Meridian Solar Farm

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Volume 8

Post-Submission Application Documents

8.2 Sensitivity Analysis - Connection to the National Electricity Transmission Network

APFP Regulation 5(2)(q)

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

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1.1. Introduction

1.1.1. This report provides a detailed sensitivity analysis for the assessment of likely significant environmental effects in the event of a delay in the delivery of the Scheme from that assumed in the assessment scenarios (as outlined in Table 4-2 of **ES Chapter 4: Overview of the EIA Process** [APP-055]) which form the basis of **ES Chapters 5-16** [APP-056 to APP-067]. This report has been prepared to provide further clarity on the assessment process undertaken to inform the ES. A summary of how the flexibility in the assessment years affects the ES assessments has been reflected within **ES Chapter 4: Overview of the EIA Process** [APP-055]. However, this report provides the explanation on how the summary had been derived.

1.2. Background

1.2.1. As explained within the **Grid Connection Statement** [APP-270], the Applicant has received a Gate 1 grid connection offer from the National Electricity System Operator (NESO) for a connection date post-2035. The Applicant intends to reapply for Gate 2 status at future application rounds as NESO confirms the availability of further regional capacity, particularly as major network upgrades, including the National Grid Electricity Transmission (NGET) Grimsby to Walpole project, progress.

1.2.2. There is no evident barrier to Meridian Solar Farm being granted a Gate 2 offer in future rounds. The NGET Grimsby to Walpole project, which includes the new Weston Marsh Substations, continues to indicate a 2033 completion date[1,2], and the Applicant's progression through the planning process further demonstrates project readiness. NESO has also indicated that opportunities for Gate 2 reapplication will arise as additional capacity is confirmed, or as other projects withdraw. Reflecting this, the ES assesses the Scheme based on a 2033 grid connection date, while incorporating flexibility for potential shift in this

[1] NGET (June 2025) Grimsby to Walpole: Preliminary Environmental Information Report.
[2] NGET (November 2025) Weston Marsh targeted consultation - Supplementary Preliminary Environmental Information Report.

timeframe through a seven-year post-consent construction window. This approach is outlined within **ES Chapter 2: The Scheme** (Doc Ref. 6.1 Rev 1), and **ES Chapter 4: Overview of the EIA Process** [APP-055].

1.2.3. This report has been produced to demonstrate that the DCO Application has considered this flexibility within the ES, with regards to the construction, operational and decommissioning dates of the Scheme, in order to reflect the uncertainty remaining as to the exact connection date, until the Scheme receives a Gate 2 offer.

1.3. Methodology

1.3.1. This report presents a detailed sensitivity analysis of the likelihood of a change in the significant effects reported in **ES Chapters 5-16** [APP-056 to APP-067] in the event that the Scheme was delivered later than assumed and set out in the assessment scenarios outlined in Table 4-2 of **ES Chapter 4: Overview of the EIA Process** [APP-055] (i.e. the current assessment assumption being that construction commences in 2029, operation in 2033 and decommissioning in 2073). This report provides further detail on the assessment process undertaken to inform the summary of the assessment of flexibility in the assessment years presented within **ES Chapter 4: Overview of the EIA Process** [APP-055].

1.3.2. The assessment process involved the following:

- Review of the expected implications on future baseline conditions in the event of a delay in the programme, assuming a worst-case delay of seven years from the grant of the DCO (expected in 2027), with construction commencing in 2034, operation beginning in 2038, and decommissioning in 2078). This included a review of cumulative schemes to determine the potential change in predicted future baseline conditions, i.e. other schemes coming forward ahead of the Scheme, and a review of assessment assumptions, i.e. a change in predicted overlapping construction periods.
- Assessment of whether the environmental effects of the Scheme, in isolation and in combination with cumulative schemes, would be altered from those reported in **ES Chapters 5-16** [APP-056 to APP-067].
- Review of whether mitigation or monitoring proposed for the Scheme would need to be altered in the event of later delivery.

