This principally focussed on queries on the appropriateness of the location chosen to reflect Via East Midlands Ltd suggestions but also picked up on discrepancies between the photographs and the respective viewpoint plan. | It was agreed that Icen Projects would correct the discrepancies between the LVIA figures. |
| Scope of cumulative assessment | A brief discussion was had around the scope of cumulative assessment, but it was too early to share further details of these. | No action agreed. Details of the cumulative assessment is provided in Chapter 18 - Cumulative Effects: [EN010159/APP/6.18] . |

Table 2 AAH consultants on behalf of Newark and Sherwood District Council

| Item for agreement | Record of discussion | Action / agreement |
|-------------------------------------|---|---|
| Approach to solar panel replacement | A brief discussion was had around the approach to solar panel replacements. Details of working assumptions and how this would be accounted for in the LVIA were shared. | No action agreed. Panel replacement has been considered as part of Chapter 11 – Landscape and Visual Impact [EN010159/APP/6.11] , as detailed in Chapter 5 - Description of the Proposed Development [EN010159/APP/6.5] . |
| LVIA study area | Discussion was had around the additional material that was previously circulated by Iceni Projects to support a 2km Study Area including scoping photos and associated location plan. | It was agreed a 2km Study Area was appropriate, but it was requested that the detailed justification was included within the LVIA for the benefit of the Inspector. This is now provided at Appendix 2 of this summary note. |
| Emerging design parameters | The use of the Rochdale Envelope principal was accepted for the LVIA, but a brief discussion was had around the emerging design parameters, including how the latest layout had responded to feedback received from stakeholders. | No action agreed. Landscape mitigation has been designed to be sensitive to the site and its existing character. The mitigation proposed is shown on the Illustrative Masterplan [EN010159/APP/2.7] and detailed in the oLEMP [EN010159/APP/7.7] . |
| Scope of representative viewpoints | Discussion was had around the comments on the representative viewpoints suggested by AAH Consultants at the PEIR stage. This principally focussed on queries on the appropriateness of the locations chosen. | It was agreed that Iceni Projects would review the justification of including each viewpoint, and provide written rationale for their inclusion, as appropriate. |

| Item for agreement | Record of discussion | Action / agreement |
|--|--|--|
| Ancient woodland, and veteran or ancient trees | A brief discussion was had around the reliability of online inventories to determine the presence or absence of ancient woodland, ancient trees and veteran trees, particularly for areas smaller than 2 ha. | No action agreed. An arboriculture survey has been submitted to accompany the ES. An offset of at least 25m has been embedded to all woodlands. |

Table 3 AAH consultants on behalf of Lincolnshire County Council

| Item for agreement | Record of discussion | Action / agreement |
|--|---|---|
| LVIA study area | Discussion was had around the additional material that was previously circulated by Icen Projects to support a 2km Study Area including scoping photos and associated location plan. | It was agreed a 2km Study Area was appropriate, but it was requested that the detailed justification was included within the LVIA for the benefit of the Inspector. This is now provided at Appendix 2 of this summary note. |
| Emerging design parameters including vegetation loss, mitigation planting, solar panel replacement, and site access. | The use of the Rochdale Envelope principal was accepted for the LVIA, but a brief discussion was had around the emerging design parameters, including how the latest layout had responded to feedback received from stakeholders. | No action agreed. The extent of proposed vegetation removal is shown on Vegetation Removal Plan [EN010159/APP/2.8] . Details regarding proposed mitigation planting is provided in the oLEMP [EN010159/APP/7.7] . Panel replacement has been considered as part of Chapter 11 – Landscape and Visual Impact [EN010159/APP/6.11] , as detailed in Chapter 5 - Description of the Proposed Development [EN010159/APP/6.5] . |

| Item for agreement | Record of discussion | Action / agreement |
|---|---|---|
| | | Details regarding proposed site access are provided in the Outline Construction Traffic Management Plan [EN010159/APP/7.9] . |
| Outline Landscape and Ecology Management Plan (oLEMP) | A brief discussion was had around the contents of the oLEMP, but it was too early to share further details of these. | No action agreed. The landscape design would be implemented in line with the illustrative landscape masterplan included in the oLEMP [EN010159/APP/7.7] . |
| Scope of representative viewpoints | Discussion was had around the comments on the representative viewpoints suggested by AAH Consultants at the PEIR stage. This principally focussed on queries on the appropriateness of the locations chosen. | It was agreed that Icen Projects would review the justification of including each viewpoint, and provide written rationale for their inclusion, as appropriate. |

