Light Valley Solar

EN0110012

Technical Note: Plot Size

Document Reference EN0110012/APP/LVS/08.14

September 2026

Light Valley Solar

Infrastructure Planning

Planning Act 2008

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

Light Valley Solar

Development Consent Order 2025

Technical Note: Plot Size

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1.1 Introduction

1.1.1 Following Compulsory Acquisition Hearing 1 (CAH1), the Examining Authority has requested in action point CAH1-9 that that the Applicant provide, on a plot-by-plot basis, justification for the extent of land identified on the submitted Land Plans and could be subject to compulsory acquisition powers.

1.1.2 The plots set out in this document are drawn from the **Book of Reference [APP-022]** and **Land, Crown Land and Special Category Land Plans [APP-007]**. The purposes for which the land is required are drawn from the La**nd and Rights Negotiations Tracker [PDB-002]** and the **Works Plans [AS-004]**. The rights required are as set out in Schedule 9 to the **draft Development Consent Order** (updated at Deadline 2).

1.1.3 This note sets out:

- The general rules followed in developing the design of the Proposed Development;
- How these rules are applied to the Proposed Development;
- Area by area (including plots) breakdown of where Cable Route Corridor is broader than the general rules set out; and
- Explanation of size of plots required for access.

1.2 General Rules

Design Parameters

1.2.1 The design of the Proposed Development is fundamentally controlled by the need to generate and store electricity to fulfil the commitments in the Applicant's grid connection agreement. As set out in the **Grid Connection Statement [APP-222]**, the Applicant has a grid connection agreement for the export of up to 500 MW (AC) to, and the import (for storage purposes) of up to 500 MW (AC) from, the Monk Fryston substation. The size of the panelled areas (Work No. 1) and the Battery Energy Storage System (BESS) (Work No. 2) are of the scale required to meet these commitments, with a suitable allowance made for overplanting and the carrying out of the detailed design process (including necessary detailed assessment and ground investigations, as committed to in the various management plans). This is consistent with paragraph 2.10.47 of National Policy Statement (NPS) EN-3, which confirms that:

"The installed generating capacity of a solar farm will decline over time in correlation with the reduction in panel array efficiency. … Applicants may account for this by overplanting solar panel arrays".

1.2.2 Within the Solar Development Sites, having determined the land area required for panels and BESS, and the electrical engineering requirements for substations

taking account of these factors, the land required for environmental mitigation and enhancement (including BNG) was identified. This included both the areas of land needed and the location of mitigation and enhancement. The Proposed Development was designed so as to provide the generating and storage capacity required by the grid connection agreement and to help meet the urgent need for renewable energy generation capacity, and to provide the mitigation required to minimise the environmental effects of the Proposed Development, as required by NPS EN-1 and EN-3.

Limits of Deviation and Parameters

1.2.3 The design of the Proposed Development has been developed pursuant to a Rochdale Envelope approach. This approach, as explained in the Planning Inspectorate advice note: Nationally Significant Infrastructure Projects: Pre-Application Advice on Environmental Impact Assessment, secures flexibility in the consented project to enable the detailed design of the project to be carried out post-consent. This is an acknowledged way of assessing and consenting a proposed development where uncertainty exists and necessary flexibility is sought.

1.2.4 The Rochdale Envelope for the Proposed Development consists primarily of the assessed parameters for the infrastructure, as set out in the **Design Parameters and Commitments Document [APP-217]** and secured by Requirement 4 in Schedule 2 to the **draft Development Consent Order** (updated at Deadline 2); and the locations within which that infrastructure may be built as shown on the **Works Plans [AS-004]** and secured by Article 3(2) of the draft DCO.

1.2.5 The **Land and Rights Negotiations Tracker [PDB-002]** sets out, by interested party, the Work Nos. associated with that person's land, and accordingly the purposes for which compulsory acquisition and temporary possession powers are required. This tracker considers each plot of land within the Order limits.

1.2.6 As explained in the **Applicant Summary of Oral Submissions at CAH1 [REP1-005]**, the justification of the size of land within the Solar Development Sites is the limits of deviation required for the relevant Works Numbers at the locations shown on the Works Plans, which have been developed pursuant to the process set out above and a level of design that is commensurate with schemes that have been consented across the UK.

1.2.7 As also discussed in **[REP1-005]**, the justification for plot sizing is not a separate question as the size of the plots is defined by the fact that the plots are split on the basis of there being different land interests identified, not on the basis of Works Numbers. The plots are therefore simply a subdivision of the overall justification for land within the Order limits.

1.2.8 The land is required in order to deliver the Proposed Development within the assessed Rochdale Envelope, with the locations within which infrastructure may be located being as much a key component of the Rochdale Envelope as the parameters of individual items of infrastructure. Flexibility is a fundamental part of the Rochdale Envelope approach to assessment as it enables a project to be

consented, and certainty provided that a project may be implemented, before the developer incurs the full expense of undertaking detailed design. The flexibility required to enable that detailed design to be carried out is recognised as one of the purposes for which compulsory acquisition powers are justified – the potential for infrastructure to be located anywhere within, for example, a cable route corridor is sufficient to justify the grant of compulsory acquisition powers, notwithstanding that the final location of the cable and thus the detailed location where permanent acquisition will be required will not be known until after the project has been constructed.

1.2.9 The benefits of providing certainty to the developer, such that they are able to invest in the detailed design of the project, a necessary step in delivering the benefits of the project, are widely accepted as outweighing the interference with individual rights, and can be seen in the context of every DCO that grants powers of compulsory acquisition, as well as Transport and Works Act Orders, Harbour Empowerment Orders, and Hybrid and Local Acts. Consideration of the balance between the public interest in the Proposed Development being implemented and individual human rights is set out in detail in the **Statement of Reasons** (updated at Deadline 2).

1.2.10 The extent of the interference with an individual's human rights consists of, in respect of freehold acquisition, the acquisition of all land and interests in the land; in respect of the acquisition of rights, the acquisition of new rights and imposition of restrictive covenants (controlling the use of the land) as set out in Schedule 9 to the **draft DCO**; and in respect of land where only temporary possession may be taken, the purposes for which possession may be taken are limited to those set out in Schedule 11. In all cases where permanent acquisition is to be permitted, temporary possession may also be taken for the purposes, generally, of the authorised development, this being a lesser interference with the landowner's human rights than the permanent acquisition of rights to support those same purposes.

Cable Route Corridor

1.2.11 As set out within **Environmental Statement (ES) Volume 1, Chapter 2 - The Proposed Development [APP-040]** and **Volume 3, Appendix 2.1 - Cable Route Method Statement [APP-147]**, the Cable Route Corridor is typically 50 m wide, but in a number of locations it widens up to 450 m wide. The actual construction working width for laying interconnecting and grid connection cables (i.e. the area of land fenced off and utilised during construction) within the Order Limit is anticipated to be 25m.

1.2.12 Cable works would be sited within the Cable Route Corridor informed by environmental work to date, preconstruction environmental surveys, technical surveys and engineering work should development consent be granted. In portions of the Cable Route Corridor where environmental and technical work to date has identified comparatively fewer constraints, the typical 50 m width of the Cable Route Corridor is sufficient to site cable works to minimise or avoid interaction with these constraints. Where environmental and technical work has

identified that portions of the Cable Route Corridor are particularly constrained, the Cable Route Corridor is broader to allow flexibility in the detailed design to minimise or avoid interaction with these constraints.

1.2.13 In addition, there are design considerations that need to be accounted for. For example, where there are changes of direction of interconnection and grid connection cables, limits on the angles of bends and specific bending radii will apply, dependant on manufacturer and cable type. Therefore, where turns are required in the overall route, the Cable Route Corridor is wider to accommodate the potential bend radii and optimise the alignment.

1.2.14 Where trenchless methods are proposed to be used to cross an environmental or engineering constraint, such as a watercourse or railway, the Cable Route Corridor is required to be larger, typically 75m in width. This relates to the additional land required to optimally locate the launch and reception pits and within the Cable Route Corridor in locations that are both able to accommodate the pits and provide the ability to drill the cable in the direction and at the depths required. For some utility crossings, the asset owners may mandate that the cable crosses at 90 degrees to their asset, with the design of the crossings to be approved by the asset owners.

1.2.15 The final cable route will be microsited with the Cable Route Corridor to seek to avoid environmental impacts pursuant to the commitments in the **Archaeological Mitigation Strategy [APP-200]**, the **Outline Construction Environmental Management Plan** updated for Deadline 2, **Design Parameters and Commitments Document [APP-217]** and survey results reported in **Volume 3, Appendix 6.3 Badger Report [APP-153]**.

1.2.16 The following sets out the justification of locations where the Cable Route Corridor is larger than approximately 50m wide (or approximately 75m where trenchless methods will be utilised).

- Crossing points:
  - Utilities;
  - Roads;
  - Rail; and
  - Watercourses; and
- Sections of the Cable Route Corridor where cable routing is complicated due to environmental or physical constraints.

1.2.17 Table 1-1 sets out each location on the Cable Route Corridor which is larger than the typical widths noted in1.2.16 above along with a specific explanation as to its width.

Accesses

1.2.18 Accesses have been designed in accordance with the **Design Parameters and Commitments Document** (updated at Deadline 2) and **Outline Construction Traffic Management Plan** (updated at Deadline 2).

1.2.19 Wherever practicable, existing field accesses have been utilised for access to the Order Limits. Access points are shown on **Volume 2, Figure 14.4 - Construction Routing [APP-113]**.

1.2.20 Temporary accesses along the Cable Route Corridor will have an appropriate length of hardstanding from the proposed junction access point / wheel washing facility to avoid mud being spread on the highway network from construction vehicle movements. As set out in **Outline Construction Environmental Management Plan (**updated for Deadline 2), where new temporary access points are created during construction the land required will be reinstated to its prior condition, as far as practicable once the construction period is complete.

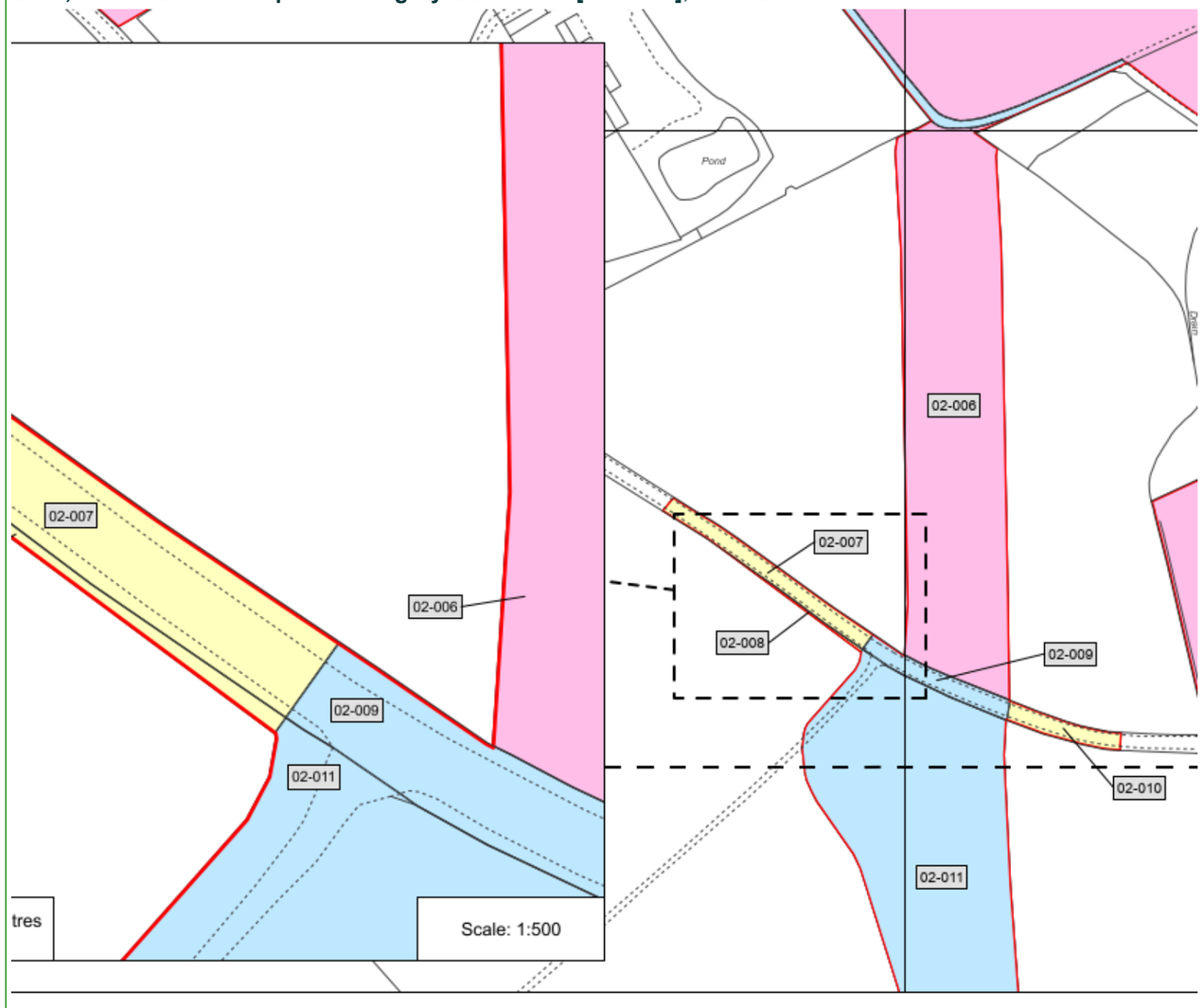
1.2.21 In some locations along the Cable Route Corridor access cannot be taken directly from the public highway, and/or the access route is physically or environmentally constrained. In these locations routes to the routes from the Cable Route Corridor have been included to connect to the highway. The Order Limits for these routes is sufficient to accommodate access by HGVs and AIL vehicles, allowing for the potential requirement for localised widening of existing access tracks and access management (refer to **Outline Construction Environmental Management Plan** (updated for Deadline 2) and **Outline Construction Traffic Management Plan** (updated for Deadline 2)). Where these routes are constrained, they are broader to allow micrositing to avoid or minimise interaction with environmental constraints or facilitate construction access during the detailed engineering design work. Table 1-2 sets out each of these locations on the Cable Route Corridor.