1.4. Assumptions and Limitations

1.4.1. In the absence of the Scheme coming forward, the land within the Order Limits is assumed to remain in its current land use, noted to be primarily agricultural in nature.

1.4.2. The sensitivity analysis is based on the latest commencement date allowed by the **Draft DCO** (Doc Ref. 3.1 Rev 1) for the implementation of the consent. With an assumed grant of DCO consent in 2027, this would enable the start of construction in 2034, operation in 2038, and decommissioning in 2078.

1.4.3. In any scenario, the **Outline Construction Environmental Management Plan (CEMP)** (Doc Ref. 7.10 Rev 1) includes commitments for pre-construction environmental surveys, so that baseline data are reviewed and updated prior to construction, where required. These commitments will be translated into the detailed CEMP, as secured by Requirement 12 in the **Draft DCO** (Doc Ref. 3.1 Rev 1). This process will allow the updated baseline data to inform the construction method statements, micro-siting and any licensing requirements.

1.4.4. There would be no change in the assumed construction methods set out in **ES Chapter 2: The Scheme** (Doc Ref. 6.1 Rev 1).

1.4.5. The sensitivity analysis considers the flexibility in assessment years solely on potential changes in effects during the construction and operational phases of the Scheme. The decommissioning phase is not anticipated until 2073-2078, meaning the amount of time before this stage renders any potential delay unlikely to materially affect the assessment and inherently difficult to predict. As such, no further assessment of decommissioning effects to the information provided within **ES Chapters 5-16** [APP-056 to APP-067] has been presented.

1.5. Analysis

1.5.1. Table 1-1 provides a summary of the potential implications of the later construction and operation of the Scheme for each aspect chapter.

Table 1-1: Likely Significant Effect Commentary Based on the Latest Scheme Commencement Date Allowed by the Draft DCO (Doc Ref. 3.1 Rev 1)

Topic	Likely Significant Effect Commentary
ES Chapter 5: Agriculture and Soils [APP-056]	**Future Baseline** The existing land uses within the Order Limits are assumed to remain unchanged, with the exception of the delivery of the NGET Grimsby to Walpole (including the Weston Marsh B substation) and Weston Marsh to East Leicestershire (WMEL) projects, which are assumed to be constructed and operational by 2034. However, neither of these projects are predicted to result in likely significant effects on agricultural land receptors and the soil resource, with the implementation of the NGET compensation code and Soil Management Plans, considering the operational footprints of these projects[3,4]. As such, the future baseline conditions are not considered to be materially different. **Construction & Operational Effects** With no change to the agricultural land and soil quality within the Order Limits, Scheme design, construction methodology or operational activities of the Scheme, there is no change to the impacts and effects reported nor mitigation and monitoring requirements. **Cumulative Effects** Cumulative effects would remain unchanged, as the assessment already considers the cumulative land-use change for agricultural land in Lincolnshire across all relevant short-listed cumulative

[3] NGET (November 2025) Weston Marsh targeted consultation - Supplementary Preliminary Environmental Information Report.

[4] NGET (November 2025) Weston Marsh to East Leicestershire EIA Scoping Report. Available at: https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN0210007/documents [Accessed 9 June 2026]