Table 4 West Lindsey District Council

| Item for agreement | Record of discussion | Action / agreement |
|--------------------|--|---|
| LVIA study area | Discussion was had around the additional material that was previously circulated by Icen Projects to support a 2km Study Area including scoping photos and associated location plan. | It was agreed a 2km Study Area was appropriate, but it was requested that the detailed justification was included within the LVIA for the benefit of the Inspector. This is now provided at Appendix 2 of this summary note. |
| Cumulative effects | A brief discussion was had around the scope of cumulative assessment, but it was too early to share further details of these. | No action agreed. Details of the cumulative assessment is provided in Chapter 18 - Cumulative Effects: [EN010159/APP/6.18]. |

| Item for agreement | Record of discussion | Action / agreement |
|------------------------|---|---|
| Scope of photomontages | A brief discussion was had around the appropriateness of including a photomontage from along the A57. | It was agreed that the justification of the photomontage scope would be included within the LVIA. |

3 **Appendix 1: Summary of Statutory Consultation comments relating to landscape and visual amenity**

1.3.1 This appendix summarises the key landscape and visual issues raised during Statutory Consultation and is set out by Host Authority:

3.2 **Bassetlaw / Nottinghamshire**

- Uncertainty of assumptions on which the Zone of Theoretical Visibility has been based on.
- Concern about significant cumulative visual effects from more elevated views beyond 2km study area e.g. Lincoln ridge, A6075 Tuxford to Darlton by Darlton Gaps, and Marnham Road out of Tuxford between Park cottage & Merryfields farm
- Suggestion to amend LVIA methodology so that users of all public rights of way are classified as high susceptibility.
- Recommendation to remove very low magnitude category from LVIA methodology
- Requirement to quantify the scale of permanent landscape change for substation sites when greater certainty of impacts can be given.
- Recommendation to provide further justification for the LVIA study area with the scoping process clearly evidenced
- Concern about assessing the landscape sensitivity of the published landscape character areas
- Recommendation for additional visual receptor (Thorney) and additional representative viewpoints as follows:
 - o A57 between Ragnall and Whimpton House looking south
 - o PROW Fledborough footpath 1, just south of Woodcotes looking south
 - o A1133 looking west approx. 400m north of VP16 (or relocate VP16)
 - o Ragnall Bridleway 3 just west of junction with Ragnal footpath 4
- Uncertainty of how environmental opportunities at a national character area level have influenced the proposals.
- Suggestion to consider the approach to assessing landscape effects and ensure effects are appropriately considered at all scales.
- Specific comments relating to select viewpoints as follows:
 - o VP 16 – image is looking west away from the development area which is north and east of this location. Clarify the purpose of this or correct if an error. If correcting VP will need to move north along A1133.
 - o VP 25 & 26 – Photographs taken with parapet railings dominating the horizontal line of sight, as such detracting for the wider extent of the landscape, and therefore preventing clear sight of the development in the visualisations shown in the consultation booklet. Photographs should be retaken closer to the parapet to allow clear line of sight of the surrounding landscape. Images also do not show extent of development site. This should be marked on the updated images.
 - o VP 26 – Location marked up incorrectly on the viewpoint map as this should be west of the River Trent.

- VP27 – View stated as looking south and south west which would be away from the development, (more west & north west at this location). Clarify the purpose of this or correct if an error.
- VP28 – View stated as looking south and east from Fledborough footpath 10 away from the development. Impact from the development is more immediate to the north and west of this location. Clarify the purpose of this or correct if an error.
- VP46 - View direction should read view east along A57, not A1133. Correct.
- Recommendation for the viewpoint imagery and viewpoint assessment to be completely reviewed and updated to ensure information presented is accurate and representative showing both areas where potential views are discounted and areas where views are significantly impacted.
- Suggestion to provide more details of cumulative schemes with reference to landscape character areas.