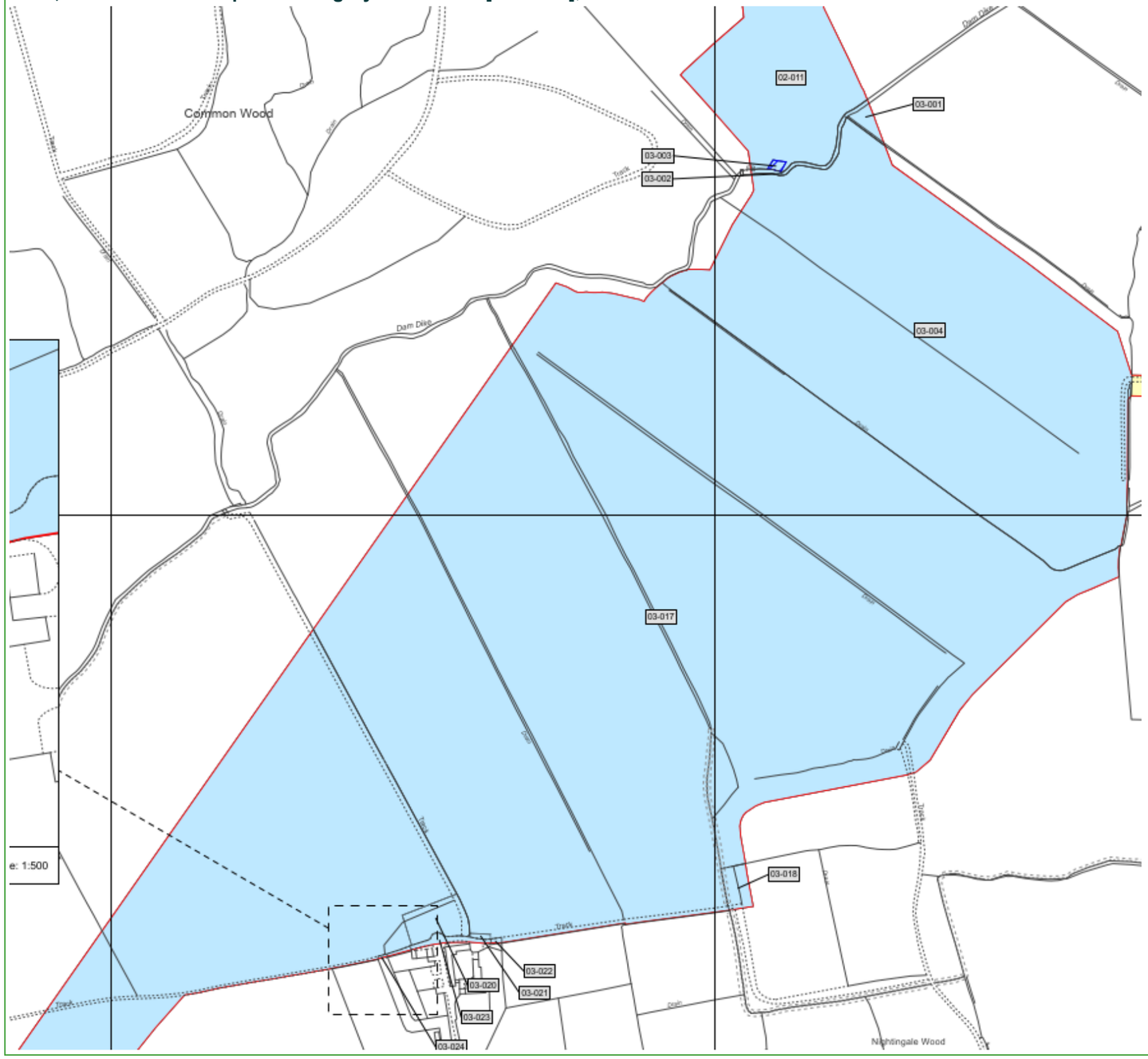
1.2.22 Solar PV Accesses will consist of service tracks a maximum of 3.5 m wide (6 m at passing places) constructed of granular material, with access points from the comprising reinforced concrete or asphalt. BESS Compound and Substation Accesses will consist of service tracks a maximum 6 m wide road (8 m at passing places) constructed of asphalt over a levelling layer of substrate. The access points from the public highway and bends in the track would be wider to accommodate abnormal indivisible load turning space.

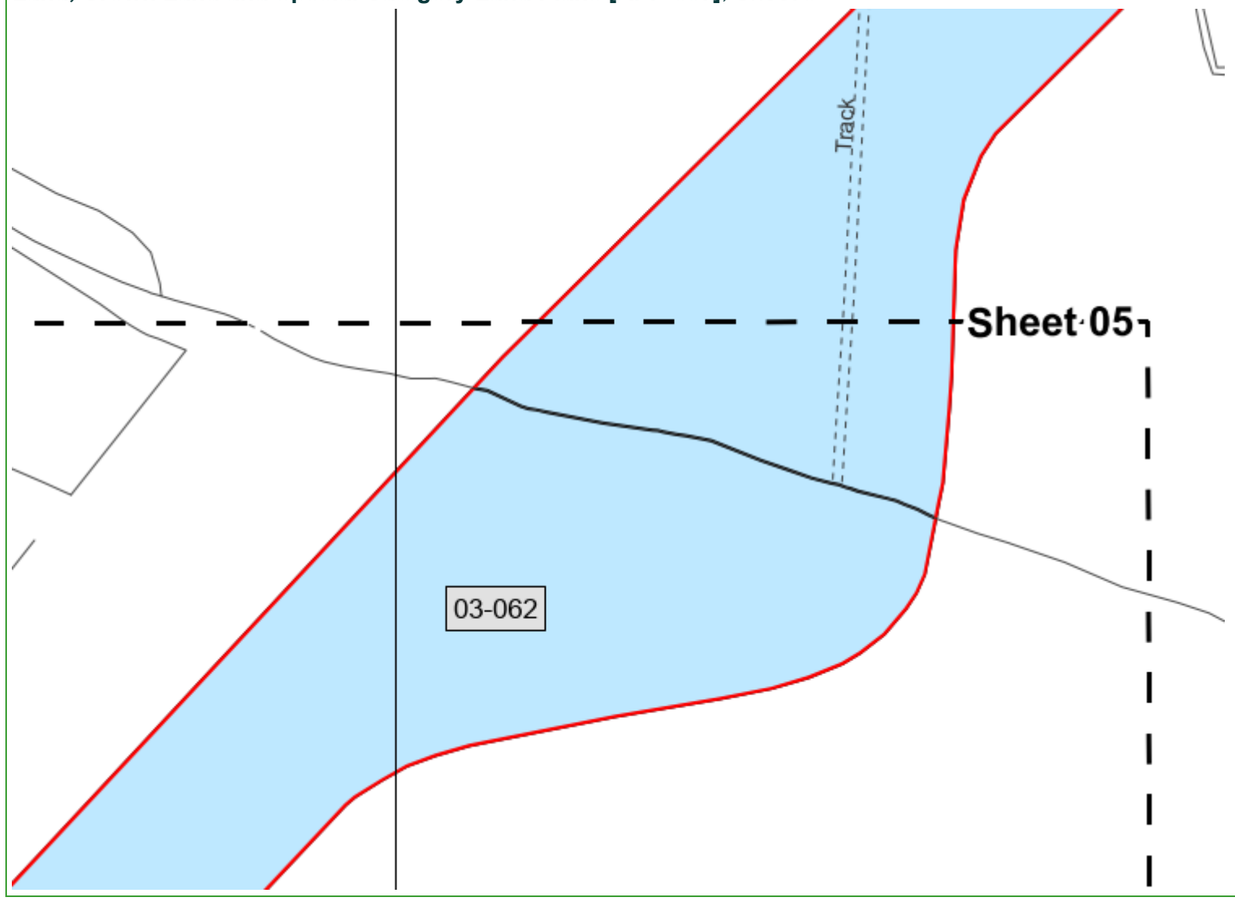
1.2.23 Access cannot be taken directly from the public highway to Site 8 and this Site is constrained by railway lines to the south, whilst access from the north is subject to a number of environmental constraints. Three access routes have therefore been identified to access Site 8 to provide the flexibility needed to enable this Site to be constructed whilst avoiding or minimising interaction with constraints during the detailed engineering design work. Further detail is set out in Table 1-2.

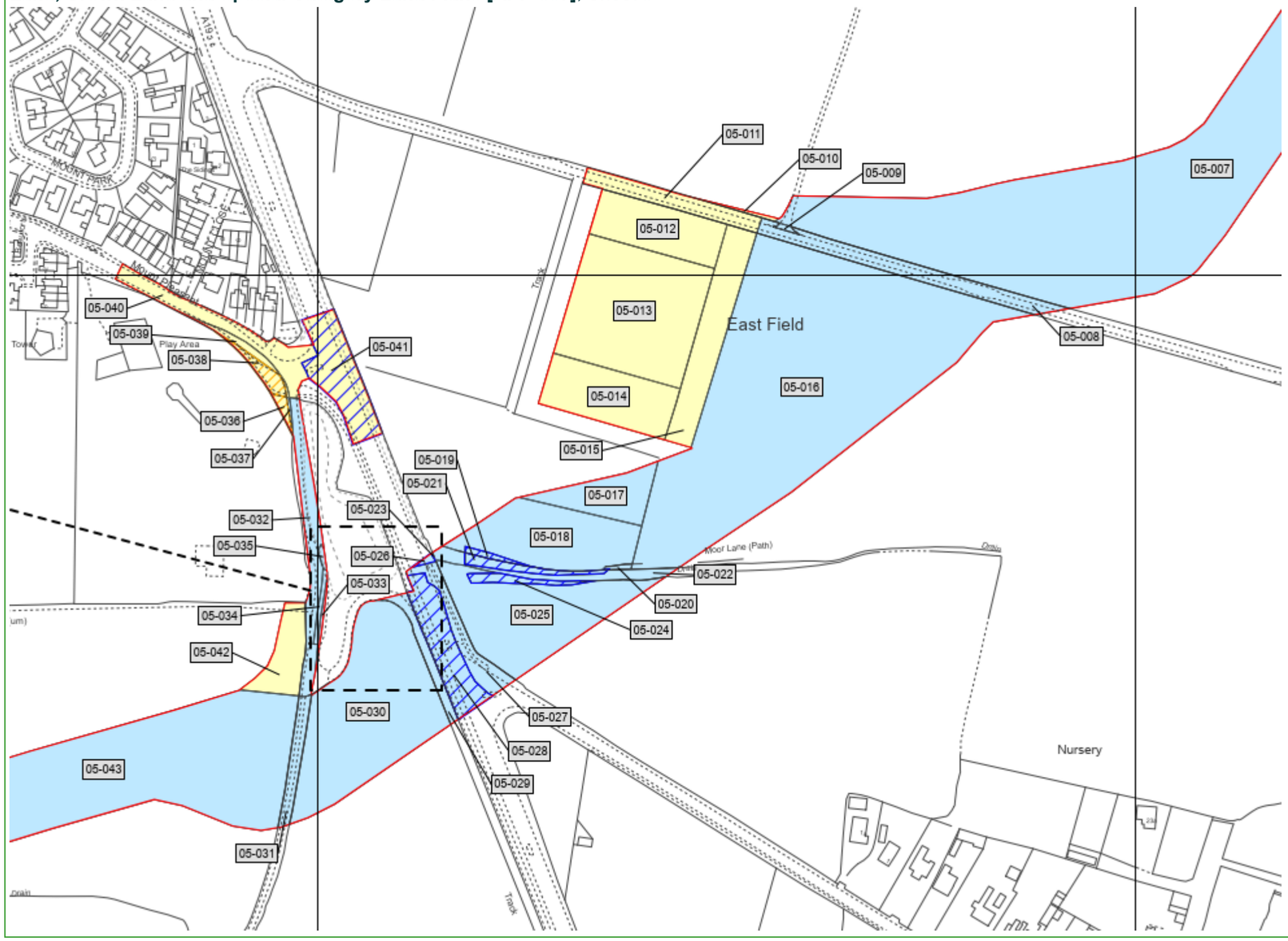
1.3 Broader Areas of the Cable Route Corridor

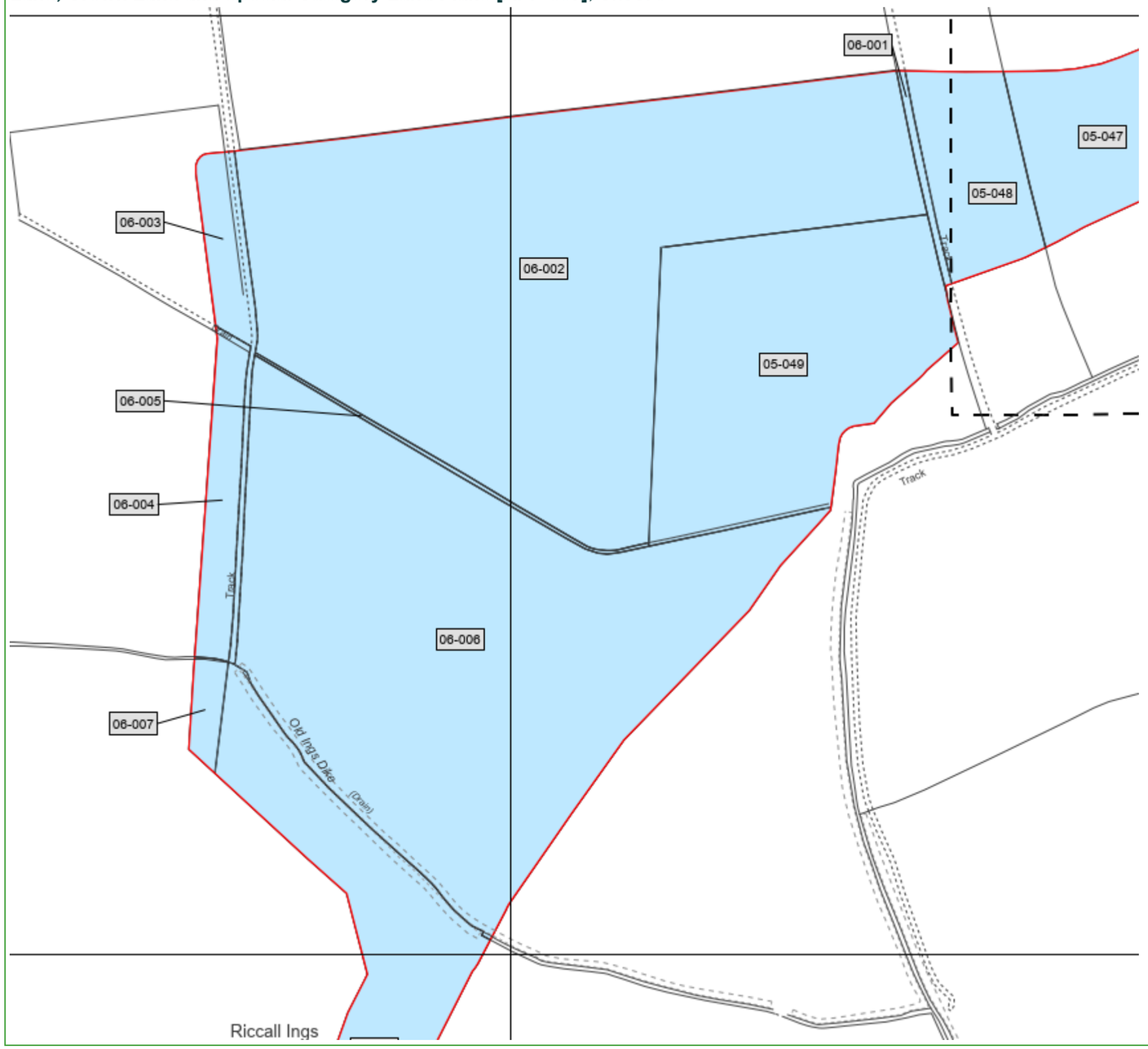
Table 1-1 Broader Areas of the Cable Route Corridor