Topic	Likely Significant Effect Commentary
	schemes, as the assessment is not dependent on the timescales for the delivery of these schemes.
ES Chapter 6: Air Quality [APP-057]	**Future Baseline** The existing land uses within the Order Limits are assumed to remain unchanged, with the exception of the delivery of the NGET Grimsby to Walpole (including the Weston Marsh B substation) and WMEL projects, which are assumed to be constructed and operational by 2034. However, there are no operational emission sources from these schemes. Based on monitored and estimated background air quality data presented within **ES Chapter 6: Air Quality** [APP-057], it is considered that the Scheme is located in an area where the NO_2, PM_{10} and $PM_{2.5}$ Air Quality Objectives (AQOs) are unlikely to be exceeded. Emissions of NO_X, PM_{10} and $PM_{2.5}$ from vehicles are expected to decrease with time, as newer, less polluting vehicles replace older ones using local roads (although PM_{10} and $PM_{2.5}$ concentrations may eventually level off). However, as the existing estimated background air pollutant concentrations at the Site are already well below the relevant AQOs for NO_2, PM_{10} and $PM_{2.5}$, the future baseline conditions are not expected to be materially different. **Construction Effects** With no material change to the future baseline conditions, Scheme design or construction methodology for the Scheme, there is no change to the impacts and effects reported nor mitigation and monitoring requirements. **Operational Effects** There are no emission sources from the operation of the Scheme. In addition, the operational phase traffic is considered to be limited. As such, an operational phase air quality assessment was scoped out from further assessment. With no material change to the future baseline conditions or operational activities of the Scheme, there is no change to this conclusion.

Topic	Likely Significant Effect Commentary
	Cumulative Effects Section 6.11 of **ES Chapter 6: Air Quality** [APP-057] presented the worst-case cumulative effects assessment, where the peak construction of cumulative projects within the Zone of Influence (ZoI) of the Scheme would overlap with the peak construction of the Scheme. With a delay to the start of construction of the Scheme, it is considered that adjacent cumulative schemes, such as the NGET Grimsby to Walpole and WMEL projects, would have been constructed and operational, and the cumulative effects with the Scheme would be reduced in terms of the generation of dust and construction traffic.
ES Chapter 7: Climate Change [APP-058]	**Future Baseline** The existing land uses within the Order Limits are assumed to remain unchanged, with the exception of the delivery of the NGET Grimsby to Walpole (including the Weston Marsh B substation) and WMEL projects, which are assumed to be constructed and operational by 2034. For a worst-case assessment, a baseline of zero emissions from existing land use would remain relevant, so that all emissions from the Scheme are considered as additional. Table 7-14 of **ES Chapter 7: Climate Change** [APP-058] presents future baseline climate data projections for 2020-2049 and 2050-2079, which would remain relevant with the delay to the delivery of the Scheme. Qualitative projections of extreme weather events summarised within Table 7-15 would also remain relevant. **Greenhouse Gas (GHG) Assessment** The lifecycle GHG emissions and carbon intensity estimated for the Scheme would remain unchanged, with no change to the Scheme design, construction methodology and operational activities. With a delay to the start of construction for the Scheme, a greater proportion or all construction GHG emissions would occur within the 6th carbon budget. In the scenario, where the Scheme

Topic	Likely Significant Effect Commentary
	construction commences in 2034, the Scheme would represent 0.034% of the UK 6th carbon budget and 0.9% of the electricity supply 6th carbon budget. In addition, the Scheme would represent 0.020% of the UK 7th carbon budget and 0.8% of the electricity supply 7th carbon budget. The proportions calculated for the indicative 8th and 9th carbon budgets would remain as presented within Table 7-21 and Table 7-22 of **ES Chapter 7: Climate Change** [APP-058]. These proportions are only provided to contextualise the magnitude of GHG emissions of the Scheme and overall, there would be no change to the conclusions of the assessment. The overall GHG impact of the Scheme remains beneficial and significant, as it will play a part in achieving the rate of transition required by nationally set policy commitments and supporting the trajectory towards net zero. In a future baseline of net zero energy generation, the Scheme would contribute towards meeting new demand for low carbon energy. There is no change to the mitigation and monitoring requirements. **Climate Change Risk (CCR) Assessment and In-Combination Climate Impacts (ICCI) Assessment** With no change to the projections for future climate, described within **ES Chapter 7: Climate Change** [APP-058], Scheme design, construction methodology and operational activities, there is no change to the impacts and effects reported nor mitigation and monitoring requirements. **Cumulative Effects** As set out within Section 7.11 of **ES Chapter 7: Climate Change** [APP-058], consideration of cumulative effects is not applicable to the GHG, CCR or ICCI assessments.
ES Chapter 8: Cultural Heritage [APP-059]	**Future Baseline** The existing land uses within the Order Limits are assumed to remain unchanged, with the exception of the delivery of the NGET Grimsby to Walpole (including the Weston Marsh B substation) and WMEL projects, which are assumed to be constructed and operational by 2034. If ground disturbance in the same location was required, as for Grimsby to Walpole and WMEL