3.3 Newark and Sherwood

- Concern about the landscape and visual effects of replacing solar panels, specifically how many times during the project life they will be replaced, how long replacement will take, and how this has been considered in the LVIA.
- Recommendation for further dialogue on the emerging design.
- Concern about the limited justification currently given for the 2km study area, and the potential for significant landscape and visual effects beyond 2km at each stage of the project.
- Specific comments regarding representative viewpoint locations, including:
 - Viewpoint 12, along the Sustrans route, needs to be reconsidered as it is located within woodland and the merit of the view is therefore diminished.
 - Likewise, viewpoint 18, which is from footpath 153/3/1 is dominated by a hedgerow in the foreground, and we would suggest a more carefully selected view, which captures the same receptor experience but provides a wider context than an enclosed route due to the hedgerows. An alternative view could be from South Clifton looking south.
 - Viewpoint 19 is not well sited, and alternatives around the settlement of South Clifton should be considered. The view here is blocked by the residential property and a wider context view from the edge of the settlement would be more appropriate.
- Concern about relying solely on online inventories for information on ancient woodland and veteran or ancient trees, and recommendation to undertake further detailed surveys to confirm data.

3.4 Lincolnshire

- Concern about landscape and visual impacts beyond the proposed 2km study area.
- Concern about mitigation planting being uncharacteristic of the prevailing landscape character.
- Request for further information relating to project lifespan as well as the approach to panel replacement, access points, and vegetation loss, once the design has evolved.

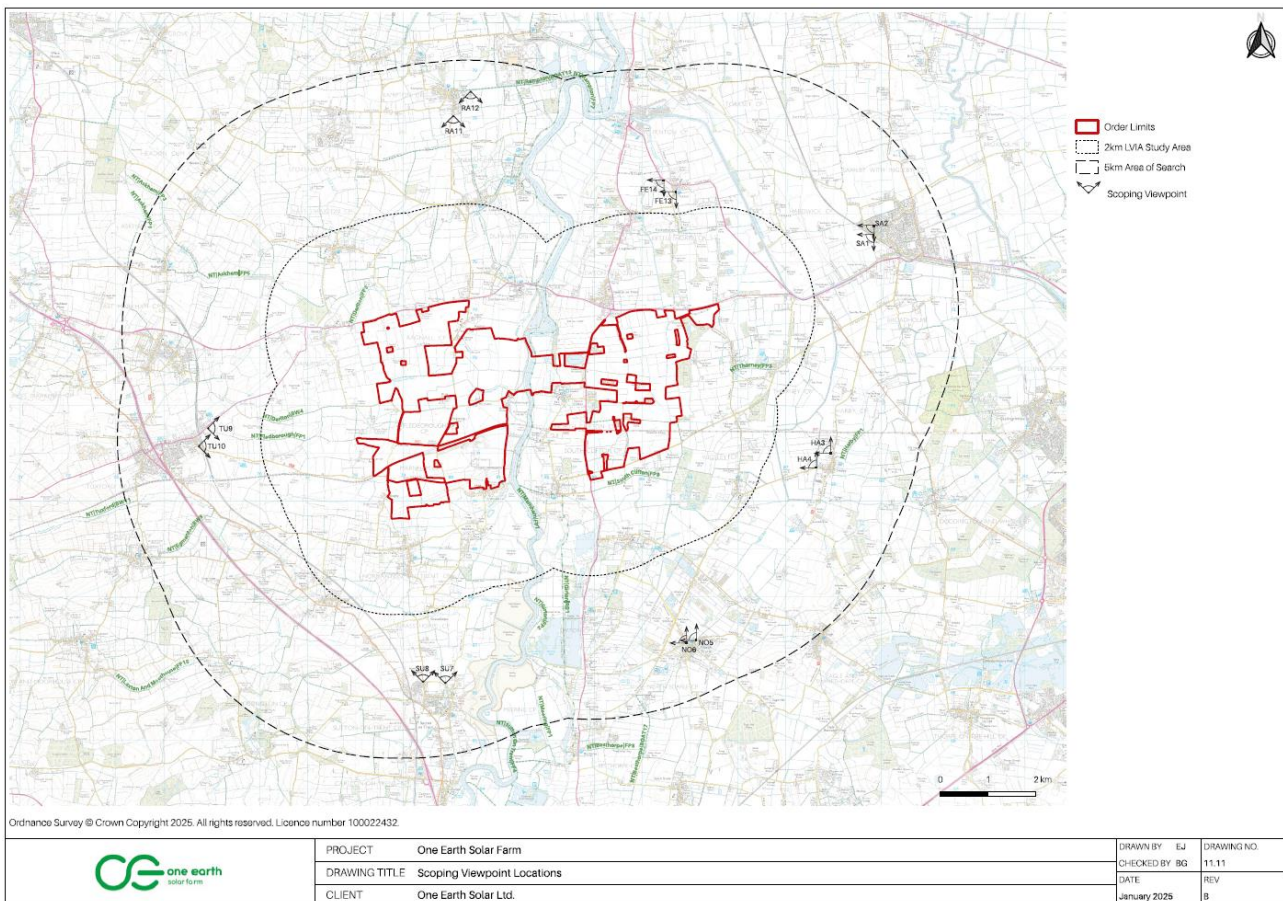
- Specific comments regarding the Outline Landscape and Ecology Management Plan including ensuring that number of site visits are itemised and appropriately recorded.
- Specific comments regarding representative viewpoints, including:
 - o Viewpoints 1 & 2 are good wide views and show the site in a wide context. Likewise 3 & 4 seek to achieve the same output, however the tree belt in 3 and the railway bridge in 4 detract from the view. This reinforces the comments above where fine grain view selection is needed. The value of 3 & 4 is significantly less than 1 & 2.
 - o Viewpoint 5 is of little benefit, again we request that this view is moved to provide a more useful impression of the impact on the residential properties.
 - o Viewpoint 6 is in a useful locality, but given the tree belt, the view itself has limited merit. It would be beneficial to find a view in the locality that corresponds to a break in the trees and provides a more useful context to the site and the residential properties.