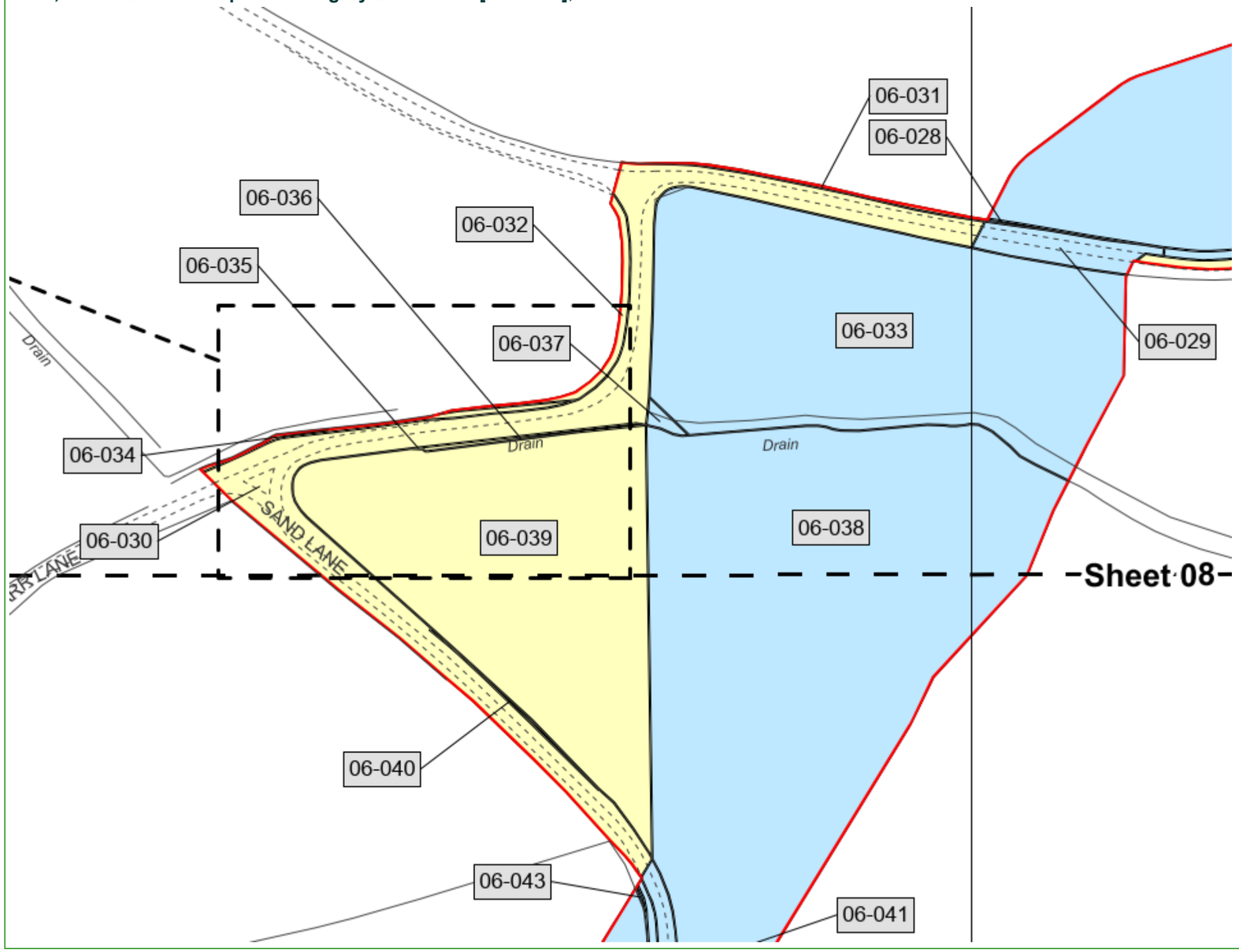
Cable Route Corridor Location	Reason for wider Cable Route Corridor
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 2 	This section of the Cable Route Corridor is broader such that the Order Limits captures the existing access track which routes south from the Skipwith Road to facilitate construction vehicle movements via access CA1 (refer to **Volume 2, Figure 14.4 - Construction Routing [APP-113]** and **Access to Works Plans [AS-006]**).

Cable Route Corridor Location	Reason for wider Cable Route Corridor
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 3 	The Cable Route Corridor is constrained in this section as it passes between two Sites of Importance for Nature Conservation (SINCs) (refer to **Volume 2, Figure 6.4 - Non Statutory Designated Sites [APP-075]**), crosses a number of drainage ditches, including two Internal Drainage Board (IDB) ditches (refer to **Volume 2, Figure 15.1 Surface Water Features [APP-115]**) which the Applicant has committed to cross using trenchless solutions (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**), and a water main (refer to **Volume 2, Figure 2.7 - Utilities [APP-064]**). The breadth of the Cable Route Corridor in this location allows for micrositing of the cable and trenchless works during the detailed engineering design work to minimise impacts to these constraints. The Order Limits also capture two existing culverted crossings close to the eastern and western boundaries of the Cable Route Corridor which would be used where practicable rather than introducing temporary new culverts. The commitment to using existing watercourse crossings wherever practicable is set out in the **Outline Construction Environmental Management Plan** (updated at Deadline 2) .

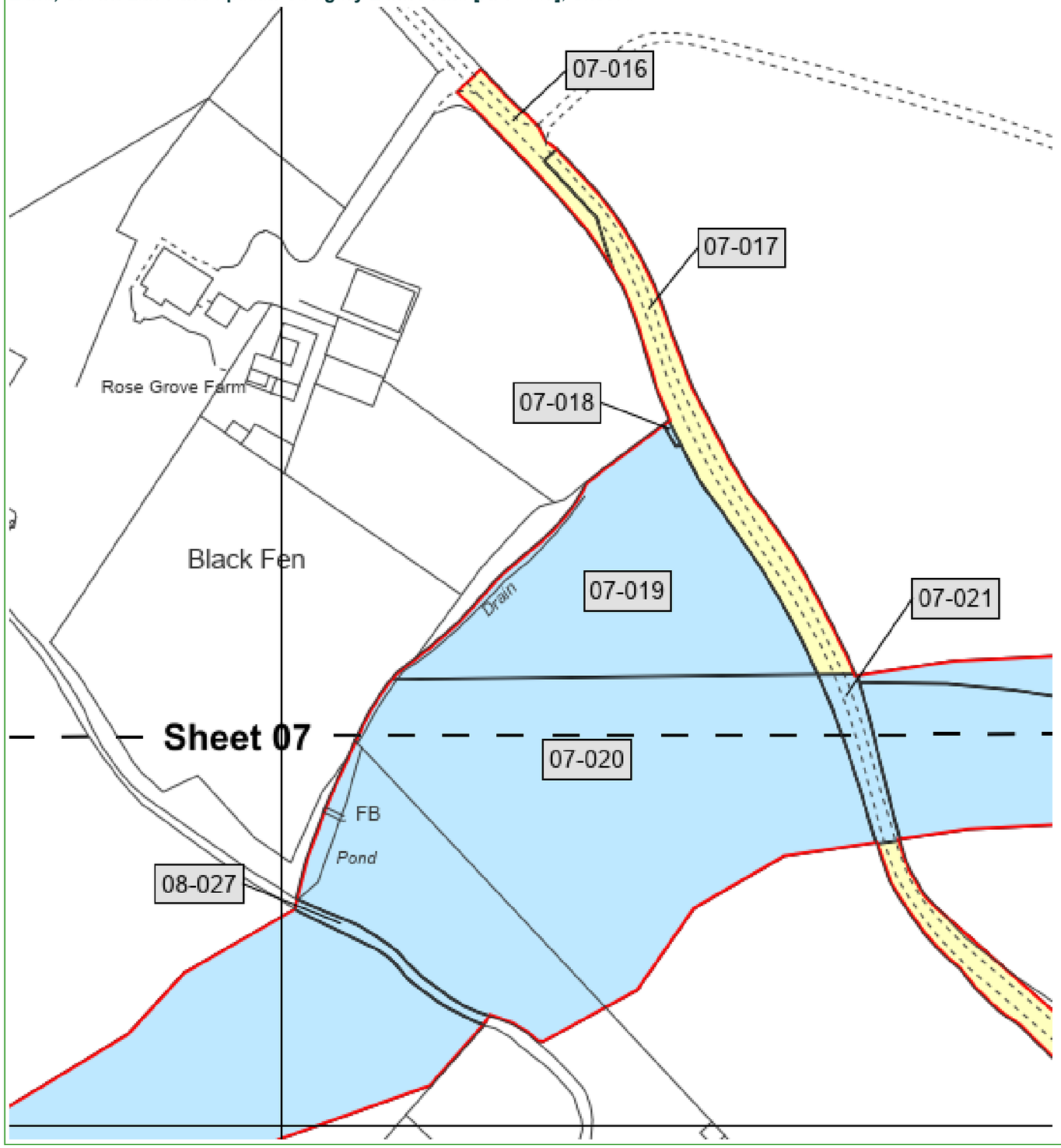
Cable Route Corridor Location	Reason for wider Cable Route Corridor
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 3 	This section of the Cable Route Corridor is broader to capture an existing farm track and gap in hedgerow to facilitate construction and minimise impacts to trees and hedgerows.

Cable Route Corridor Location	Reason for wider Cable Route Corridor
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 5 	This section of the Cable Route Corridor crosses King Rudding Lane, Bridleway 35.53/14/1, Selby Road, the A19 and Checker Lane. The Applicant has committed to cross using trenchless solutions in this area (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**). Access to the Cable Route Corridor is also proposed from King Rudding Lane via accesses CA5 and CA6, and from Checker Lane access CA7 (refer to **Volume 2, Figure 14.4 - Construction Routing [APP-113]** and **Access to Works Plans [AS-006]**). The Order Limits capture existing access points for CA5 and CA7. The section of the Cable Route Corridor is broader to microsite the cable and trenchless works during the detailed engineering design work, made more complex by the need to facilitate bends within the cable route.

Cable Route Corridor Location	Reason for wider Cable Route Corridor
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 6 	This section on the Cable Route Corridor is constrained by two IDB ditches (refer to **Volume 2, Figure 15.1 Surface Water Features [APP-115]**) of which the southern is suitable for otter and has been identified as supporting water vole (refer to **Volume 2, Figure 6.7 - Otter Survey Results [APP-078], Volume 2, Figure 6.11 - Water Vole Results [APP-082]**), along with a gas main (refer to **Volume 2, Figure 2.7 - Utilities [APP-064]**). The Applicant has committed to cross these constraints using trenchless techniques (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**). The breadth of the cable route corridor in this location allows for micro siting of the cable and trenchless works during the detailed engineering design work to minimise impact to these constraints and to accord with the technical requirements specified by National Gas Transmission plc and covered by the Protective Provisions set out in Part 7 of Schedule 15 of the **draft DCO** (updated at Deadline 2). The Order Limits also capture two existing culverted crossings close to the western boundary of the Cable Route Corridor which are proposed to be used during construction, instead of introducing temporary new culverts. The commitment to use existing watercourse crossings will be used wherever practicable is set out in the **Outline Construction Environmental Management Plan** (updated at Deadline 2) document.

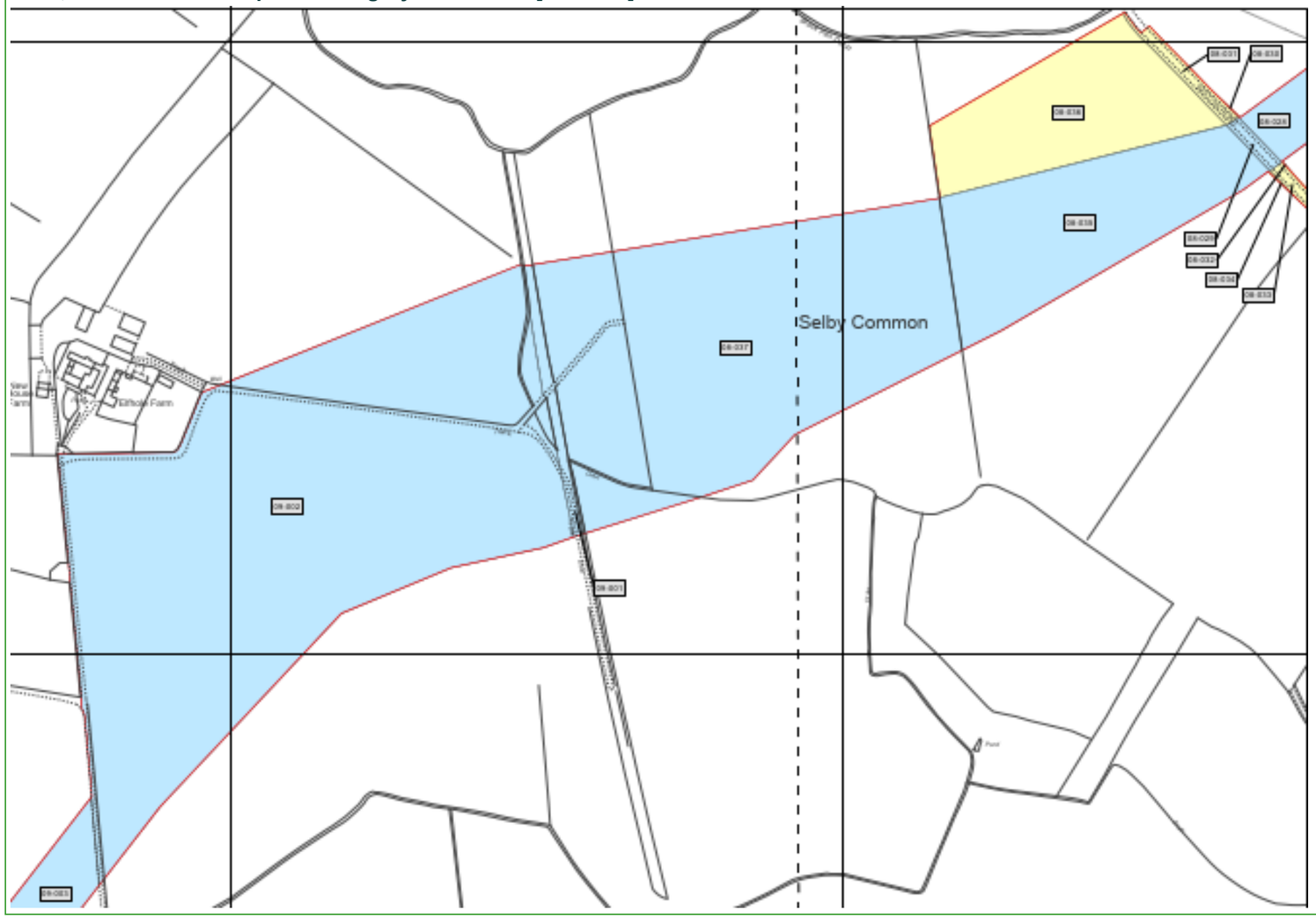
Cable Route Corridor Location	Reason for wider Cable Route Corridor
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 6 	This section on the Cable Route Corridor is constrained by an IDB ditch (refer to **Volume 2, Figure 15.1 Surface Water Features [APP-115]**) which the Applicant has committed to cross using a trenchless solution (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**). The breadth of the Cable Route Corridor in this location allows for micro siting of the cable and trenchless works during the detailed engineering design work. The Order Limits also captures an existing culverted crossings in the west of the Cable Route Corridor which would be used for access where practicable, rather than introducing temporary new temporary culverts. The commitment to use existing watercourse crossings will be used wherever practicable is set out in the (updated at Deadline 2) **Design Parameters and Commitments [APP-217]** document.