Topic	Likely Significant Effect Commentary
	projects, where there are overlapping Order Limits with these schemes, it is considered that the cumulative schemes may have already removed or disturbed existing archaeology, where present. For a worst-case assessment, a baseline of no disturbance as a result of cumulative schemes would remain relevant, so that all potential effects from the Scheme are considered. However, the delivery of these schemes would alter the setting of existing heritage assets and views at Weston Marsh. **Construction & Operational Effects** When considering against a future baseline, where the NGET Grimsby to Walpole and WMEL projects have already been delivered, the effect arising from the construction and operation of the Scheme on heritage receptors is considered to be equivalent to the assessment presented within Section 8.12 of **ES Chapter 8: Cultural Heritage** [APP-059], which considered the effect of the Scheme against a baseline containing the other developments. **Cumulative Effects** Section 8.12 of **ES Chapter 8: Cultural Heritage** [APP-059] considered a worst-case scenario, where cumulative schemes are built out sequentially, resulting in an overall longer cumulative construction period (also see paragraph 8.5.14). This scenario would occur, if there was a delay to the delivery of the Scheme. As such Section 8.12 of **ES Chapter 8: Cultural Heritage** [APP-059] reports the worst-case cumulative effects which would occur with the delay to the delivery of the Scheme. If the Scheme was delivered earlier, the cumulative construction period would be shorter and the cumulative effects during the construction phase would occur over a shorter period of time. There is no change to the cumulative effects during the operational phase with a change in the delivery dates, as the assessment already assumed the presence of all short-listed cumulative schemes.

Topic	Likely Significant Effect Commentary
ES Chapter 9: Ecology and Biodiversity [APP-060]	**Future Baseline** The existing land uses within the Order Limits are assumed to remain unchanged, with the exception of the delivery of the NGET Grimsby to Walpole (including the Weston Marsh B substation) and WMEL projects, which are assumed to be constructed and operational by 2034. If ground disturbance in the same location was required, as for Grimsby to Walpole and WMEL projects, where there are overlapping Order Limits with these schemes, it is considered that the cumulative schemes may have already removed or disturbed existing habitats, protected and notable species, where present. However, for a worst-case assessment, a baseline of no disturbance as a result of cumulative schemes would remain relevant, so that all potential effects from the Scheme are considered. **Construction & Operational Effects** With no material change to the future baseline conditions (as set out above), Scheme design, construction methodology or operational activities of the Scheme, there is no change to the impacts and effects reported nor mitigation and monitoring requirements. **Cumulative Effects** Section 9.11 of **ES Chapter 9: Ecology and Biodiversity** [APP-060] considered worst-case effects from two scenarios, i.e. where cumulative schemes are built out sequentially or at the same time, (see paragraph 9.5.5). Sequential construction would likely occur, if there was a delay to the delivery of the Scheme. As such Section 9.11 of **ES Chapter 9: Ecology and Biodiversity** [APP-060] reports the worst-case cumulative effects which would occur with the delay to the delivery of the Scheme. In addition, there is no change to the cumulative effects during the operational phase with a change in the delivery dates, as the assessment already assumed the presence of all short-listed cumulative schemes.