3.5 West Lindsay

- Suggestion for further justification provided for the proposed 2km study area.
- Concern about potential cumulative landscape and visual effects with West Burton and Cottam NSIPs

4 Appendix 2: LVIA Scoping Photos

1.4.1 On review of the 5km Zone of Theoretical Visibility mapping, viewpoint locations were identified where people would theoretically have views of the Proposed Development. This sought to include an even geographic spread of viewpoint locations around the Order Limits and from people that are most susceptible to changes in views and visual amenity. This comprised viewpoints from the settlements of Saxilby, Harbby, North Scarle, Sutton on Trent, Tuxford, Rampton, and Fenton, as shown on the viewpoint plan below. This Appendix considers the existing visual amenity of these representative viewpoints and their likelihood of experiencing significant effects as a result of the Proposed Development.



4.2 Saxilby (approx. 4km to the north-east of the Order Limits)

SA1: View from Sykes Lane at junction with Torksey Avenue

- 2.4.1 This view is experienced from the edge of the settlement and demonstrates typical views experienced by residents of Saxilby.



- 2.4.2 Built form lining the road screen views beyond the immediate street scene. Where occasional breaks in the building line occur, mature vegetation along the railway which bounds the south-western edge of Saxilby, provides further screening and filtering of views beyond.
- 2.4.3 Residents of Saxilby do not currently experience views of the Order Limits and are unlikely to experience any changes as a result of the Proposed Development due to the intervening vegetation and undulations in the landform.

SA2: View from St Andrew's Drive between St George's Mews and Rooks Close

- 2.4.5 This view is located on slightly rising land within the settlement and demonstrates typical views experienced by residents of Saxilby.