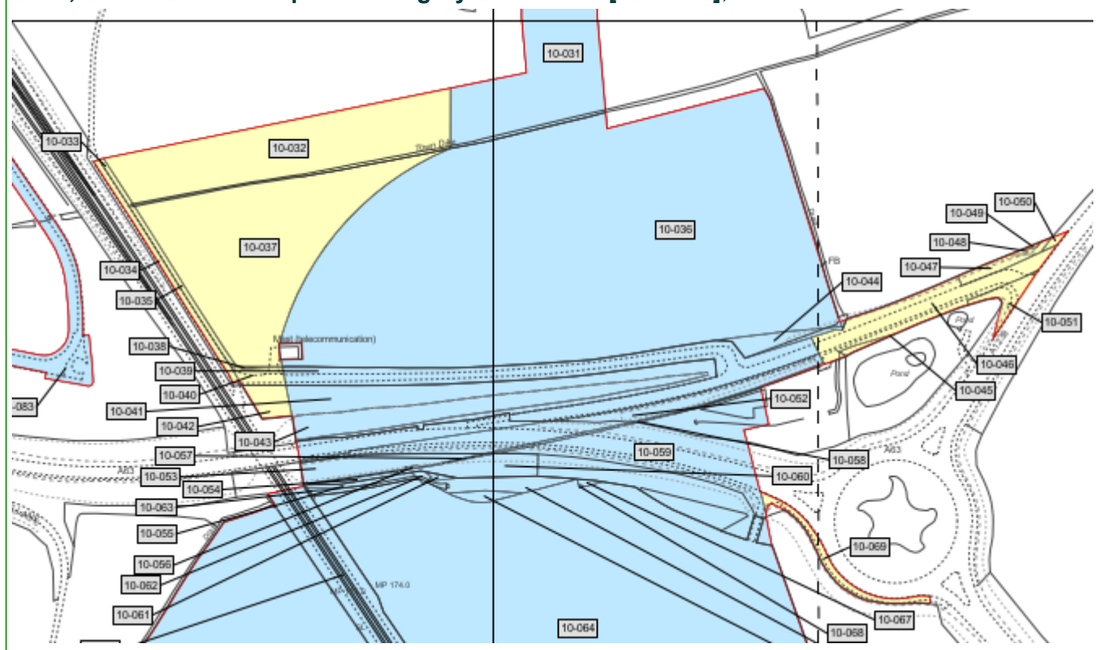
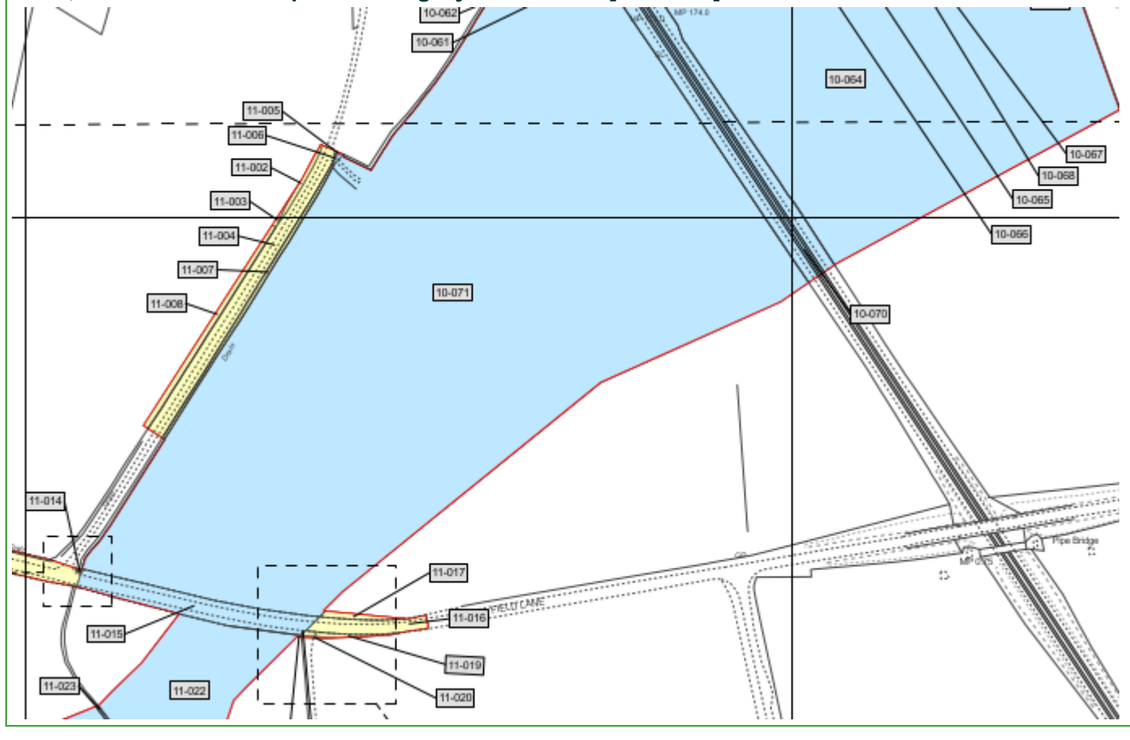
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 8

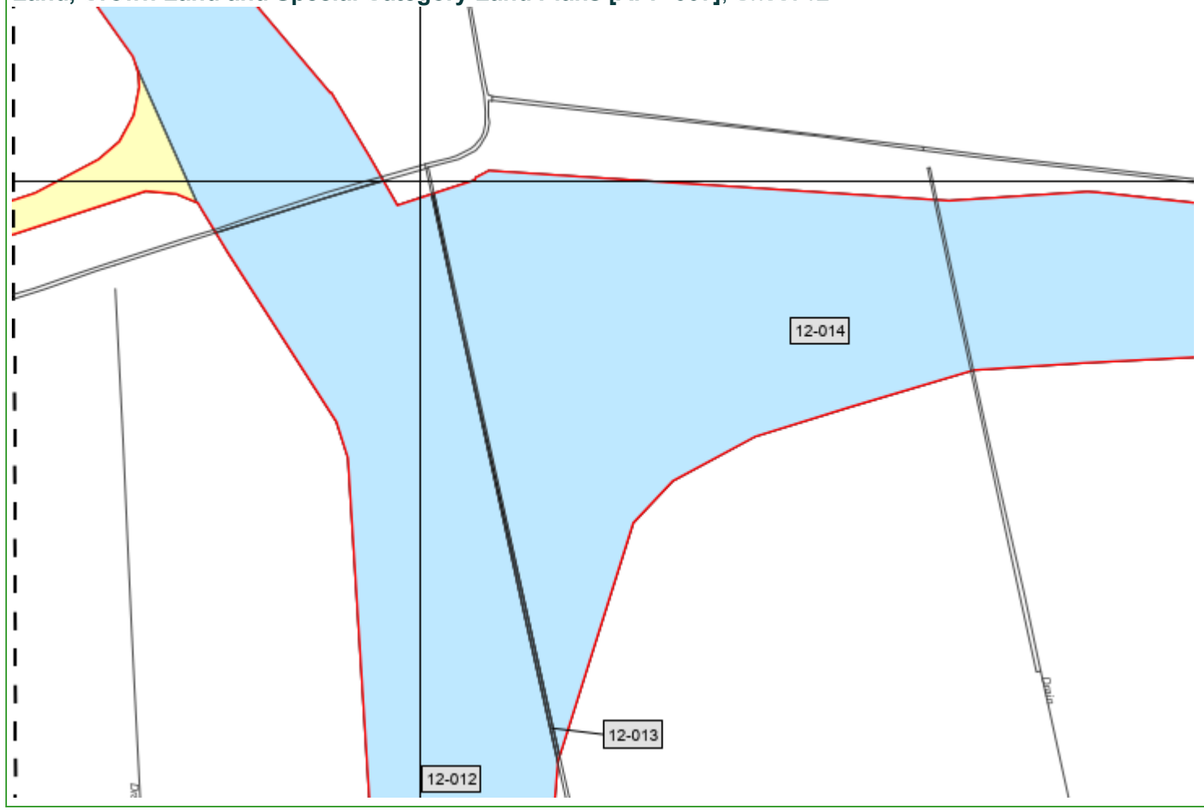


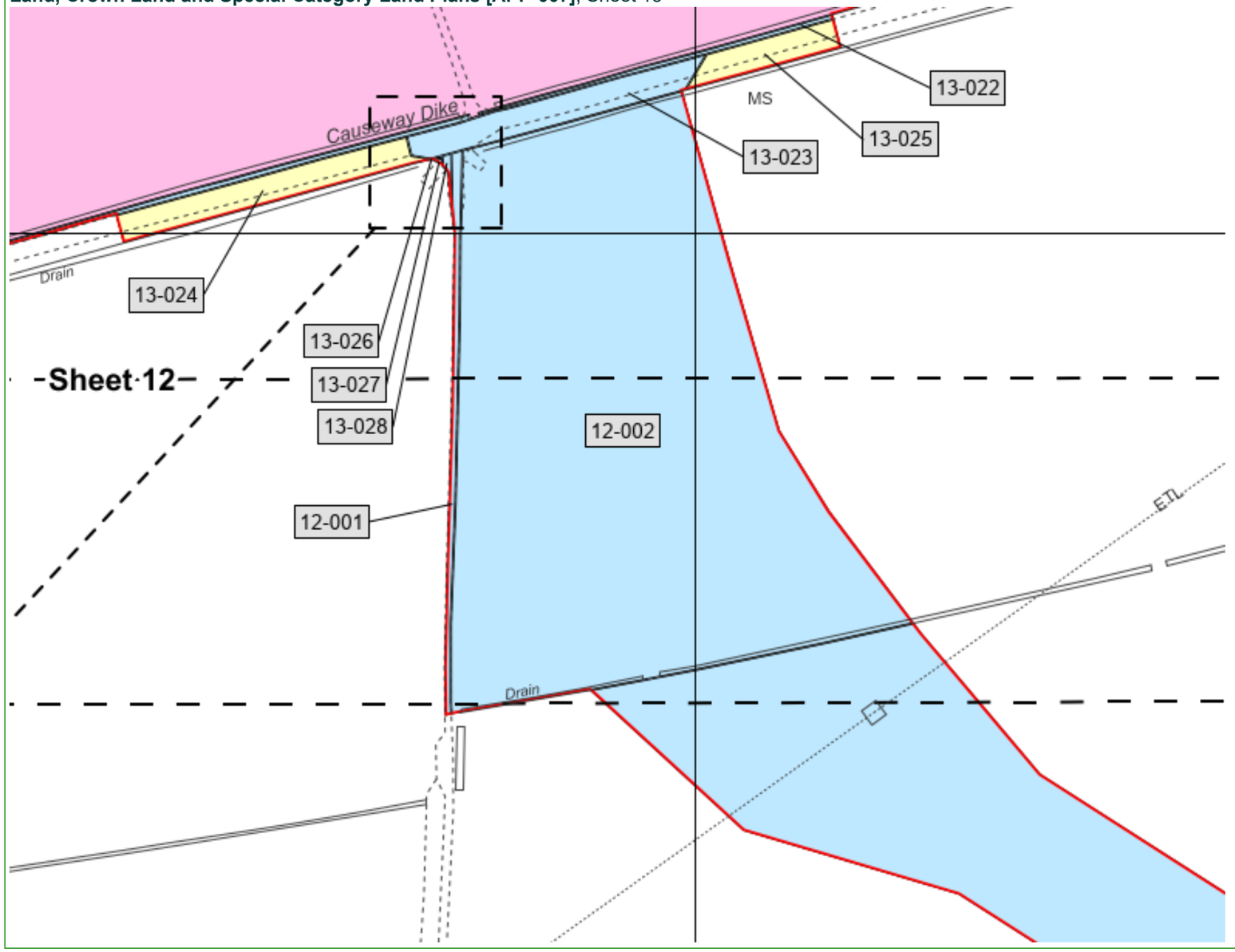
This section on the Cable Route Corridor is constrained by an IDB ditch (refer to **Volume 2, Figure 15.1 Surface Water Features [APP-115]**) which the Applicant has committed to cross using a trenchless solution (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**). The breadth of the Cable Route Corridor in this location allows for micrositing of the cable and trenchless works during the detailed engineering design work.

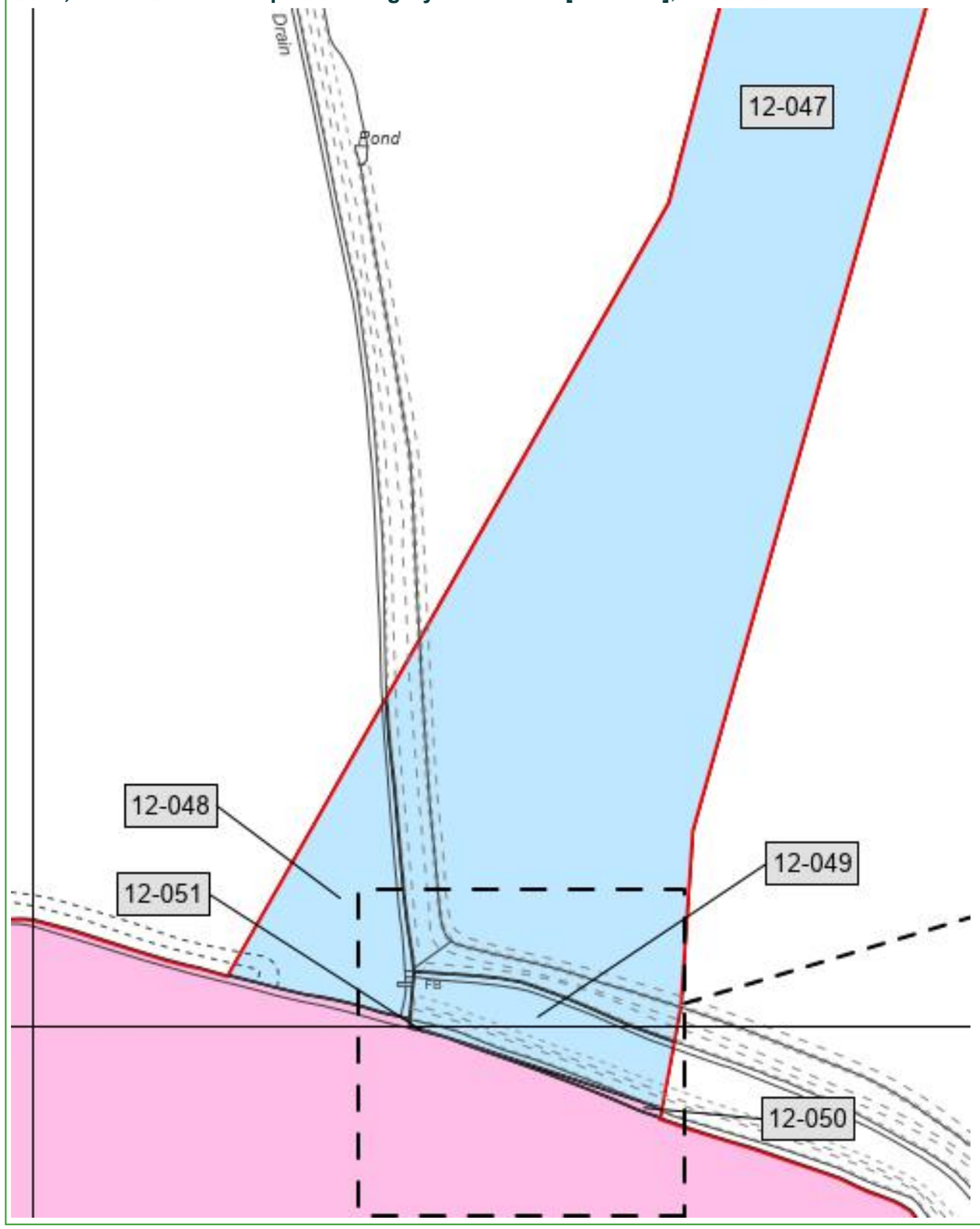
In addition, the Cable Route Corridor is broader to capture an existing access from Black Fen Lane. This is access CA10 on sheet 8 of the **Access to Works Plans [AS-006]**.