Topic	Likely Significant Effect Commentary
ES Chapter 10: Human Health [APP-061]	**ES Chapter 10: Human Health** [APP-061] draws on the conclusions of the assessments for air quality, climate change, landscape and visual, noise and vibration, socio-economics and land use, traffic and access and other environmental topics (electric and magnetic fields). The worst-case effects identified within each of these technical assessments have been used to inform the assessment presented within **ES Chapter 10: Human Health** [APP-061]. With no material change to the future baseline conditions, effects of the Scheme on its own and in-combination with cumulative schemes for these topics, there is also no change to the conclusions of **ES Chapter 10: Human Health** [APP-061].
ES Chapter 11: Hydrology and Flood Risk [APP-062]	**Future Baseline** The existing land uses within the Order Limits are assumed to remain unchanged, with the exception of the delivery of the NGET Grimsby to Walpole (including the Weston Marsh B substation) and WMEL projects, which are assumed to be constructed and operational by 2034. However, these schemes are not considered to change the baseline conditions for water environment. Hydraulic modelling for the Scheme has already considered climate change allowances from the 2080s epoch, as set out within **ES Appendix 11-3: Flood Risk Assessment** (Doc Ref. 6.3 Rev1) and **ES Appendix 11-3: Flood Risk Assessment – Annex B** [APP-224]. As such, there would be no change to the climate change allowances and hydraulic modelling completed for the Scheme, with a delay in the delivery of the Scheme. **Construction & Operational Effects** With no material change to the future baseline conditions, Scheme design, construction methodology or operational activities of the Scheme, there is no change to the impacts and effects reported nor mitigation and monitoring requirements. **Cumulative Effects**

Topic	Likely Significant Effect Commentary
	Section 11.11 of **ES Chapter 11: Hydrology and Flood Risk** [APP-062] considered worst-case effects from the scenario where cumulative schemes are built out sequentially (see paragraph 11.5.9). Sequential construction would likely occur, if there was a delay to the delivery of the Scheme. As such Section 11.11 of **ES Chapter 11: Hydrology and Flood Risk** [APP-062] reports the worst-case cumulative effects which would occur with the delay to the delivery of the Scheme. In addition, there is no change to the cumulative effects during the operational phase with a change in the delivery dates, as the assessment already assumed the presence of all short-listed cumulative schemes.
ES Chapter 12: Landscape and Visual [APP-063]	**Future Baseline** The existing land uses within the Order Limits are assumed to remain unchanged, with the exception of the delivery of the NGET Grimsby to Walpole (including the Weston Marsh B substation) and WMEL projects, which are assumed to be constructed and operational by 2034. The delivery of these schemes would alter the baseline landscape character and views at Weston Marsh. **Construction & Operational Effects** When considering against a future baseline, where the NGET Grimsby to Walpole and WMEL projects have already been delivered, the additional effect arising from the construction and operation of the Scheme on landscape receptors (HLCA 10: The Wash, HLCZ WSH4: Reclaimed Wash Farmlands and HLCZ WSH 6: The Townlands) and visual receptor groups adjacent to Weston Marsh is considered minor adverse (not significant). This aligns with the assessment presented within Section 12.11 of **ES Chapter 12: Landscape and Visual** [APP-063] and **ES Appendix 12-7: LVIA Cumulative Assessment** [APP-241], which considered the additional effect of the Scheme against a baseline containing the other developments. **Cumulative Effects**