- 2.4.6 Built form lining the road channel views towards the background where mature vegetation around the junction of St Andrew's Drive and Sykes Lane screens and filters views beyond.
- 2.4.7 Residents of Saxilby do not currently experience views of the Order Limits and are unlikely to experience any changes as a result of the Proposed Development due to the intervening built form, vegetation and undulations in the landform.

4.3 Harby (approx. 3.5km to the south-east of the Order Limits)

HA3: View from a public footpath just west of Station Road

- 3.4.1 This view is experienced from the edge of the settlement and demonstrates typical views experienced by residents of Harby, as well as people travelling along the local public right of way network between Harby and Thorney.



- 3.4.2 This view comprises flat farmland allowing for unrestricted views across the foreground and middle distance. Woodland between Wigsley and Thorney forms the backdrop and screens views beyond.
- 3.4.3 Residents of Harby do not currently experience views of the Order Limits and are unlikely to experience any changes as a result of the Proposed Development due to the intervening vegetation and undulations in the landform.

HA4: View from Wigsley Road where it crosses Ox Pasture Drain

- 3.4.5 This view is experienced from the edge of the settlement and demonstrates typical views experienced by residents of Harby.



- 3.4.6 This view overlooks across an arable field to a farmstead and neighbouring residential properties in the middle distance, whilst the associated trees and hedgerows prevent most views beyond. In small gaps woodland between Wigsley and Thorney forms the backdrop which screens longer distance views.
- 3.4.7 Residents of Harby do not currently experience views of the Order Limits and are unlikely to experience any changes as a result of the Proposed Development due to the intervening vegetation and undulations in the landform.

4.4 North Scarle (approx. 4km to the south-east of the Order Limits)

NO5 View from a public footpath just north of Eagle Road

- 4.4.1 This view is experienced from the edge of the settlement and demonstrates typical views experienced by residents of North Scarle, as well as people travelling along the local public right of way network between North Scarle and Harby.



- 4.4.2 This view extends across an open expanse of farmland defined by occasional hedgerow trees. Tree belts defining Wigsley Road and within field boundaries contribute to a wooded backdrop and screens views beyond.
- 4.4.3 Residents of North Scarle do not currently experience views of the Order Limits and are unlikely to experience any changes as a result of the Proposed Development due to the intervening vegetation and undulations in the landform.

NO6 View from Chapel Lane at junction with School Lane

- 4.4.5 This view is located within the settlement and demonstrates typical views experienced by residents of North Scarle.



- 4.4.6 Built form and mature trees to the west and east of Chapel Lane respectively channel views along the road and towards the background. The continuous lengths of roadside trees including around the junction with Wigsley Road screen views beyond.
- 4.4.7 Residents of North Scarle do not currently experience views of the Order Limits and are unlikely to experience any changes as a result of the Proposed Development due to the intervening built form, vegetation and undulations in the landform.

4.5 Sutton on Trent (approx. 3.75km to the south of the Order Limits)

SU7 View from a public footpath just north of Bulham Lane

- 5.4.1 This view is experienced from the edge of the settlement and demonstrates typical views experienced by residents of Sutton on Trent, as well as people travelling along the local public right of way network between Sutton on Trent and Grassthorne.



- 5.4.2 Crops within the adjoining field prevent views beyond the foreground such that there are no discernible features in the view.
- 5.4.3 Residents of Sutton on Trent do not currently experience views of the Order Limits and are unlikely to experience any changes as a result of the Proposed Development due to the intervening built form, vegetation and undulations in the landform.

SU8 View from Bulham Lane at junction with Grassthorpe Road

- 5.4.5 This view is experienced from the edge of the settlement and demonstrates typical views experienced by residents of Sutton on Trent.



- 5.4.6 The view overlooks a roadside hedgerow and adjoining farmland beyond which farmsteads along Grassthorpe Road including Durstall Lodge Farm are seen. Industrial built form at the Low Marnham Combined Heat and Power plant is noticeable in the background rising out of a low, wooded skyline. Longer distance views towards Grassthorpe are otherwise screened by the series of mature trees delineating the intervening field boundaries.
- 5.4.7 Residents of Sutton on Trent do not currently experience views of the Order Limits and are unlikely to experience any changes as a result of the Proposed Development due to the intervening vegetation and undulations in the landform.