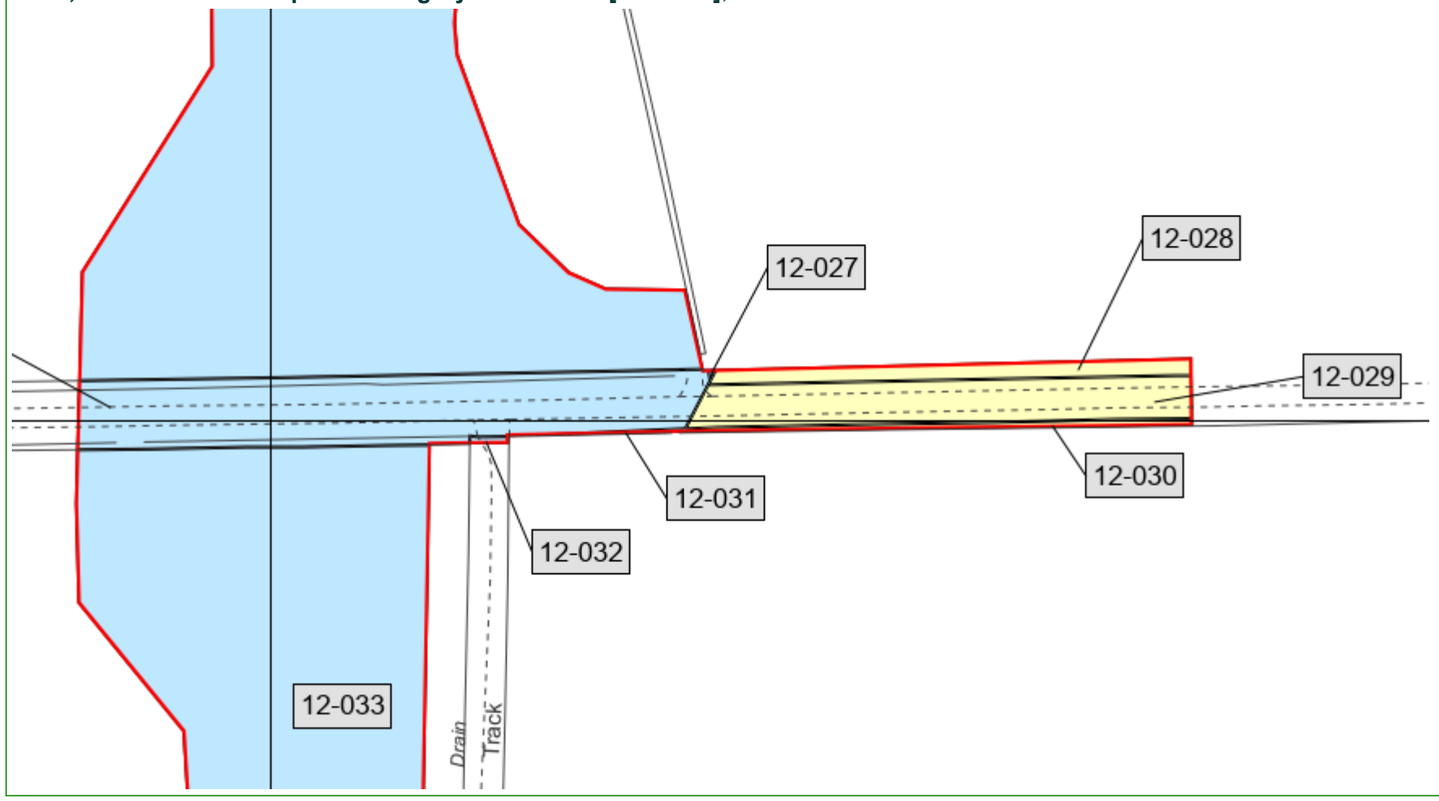
Cable Route Corridor Location	Reason for wider Cable Route Corridor
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 9 	This section on the Cable Route Corridor is constrained by a drainage ditch which leads to Burr Closes Site of Special Scientific Interest which the Applicant has committed to cross using a trenchless technique (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**). The breadth of the Cable Route Corridor in this location allows for micrositing of the cable and trenchless works during the detailed engineering design work. The Order Limits also allow for use of the existing access track on its northern/western boundary.

Cable Route Corridor Location	Reason for wider Cable Route Corridor
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 10  **Land, Crown Land and Special Category Land Plans [APP-007]**, Sheet 11  	This section of the cable route corridor constrained by the A63, the East Coast Main Line railway and two IDB maintained watercourses (refer to **Volume 2, Figure 15.1 Surface Water Features [APP-115]**). The Applicant has committed to crossing all of these features using trenchless techniques (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**). The Order Limits are therefore wide enough this location to ensure there is enough space to optimally locate the trenchless work following detailed engineering design work and environmental survey work, as well as to accord with Network Rail technical approvals requirements / the Protective Provisions for the benefit of the Network Rail as set out in Part 5 of Schedule 15 the **draft DCO** (updated at Deadline 2).

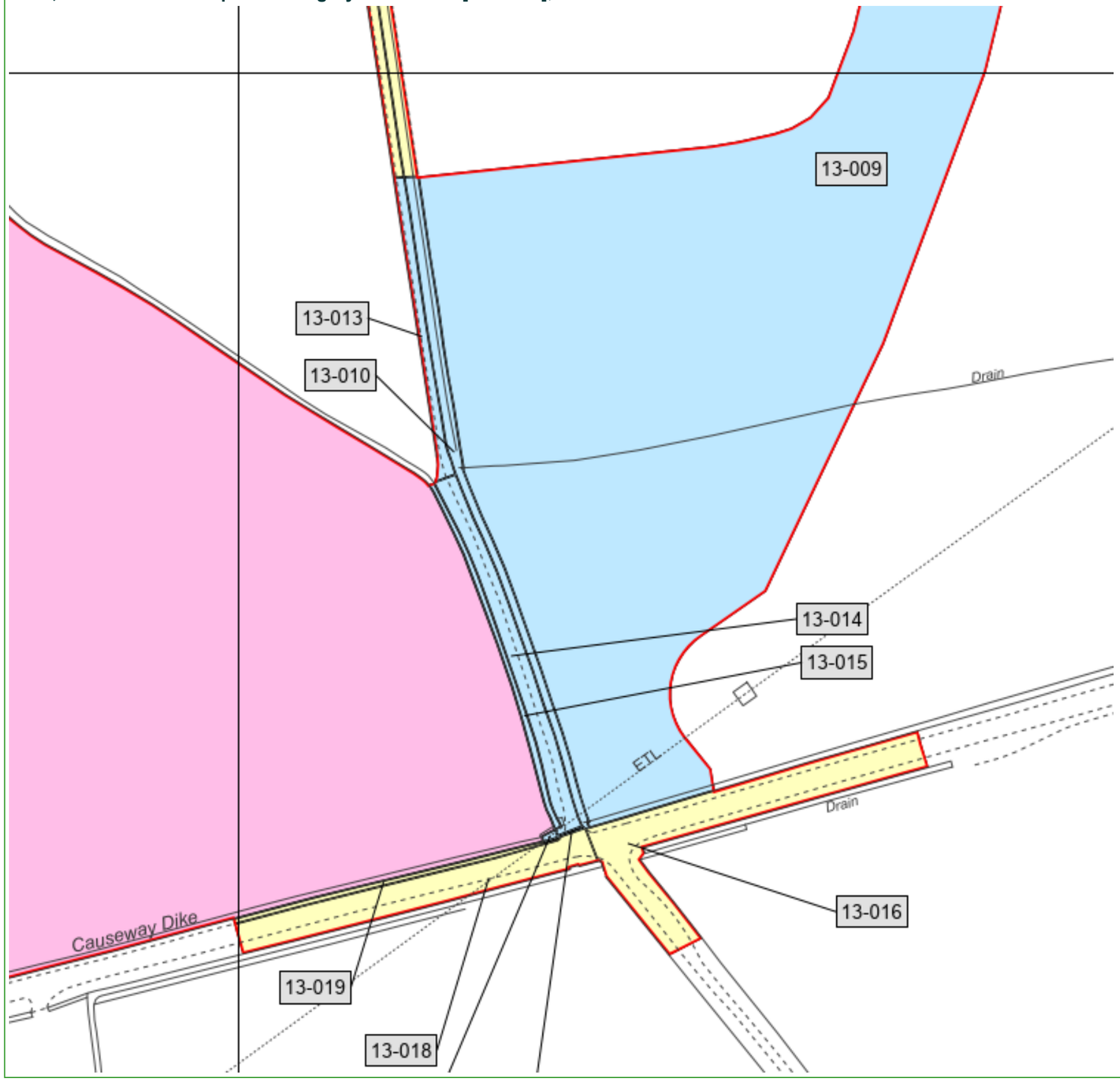
Cable Route Corridor Location	Reason for wider Cable Route Corridor
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 12 	This section of the Cable Route Corridor crosses an IDB ditch (refer to **Volume 2, Figure 15.1 Surface Water Features [APP-115]**) which the Applicant has committed to cross using trenchless solutions (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**) This section on the Cable Route Corridor is also broader to accommodate optionality between Cable Route Corridor sections CRC 1-4 and CRC 1-4a, the resulting multiple cable trenches which may be present and cable bending radii. Refer to the Applicant's technical note on optionality [EN0110012/APP/LVS/08.10].

Cable Route Corridor Location	Reason for wider Cable Route Corridor
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 13 	The Order Limits is wider in this location to capture the existing access track which routes south from the A63, to facilitate construction vehicle movements.

Cable Route Corridor Location	Reason for wider Cable Route Corridor
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 12 	This section of the Cable Route Corridor crosses two sections of IDB ditch (refer to **Volume 2, Figure 15.1 Surface Water Features [APP-115]**) which the Applicant has committed to cross using trenchless solutions (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**). The section of the Cable Route Corridor is broader to micro site of the cable and trenchless works during the detailed engineering design work.

Cable Route Corridor Location	Reason for wider Cable Route Corridor
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 12 	The Order Limits capture access point CA27, south of Hillam Road, to facilitate construction vehicle movements (refer to **Volume 2, Figure 14.4 - Construction Routing [APP-113]** and **Access to Works Plans [AS-006]**). In addition, this section of the Cable Route Corridor crosses Hillam Common Lane which the Applicant has committed to cross using trenchless solutions (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**).

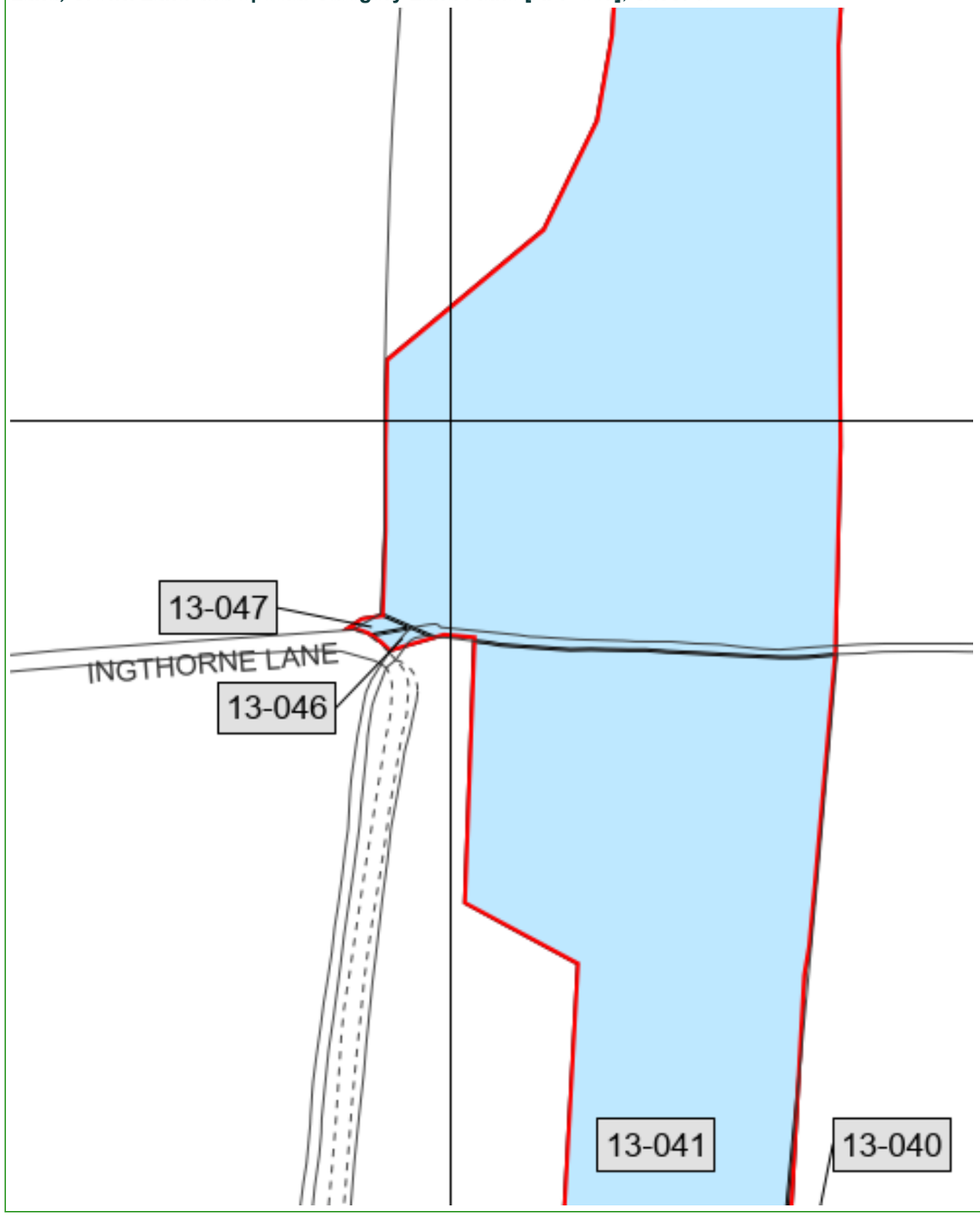
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 13