Topic	Likely Significant Effect Commentary
	Section 12.11 of **ES Chapter 12: Landscape and Visual** [APP-063] and **ES Appendix 12-7: LVIA Cumulative Assessment** [APP-241] considered worst-case effects from the scenario where cumulative schemes are built out sequentially (see paragraph 12.5.1, last bullet). Sequential construction would likely occur, if there was a delay to the delivery of the Scheme. As such Section 12.11 of **ES Chapter 12: Landscape and Visual** [APP-063] and **ES Appendix 12-7: LVIA Cumulative Assessment** [APP-241] report the worst-case cumulative effects which would occur with the delay to the delivery of the Scheme. In addition, there is no change to the cumulative effects during the operational phase with a change in the delivery dates, as the assessment already assumed the presence of all short-listed cumulative schemes.
ES Chapter 13: Noise and Vibration [APP-064]	**Future Baseline** The existing land uses within the Order Limits are assumed to remain unchanged, with the exception of the delivery of the NGET Grimsby to Walpole (including the Weston Marsh B substation) and WMEL projects, which are assumed to be constructed and operational by 2034. It is noted that operational noise from overhead lines associated with these schemes has been scoped out of the respective EIAs for these cumulative projects, as the proposed overhead line system is a 'triple Araucaria' conductor bundle, which is regarded as practically quiet during both typical dry and wet weather conditions[5,6]. In addition, operational noise from Weston Marsh substations would be subject to design requirements and controls through their own planning

[5] National Grid (2024) Grimsby to Walpole EIA Scoping Report. Available at: https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN020036-000004-EN020036%20-%20Scoping%20Report%20Volume%201%20Main%20Report.pdf [Accessed 8 June 2026]

[6] National Grid (2025) Weston Marsh to East Leicestershire EIA Scoping Report. Available at: https://nsipdocuments.planninginspectorate.gov.uk/published-documents/EN0210007-000012EN0210007%20Scoping%20Report%20Main%20Report.pdf [Accessed 8 June 2026]

Topic	Likely Significant Effect Commentary
	consents and, therefore, they are not expected to result in a significant change in the noise levels at Noise Sensitive Receptors. The cumulative projects are not expected to influence road traffic noise in the future baseline due to minimal operational traffic associated with these schemes. However, it is expected that natural growth in traffic may increase future baseline noise levels. A material increase is however considered unlikely, as a 25% rise in traffic on the local highway network (assuming traffic composition remains consistent) would typically result in only a 1 dB increase. **Construction Effects** With regards to construction traffic noise, the assessment considers effects based on the percentage increase in traffic. As such the effects of the Scheme would be comparatively lower, if the future baseline traffic flows were higher than in the ES chapter, because of applying a higher level of traffic growth for the future year scenario. As such, the ES chapter is considered to present the worst-case effects, as the effects of the Scheme would be comparatively lower with a project delay. However, with no material change to the future baseline conditions considered likely, and no change to the Scheme design or construction methodology, there is also no change to the overall impacts and effects reported nor mitigation and monitoring requirements. **Operational Effects** With no material change to the future baseline conditions as a result of the operation of Grimsby to Walpole and WMEL schemes and no change to the operational activities of the Scheme, there is no change to the impacts and effects reported nor mitigation and monitoring requirements for the Scheme. **Cumulative Effects**

Topic	Likely Significant Effect Commentary
	Section 13.11 of **ES Chapter 13: Noise and Vibration** [APP-064] presented the worst-case cumulative effects assessment, where the peak construction of cumulative projects within the Zone of Influence (ZoI) of the Scheme would overlap with the peak construction of the Scheme. With a delay to the start of construction of the Scheme, it is considered that adjacent cumulative schemes, such as the NGET Grimsby to Walpole and WMEL projects, would have been constructed and operational, and the cumulative effects with the Scheme would be reduced in terms of construction noise and vibration and traffic. In addition, there is no change to the cumulative effects during the operational phase with a change in the delivery dates, as the assessment already assumed the presence of all short-listed cumulative schemes.
ES Chapter 14: Socio-Economics and Land Use [APP-065]	**Future Baseline** In the absence of the Scheme, the future baseline is anticipated to be largely the same as the existing baseline for socio-economics, albeit population increase is projected in the longer term, based on data from the Office for National Statistics up until 2047, as set out in paragraphs 14.6.44 - 14.6.46 of **ES Chapter 14: Socio-Economics and Land Use** [APP-065]. The existing land uses within the Order Limits are assumed to remain unchanged, with the exception of the delivery of the NGET Grimsby to Walpole (including the Weston Marsh B substation) and WMEL projects, which are assumed to be constructed and operational by 2034. **Construction & Operational Effects** With no material change to the future baseline conditions, Scheme design, construction methodology or operational activities of the Scheme, there is no change to the impacts and effects reported nor mitigation and monitoring requirements. Changes to the socio-economic effects are inter-dependent on chapter assessments, namely traffic and transport, noise and vibration, LVIA and air quality. It is noted from those topics specific sections of this table that no material changes to the assessment conclusions are predicted. Accordingly, it is not anticipated