4.6 Tuxford (approx. 3.5km to the west of the Order Limits)

TU9 View from a public footpath just south-east of A6075 Darlton Road

- 6.4.1 This view is experienced from the edge of the settlement and demonstrates typical views experienced by residents of Tuxford, as well as people travelling along the local public right of way network between Tuxford and Woodcoates Road.



- 6.4.2 This view is characterised by gently undulating farmland allowing for unrestricted views across the foreground and middle distance. The land is seen rising to a low ridge in the background which together with mature trees within intervening field boundaries screens views beyond.
- 6.4.3 Residents of Tuxford do not currently experience views of the Order Limits and are unlikely to experience any changes as a result of the Proposed Development due to the intervening vegetation and undulations in the landform.

TU10 View from Marnham Road adjacent to Tuxford Academy

- 6.4.5 This view is experienced from the edge of the settlement and demonstrates typical views experienced by residents of Tuxford.



- 6.4.6 The view looks along Marham Road and across the roundabout junction towards the middle distance. The bridge over the railway, which bounds the eastern edge of Tuxford, is partly visible in the background but otherwise dense vegetation lining the railway cutting provides dense screening and filtering of views beyond.
- 6.4.7 Residents of Tuxford do not currently experience views of the Order Limits and are unlikely to experience any changes as a result of the Proposed Development due to the intervening vegetation and undulations in the landform.

4.7 Rampton (approx. 4.5km to the north of the Order Limits)

RA11 View from Laneham Street at junction with Goldenholme Lane

- 7.4.1 This view is experienced from the edge of the settlement and demonstrates typical views experienced by residents of Rampton.



- 7.4.2 Mature hedgerows lining the road screen and filter views beyond the foreground such that there are no discernible features in the view, besides from a telegraph pole within the close distance.
- 7.4.3 Residents of Rampton do not currently experience views of the Order Limits and are unlikely to experience any changes as a result of the Proposed Development due to the intervening vegetation and undulations in the landform.

RA12 View from a byway open to all traffic along Torksey Ferry Road

- 7.4.5 This view is experienced from the edge of the settlement and demonstrates typical views experienced by residents of Rampton, as well as people travelling along the local public right of way network between Rampton and Torksey.



- 7.4.6 The view looks across a field gate and over a pasture field adjoining the settlement edge. Mature hedgerows with intermittent hedgerow trees defining the field boundaries towards the middle distance largely obscure views beyond and contribute to a low wooded skyline albeit punctuated by electricity pylons.
- 7.4.7 Residents of Rampton do not currently experience views of the Order Limits and are unlikely to experience any changes as a result of the Proposed Development due to the intervening vegetation and undulations in the landform.

4.8 Fenton (approx. 2.75km to the north of the Order Limits)

FE13 View from public footpath south of A156 Lincoln Road

- 8.4.1 This view is experienced from the edge of the settlement and demonstrates typical views experienced by residents of Rampton, as well as people travelling along the local public right of way network between Fenton and Kettlethorpe.



- 8.4.2 This view overlooks scrubby grassland in the foreground and towards the middle distance where it meets a belt of mature trees defining the field boundary. This boundary vegetation screens more distant views towards the background.
- 8.4.3 Residents of Fenton do not currently experience views of the Order Limits and are unlikely to experience any changes as a result of the Proposed Development due to the intervening vegetation and undulations in the landform.

FE14 View from A156 Lincoln Road at junction with Maltkiln Road

- 8.4.5 This view is experienced from the edge of the settlement and demonstrates typical views experienced by residents of Fenton.



- 8.4.6 The view looks across the A156 Lincoln Road in the foreground to scrubby grassland and mature tree belts defining the field boundary. This boundary vegetation screens more distant views towards the background.
- 8.4.7 Residents of Fenton do not currently experience views of the Order Limits and are unlikely to experience any changes as a result of the Proposed Development due to the intervening vegetation and undulations in the landform.



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