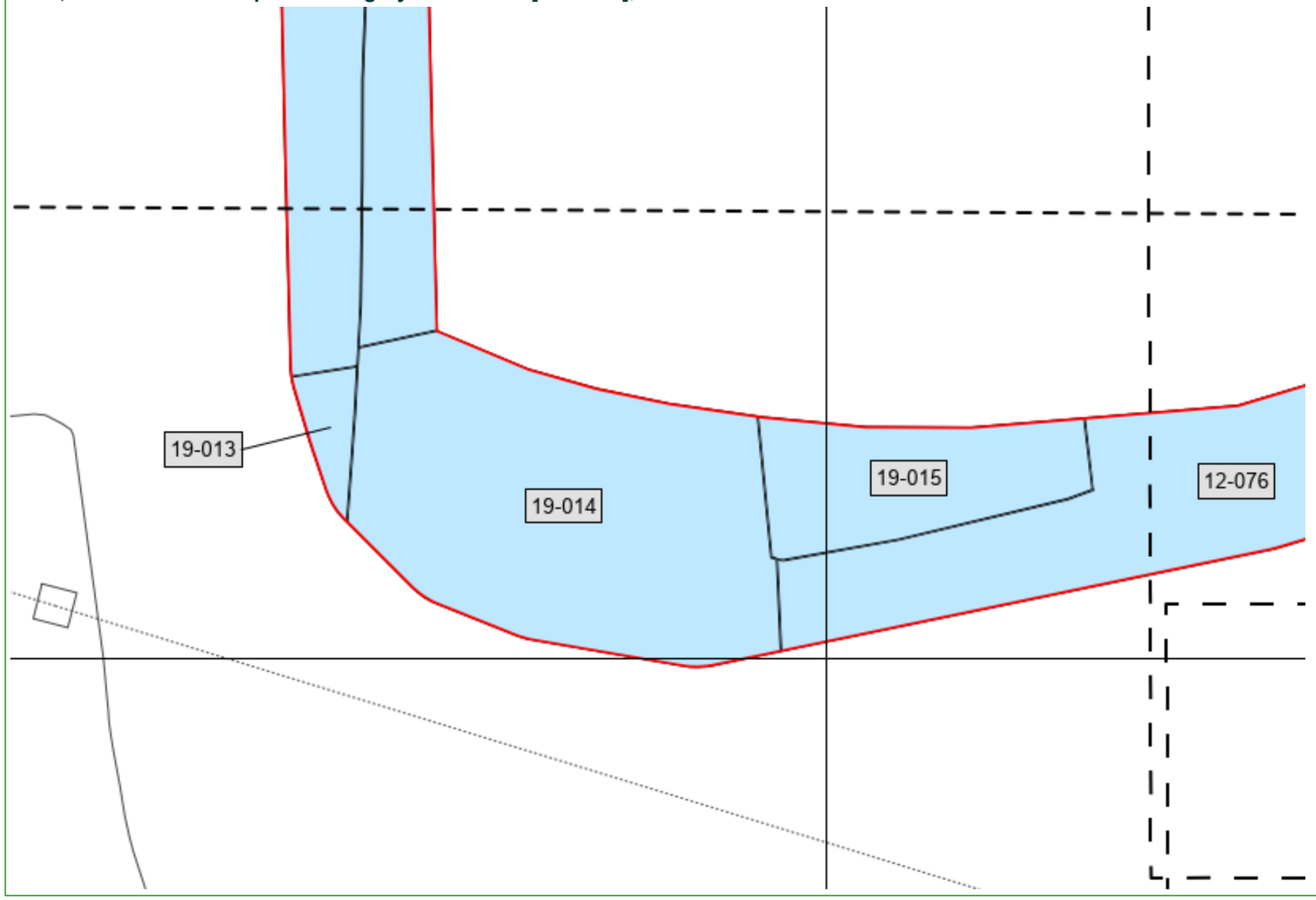


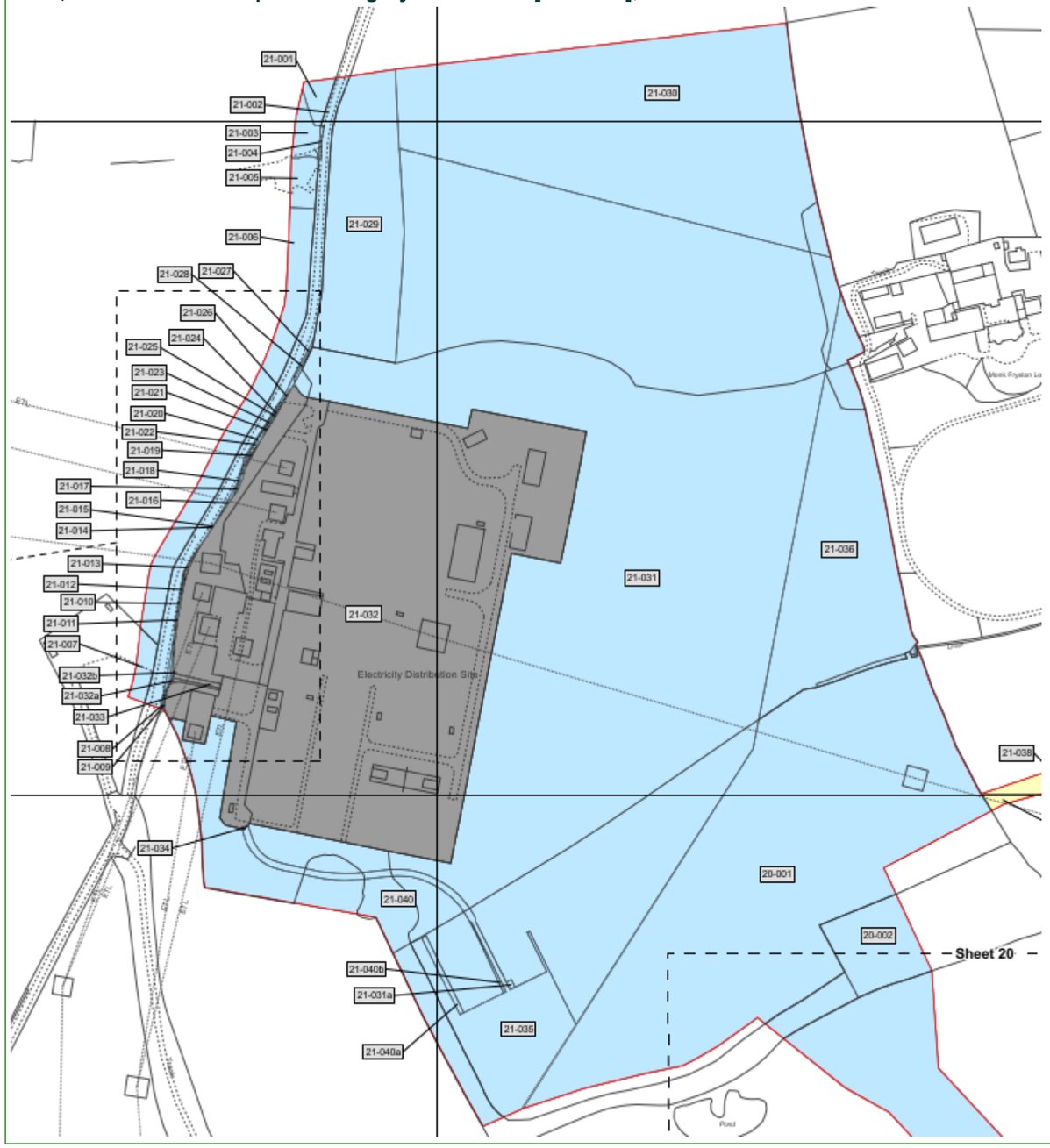
This section of the Cable Route Corridor crosses two IDB ditches (refer to **Volume 2, Figure 15.1 Surface Water Features [APP-115]**) which the Applicant has committed to cross using trenchless solutions (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**).

The section of the Cable Route Corridor is broader to microsite of the cable and trenchless works during the detailed engineering design work.

In addition, the Order Limits is large enough to allow access to be taken from Common Lane (CA31 and CA32 shown on to **Volume 2, Figure 14.4 - Construction Routing [APP-113]** and **Access to Works Plans [AS-006]**) by HGV and AIL traffic north and south of one of these ditches.

Cable Route Corridor Location	Reason for wider Cable Route Corridor
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 13 	This section of the Cable Route Corridor crosses two IDB ditches (refer to **Volume 2, Figure 15.1 Surface Water Features [APP-115]**) which the Applicant has committed to cross using trenchless solutions (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**). This section of the Cable Route Corridor is broader to micro site of the cable and trenchless works during the detailed engineering design work. In addition, the Order Limits is large enough to allow access to be taken from Ingthorne Lane (CA42 shown on to **Volume 2, Figure 14.4 - Construction Routing [APP-113]** and **Access to Works Plans [AS-006]**).

Cable Route Corridor Location	Reason for wider Cable Route Corridor
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 19 	This section of the Cable Route Corridor may be constrained by an adjacent development (ID 67 in Table 17-11 of the updated **Volume 1, Chapter 17 - Cumulative and In-Combination Effects** submitted at Deadline 2). If this development comes forward (refer to the Applicant's technical note on optionality [EN0110012/APP/LVS/08.10]), the Proposed Development has committed to using Cable Route Corridor CRC3-4a (refer to **Volume 2, Figure 2.2 Cable Route Corridor Numbering [APP-060]**) with a trenchless solution to minimise interacting with this development (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**) to ensure that that this development and the Proposed Development are able to coexist. This section of the Cable Route Corridor is broader to microsite of the cable and trenchless works during the detailed engineering design work.

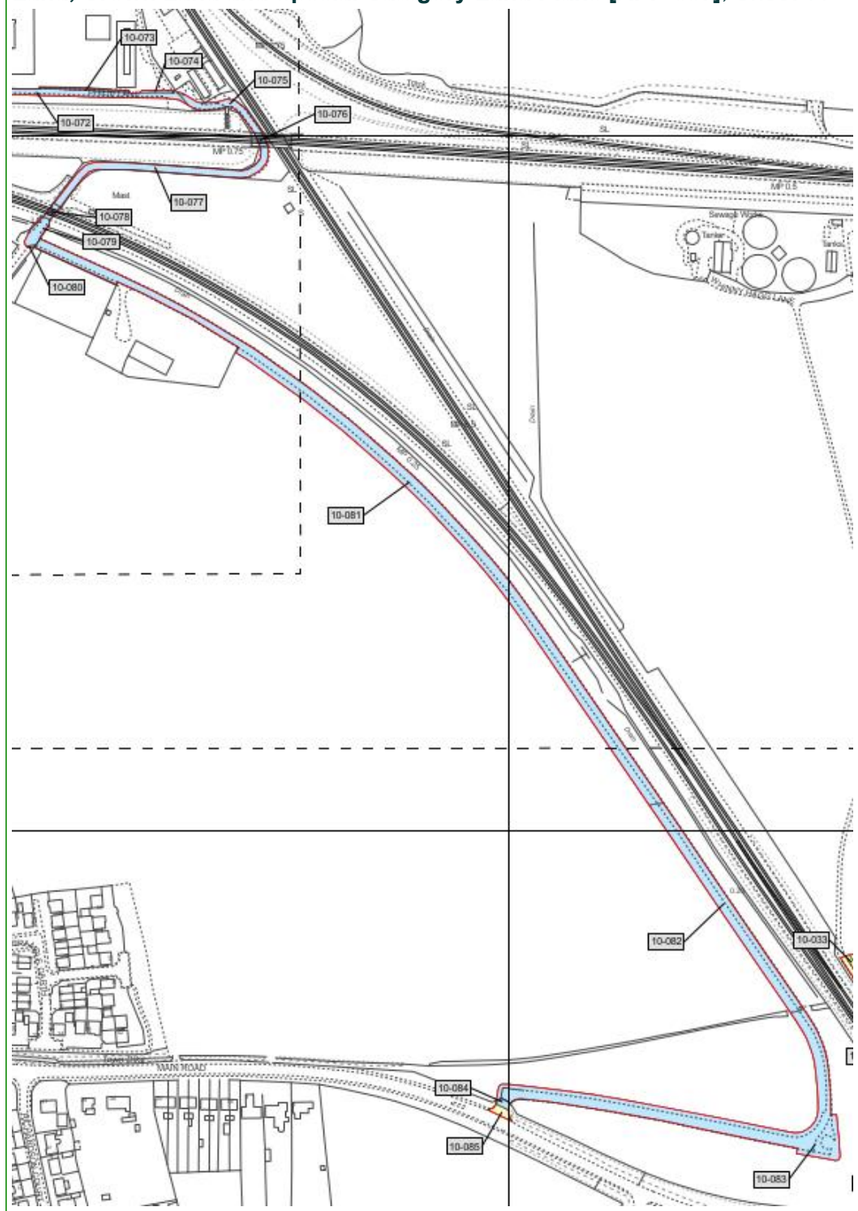
Cable Route Corridor Location	Reason for wider Cable Route Corridor
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 21 	This section of the Cable Route Corridor crosses an area of woodland and footpath 35.15/1/1 which the Applicant has committed to cross using trenchless solutions (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**). This section of the Cable Route Corridor is broader to microsite of the cable and trenchless works during the detailed engineering design work. National Grid are yet to confirm the Point of Connection within the Existing Monk Fryston substation which the Proposed Development would connect into. In addition, the construction of the consented Yorkshire Green National Infrastructure project, which includes physical infrastructure (sub-station, landscape bunds etc) adjacent to Monk Fryston Substation, may overlap with the construction stage of the Proposed Development (both projects may have construction work in 2028). Therefore, the Order Limits includes sufficient space around Monk Fryston Substation to allow for routeing of grid connection cables to the ultimate feeder bay location and to minimise interaction with the Yorkshire Green project.