Topic	Likely Significant Effect Commentary
	that conclusions around significance levels of effects reported in **ES Chapter 14: Socio-Economics and Land Use** [APP-065] would change. **Cumulative Effects** Section 14.11 of **ES Chapter 14: Socio-Economics and Land Use** [APP-065] presented the worst-case cumulative effects assessment, where the peak construction of cumulative projects within the ZoI of the Scheme would overlap with the peak construction of the Scheme. With a delay to the start of construction of the Scheme, it is considered that adjacent cumulative schemes, such as the NGET Grimsby to Walpole and WMEL projects, would have been constructed and operational, and the cumulative effects with the Scheme would be reduced in terms of impacts on visitor accommodation, amenity of private and community assets and impacts on agricultural land holdings. The cumulative effect in relation to the generation of construction employment and Gross Value Added (GVA) would remain the same, although be spread out over a number of years. In addition, there is no change to the cumulative effects during the operational phase with a change in the delivery dates, as the assessment already assumed the presence of all short-listed cumulative schemes.
ES Chapter 15: Traffic and Access [APP-066]	**Future Baseline** In the absence of the Scheme, traffic flows on the surrounding highway network would be expected to increase as a result of housing and employment growth, as described within paragraph 15.6.16 of **ES Chapter 15: Traffic and Access** [APP-066]. **Construction Effects** If the peak construction of the Scheme was delayed, the background traffic would be assessed to be higher than in the ES chapter as a result of applying a higher level of traffic growth for the future year scenario. As such the percentage change in traffic with the addition of the peak construction traffic from the Scheme would be lower than assessed in the ES chapter and,

Topic	Likely Significant Effect Commentary
	therefore, the residual transport effects would be lower than assessed. Hence the effects of the Scheme would be no worse than presented within **ES Chapter 15: Traffic and Access** [APP-066], and all effects would remain minor or negligible (not significant). **Operational Effects** An operational phase traffic assessment was scoped out from further assessment, due to the limited operational traffic movements associated with the Scheme. With no change to the operational activities of the Scheme, there is no change to this conclusion. **Cumulative Effects** Section 15.11 of **ES Chapter 15: Traffic and Access** [APP-066] presented the worst-case cumulative effects assessment, where the peak construction of cumulative projects within the ZoI of the Scheme would overlap with the peak construction of the Scheme. With a delay to the start of construction of the Scheme, it is considered that adjacent cumulative schemes, such as the NGET Grimsby to Walpole and WMEL projects, would have been constructed and operational, and the cumulative effects with the Scheme would be reduced in terms of construction traffic. As such the cumulative traffic effects are expected to be reduced from reported in **ES Chapter 15: Traffic and Access** [APP-066].
ES Chapter 16: Other Environmental Topics – Section 16.3 Electric and Magnetic Fields (EMFs) [APP-067]	**Future Baseline** The existing land uses within the Order Limits are assumed to remain unchanged, with the exception of the delivery of the NGET Grimsby to Walpole (including the Weston Marsh B substation) and WMEL projects, which are assumed to be constructed and operational by 2034. **Construction Effects** EMF impacts would not occur until the Scheme has been energised during the operational phase of the Scheme.