1.4 Site Accesses

Table 1-2 Site Accesses

Access locations	Reason for land take

Land, Crown Land and Special Category Land Plans [APP-007], Sheet 11

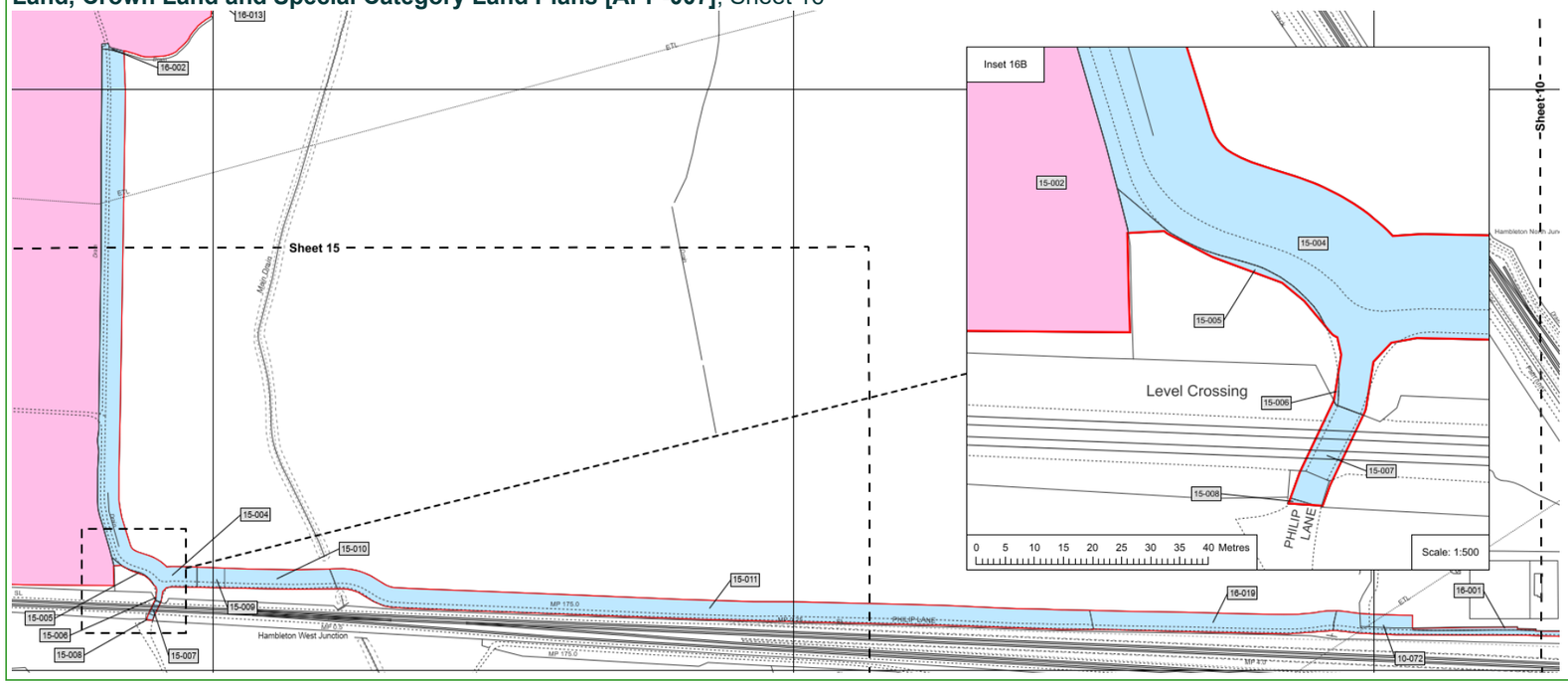


Additional image below

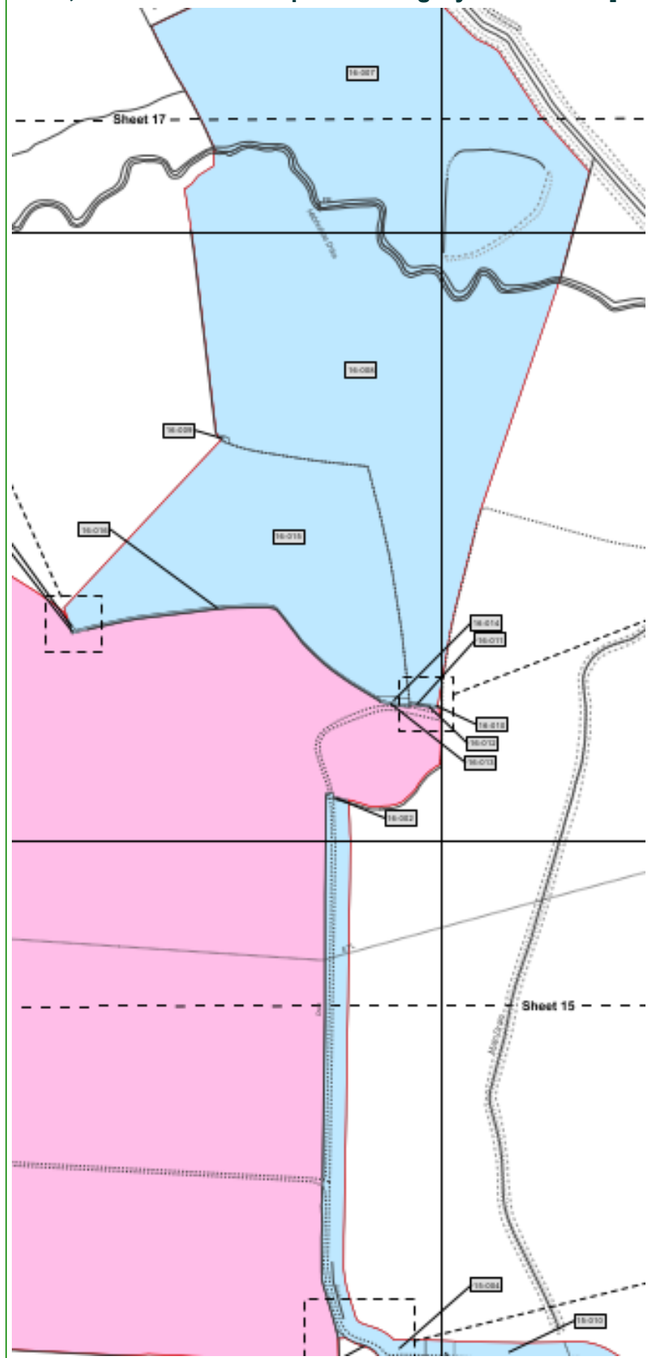
As set out within Section 2.5 of **Environmental Statement, Volume 1, Chapter 2 - The Proposed Development [APP-040]**, Solar Development Site 8 is bordered to the south by a railway line. Currently, access to Site 8 is made via an at-grade level crossing of the Hull Railway Line from Phillip Lane in the south. This access is included within the Order Limits, as Access 1 on **ES Volume 2, Figure 14.4 - Construction Routing [APP-113]** and **Access to Works Plans [AS-006]**, but requires HGVs to use the level crossing.

Network Rail has indicated that using this level crossing may be acceptable. However, the Applicant is conscious that the railway is an operational asset and at the time of construction, and during the operational phase, may not be accessible when it is needed, e.g. rail works.

Access 2 has therefore also been included in the Order Limits via an existing access point from Scalm Lane to the south east of Site 8. This route also requires using an at-grade level crossing, across the Hambleton South Curve rail line, and then uses existing access tracks.

Access locations	Reason for land take
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 16 	

Land, Crown Land and Special Category Land Plans [APP-007], Sheet 16



(Additional image included below)

Access 3 is the only access to Site 8 which does not require crossing a rail line via an at-grade level crossing. Access would be taken via an existing access point from Scalm Lane from the north.

As set out within Section 2.4 of **Environmental Statement, Volume 1, Chapter 2 - The Proposed Development [APP-040]** a new culverted crossing of Habholme Dike would be required for Access 3. There is currently an existing culvert crossing Selby Dam which would be used if practicable. However, the condition of the culvert is not known at present. The existing culvert of Selby Dam may need to be removed and replaced with a new crossing structure. If this is required, a temporary crossing structure would be installed to maintain current access provision if access could not be maintained during the replacement works. Any temporary crossing structure would be likely to be in place for less than 6 months while improvement/repair works are carried out to the existing culverted crossing of Selby Dam.

Desktop work and site surveys have identified a number of constraints north of Site 8 along Access 3:

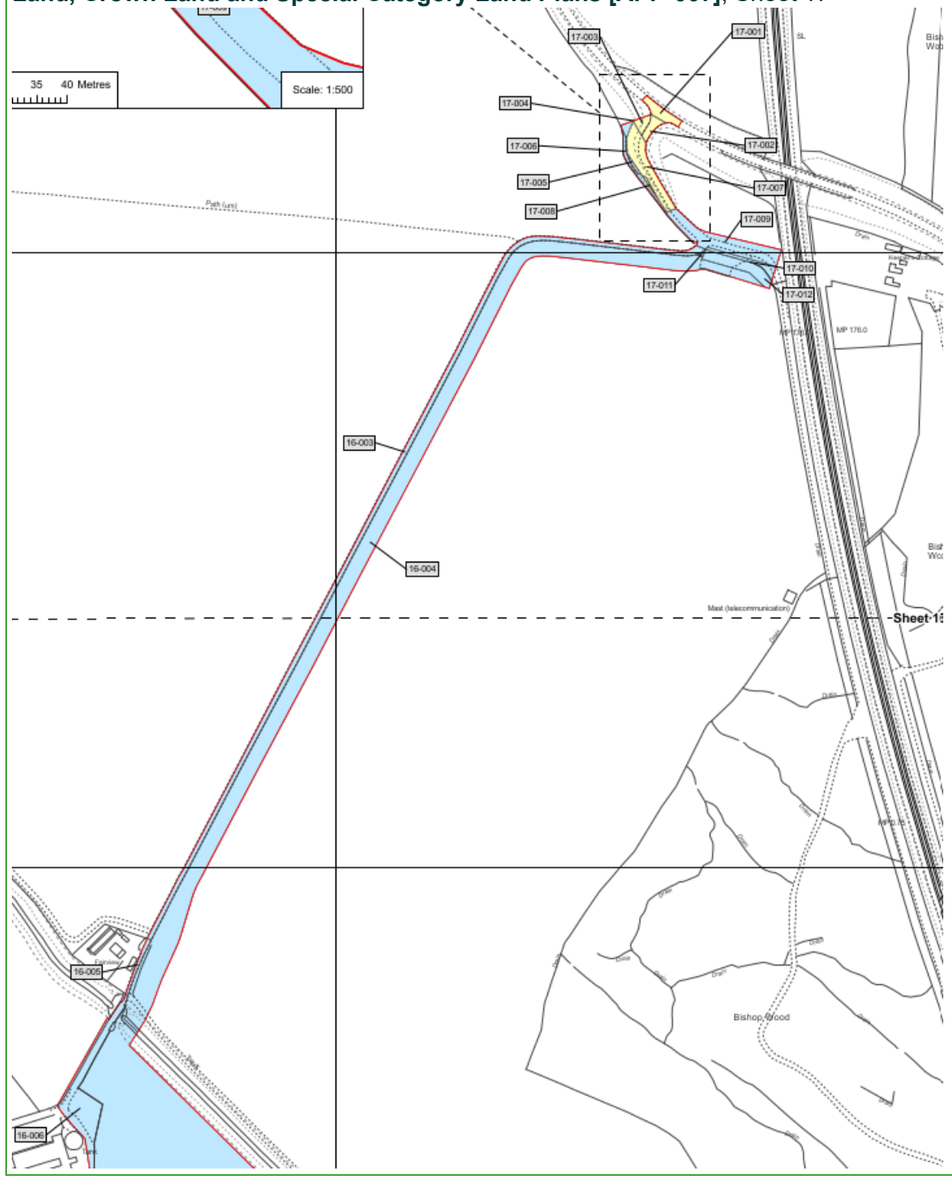
As set out in **ES Volume 1, Chapter 8: Cultural Heritage [APP-046]**, the route of Access 3 to Site 8 is archaeologically constrained, notably containing two potential moated sites (MNY10342, MNY17167) identified in the heritage assets record, and a range of less sensitive features (UHA_120 to UHA_127) identified using LiDAR data (refer to **Volume 2, Figure 8.2 - Heritage Assets and Non-Designated Heritage Assets [APP-086]** and **Volume 2, Figure 8.3 - Heritage Assets Identified Through Archaeological Investigation [APP-087]**).

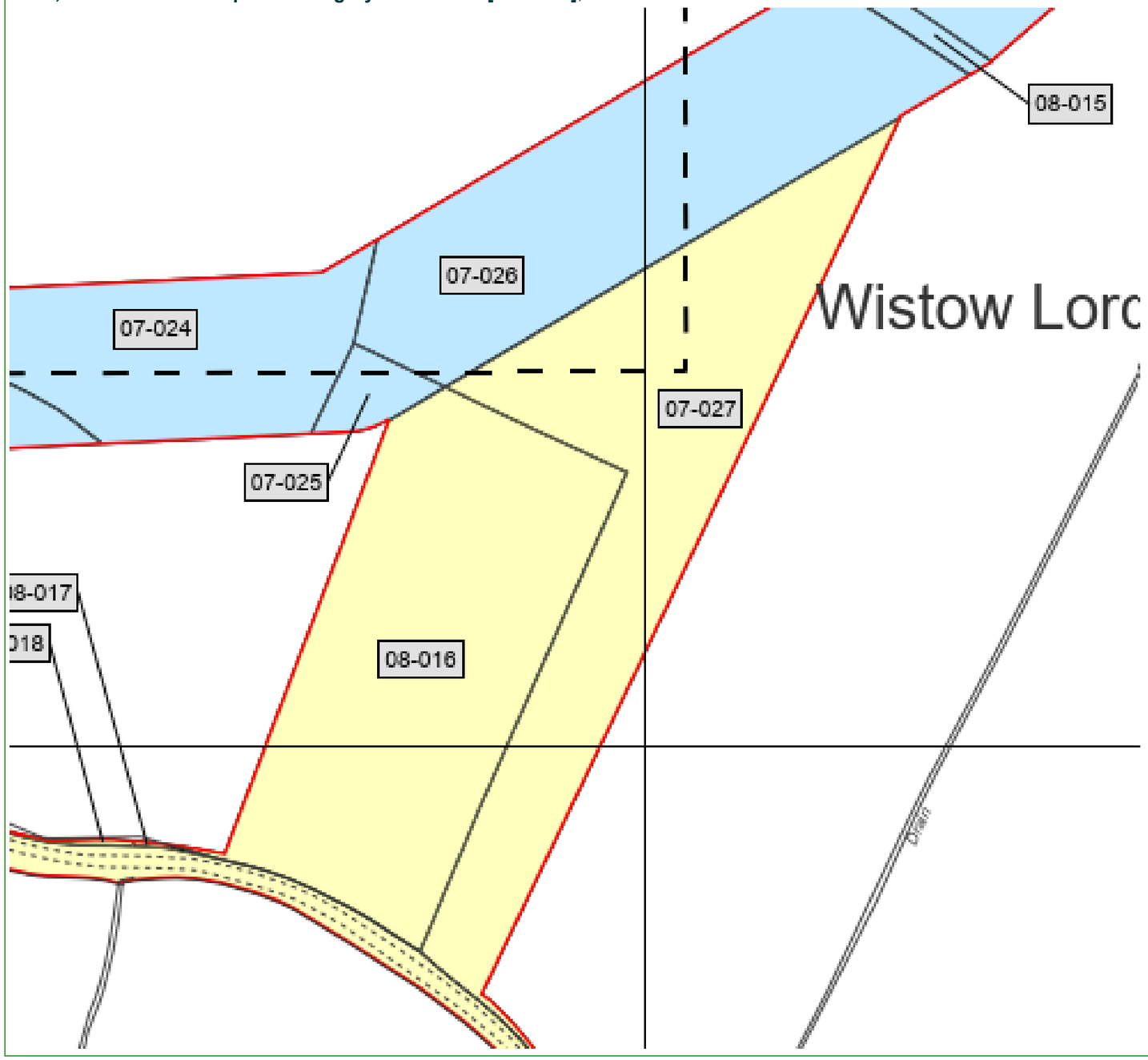
Flexibility has been retained within the Order Limits to allow for access route siting based on the archaeological potential of this section of the Order Limits. The **Archaeological Mitigation Strategy [APP-200]** sets out that appropriate archaeological mitigation will be developed in consultation with North Yorkshire Council to inform the construction in this location.