Topic	Likely Significant Effect Commentary
	Operational Effects With the inclusion of the NGET Grimsby to Walpole and WMEL projects in the future baseline, the operational effects of the Scheme would be equivalent to the effects reported within paragraph 16.3.33 of **ES Chapter 16: Other Environmental Topics** [APP-067]. The assessment demonstrates that the impacts would meet the public exposure limits stated in the ICNIRP 1998 guidelines[7]. As such, no significant EMF effects during the operational phase have been identified. **Cumulative Effects** Beside the NGET Grimsby to Walpole and WMEL projects, there are no additional cumulative schemes relevant to the assessment of EMFs.
ES Chapter 16: Other Environmental Topics - Section 16.4 Glint and Glare [APP-067]	**Future Baseline** The existing land uses within the Order Limits are assumed to remain unchanged, with the exception of the delivery of the NGET Grimsby to Walpole (including the Weston Marsh B substation) and WMEL projects, which are assumed to be constructed and operational by 2034, and would not affect the glint and glare assessment. There are no new developments within the study area of the glint and glare assessment, which could impact on the same receptors as the Scheme. **Construction & Operational Effects**

[7] ICNIRP (1998) ICNIRP Guidelines for limiting exposure to time-varying electric, magnetic and electromagnetic fields (up to 300 GHz) (amended in 1999). Health Physics 74 (4):494-522; 1998. Available at: https://www.icnirp.org/cms/upload/publications/ICNIRPemfgdl.pdf [Accessed 01/06/26]

Topic	Likely Significant Effect Commentary
	With no material change to the future baseline conditions, Scheme design, construction methodology or operational activities of the Scheme, there is no change to the impacts and effects reported nor mitigation and monitoring requirements. **Cumulative Effects** There are no cumulative developments with the study area of the glint and glare assessment, which could provide cumulative glint and glare effects at the same receptor locations as assessed for the Scheme.
ES Chapter 16: Other Environmental Topics - Section 16.5 Major Accidents and Disasters [APP-067]	**Future Baseline** The existing land uses within the Order Limits are assumed to remain unchanged, with the exception of the delivery of the NGET Grimsby to Walpole (including the Weston Marsh B substation) and WMEL projects, which are assumed to be constructed and operational by 2034. With the inclusion of Protective Provisions within the **Draft DCO** (Doc Ref. 3.1 Rev 1) to coordinate the design and construction of the Scheme with these projects, it is not considered that the inclusion of these projects in the future baseline would introduce new sources of hazards that the Scheme might be susceptible to. **Construction & Operational Effects** With no material change to the future baseline conditions, Scheme design, construction methodology or operational activities of the Scheme, there is no change to the impacts and effects reported nor mitigation and monitoring requirements. **Cumulative Effects** There is no change to the consideration of cumulative effects reported within paragraphs 16.5.27-16.5.30 of **ES Chapter 16: Other Environmental Topics** [APP-067] with a change in the

Topic	Likely Significant Effect Commentary
	delivery dates, as the assessment already assumed the presence of all short-listed cumulative schemes.
ES Chapter 16: Other Environmental Topics - Section 16.6 Materials and Waste [APP-067]	**Future Baseline** As set out within paragraphs 16.6.48 – 16.6.52 of **ES Chapter 16: Other Environmental Topics** [APP-067], the future baseline for materials and waste is assumed to remain the same as the current baseline. **Construction & Operational Effects** With no material change to the future baseline conditions, Scheme design, construction methodology or operational activities of the Scheme, there is no change to the impacts and effects reported nor mitigation and monitoring requirements. **Cumulative Effects** In terms of cumulative effects, the key issue is considered to be the concurrent decommissioning of a number of similar solar schemes, resulting in the production of large quantities of end of life scheme components, which require specialist reprocessing. Whilst the delay in the Scheme would alter the potential overlap in decommissioning periods for the Scheme with other developments, it is considered likely that other schemes of a similar nature and scale to those considered in the reported assessment would replace them, meaning that the reported effects would remain valid.