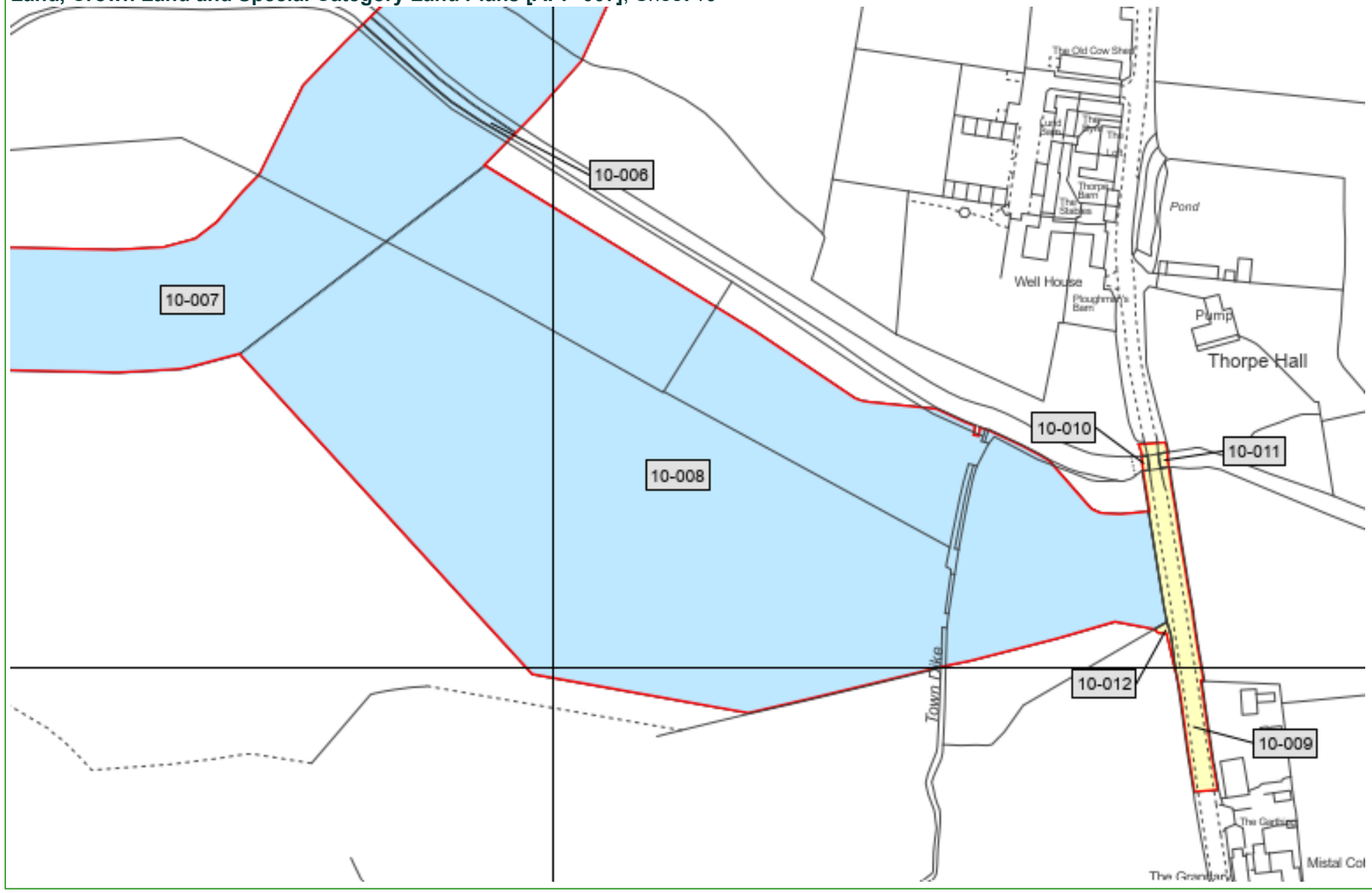
As set out in **ES Volume 1, Chapter 6: Biodiversity [APP-044],** Selby Dam has been identified as high suitability for Otters and habitat for Water Voles and supporting fish species. Habholme Dike has been identified low suitability for Otters. Pre-construction surveys will be completed to identify protected species and inform mitigation implemented during works.

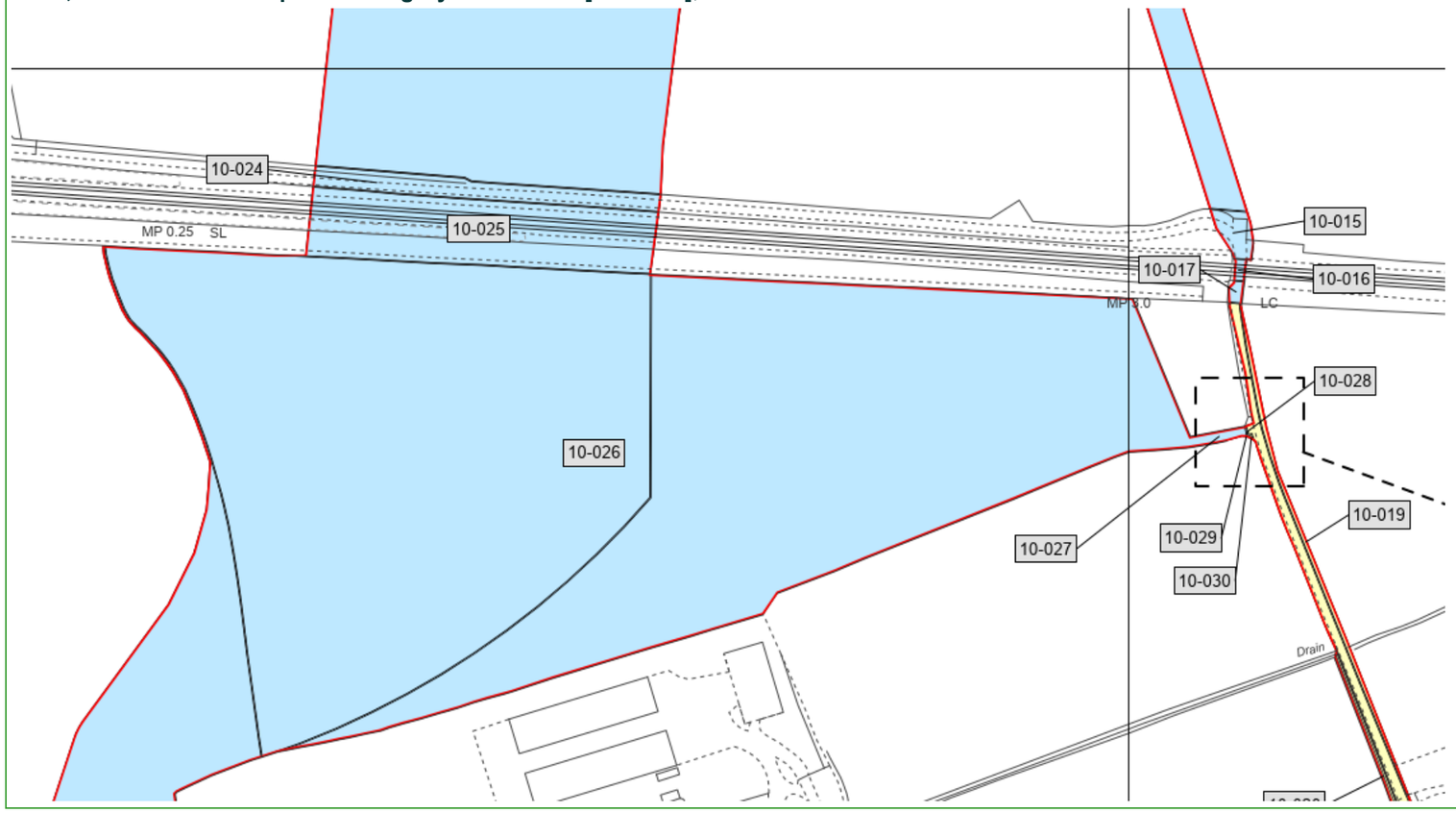
As set out in **ES Volume 1, Chapter 5: Water Resources and Flood Risk [APP-053]**, Selby Dam are identified as of Very High and High importance respectively.

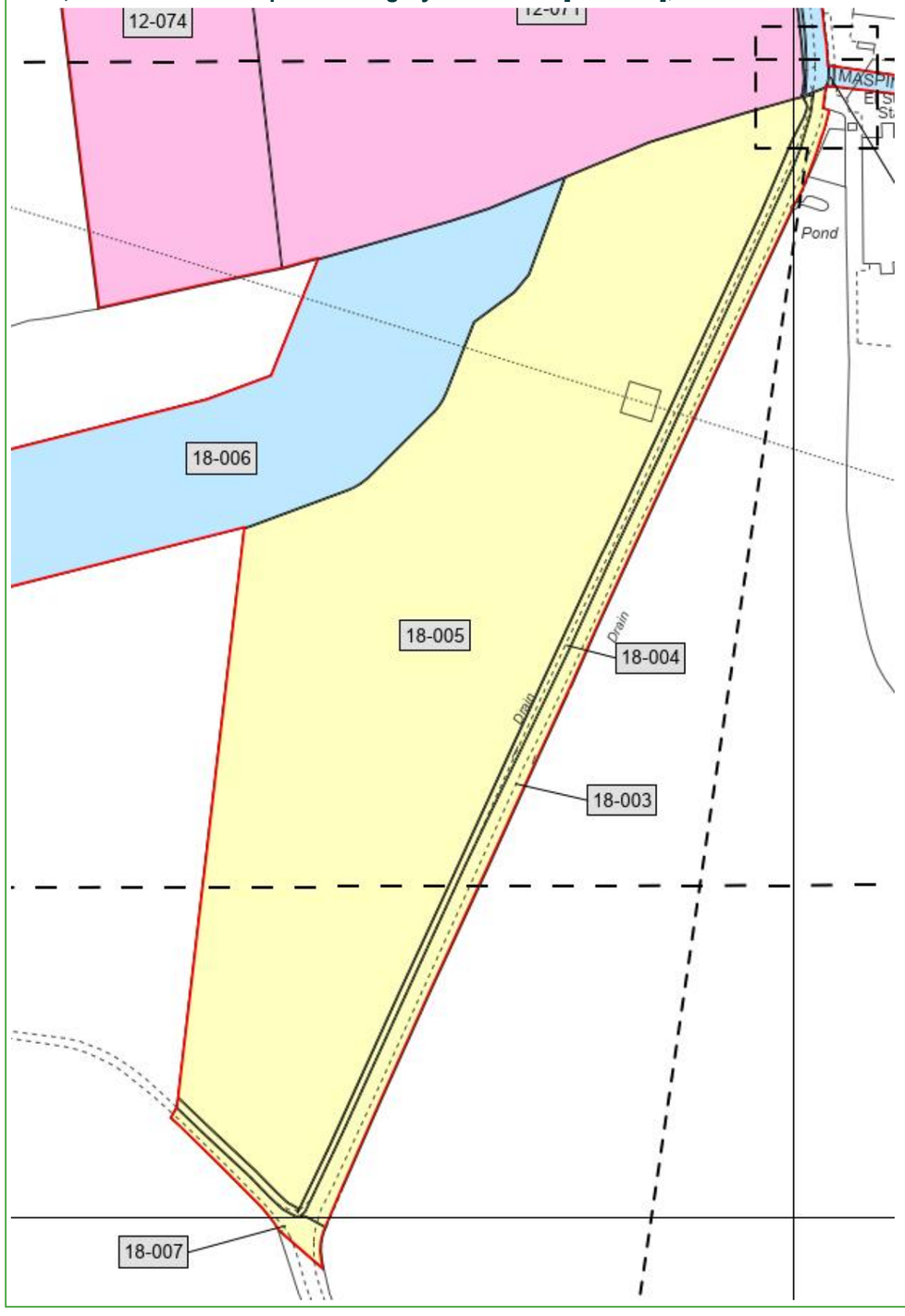
The Order Limits for Access 3 therefore allow for sufficient space to enable micrositing of the access route during detailed design. This will be informed by environmental work

Access locations	Reason for land take
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 17 	to date, pre-construction surveys and technical surveys and engineering work completed to inform the detailed design should development consent be granted.

Access locations	Reason for land take
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 8 	This location provides access to the Cable Route Corridor from Black Fen Lane via access CA9 (refer to **Volume 2, Figure 14.4 - Construction Routing [APP-113]** and **Access to Works Plans [AS-006]**). CA9 is a new access created for the Proposed Development, therefore the Order Limits are broader to enable the access to be sited during the detailed design to minimise impacts to the existing land use both for AIL deliveries (arriving from the north west) and HGVs (arriving from the south east), and potentially could be used to locate passing places on Black Fen Lane.

Access locations	Reason for land take
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 10 	This section on the Cable Route Corridor is constrained by Selby Dam (refer to **Volume 2, Figure 15.1 Surface Water Features [APP-115]**) which the Applicant has committed to cross using a trenchless solution (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**). Access to this area of the Cable Route Corridor must be taken from Dam Lane via access CA16 (refer to **Volume 2, Figure 14.4 - Construction Routing [APP-113]** and **Access to Works Plans [AS-006]**) which would require crossing Town Dike, an IDB maintained watercourse, which runs north south parallel to Dam Lane within the Order Limits (refer to **Volume 2, Figure 15.1 Surface Water Features [APP-115]**). It is proposed that access would be taken over one of the existing culverts which cross Town Dike in this location. The Order Limits is broad enough to capture these culverts and enable micrositing of the access routes which would need to accommodate both AIL and HGV traffic following detailed engineering design work.

Access locations	Reason for land take
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 10 	This section on the Cable Route Corridor is constrained to the north by the Hull Railway Line which the Applicant has committed to cross using a trenchless solution (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**). Access to this section of Cable Route Corridor will be taken from Harry Moor Lane via access CA20 (refer to **Volume 2, Figure 14.4 - Construction Routing [APP-113]** and **Access to Works Plans [AS-006]**). The Order Limits are broad for the access route from CA20 to enable routing construction traffic along the existing field boundaries to minimise impacts to the existing land use and minimise interaction between construction traffic with any cable works and the potential locations of launch and receptor pits associated with the crossing of the rail line.

Access locations	Reason for land take
Land, Crown Land and Special Category Land Plans [APP-007], Sheet 18 	This section on the Cable Route Corridor is constrained by an IDB drain where it enters Site 4 (refer to **Volume 2, Figure 15.1 Surface Water Features [APP-115]**) which the Applicant has committed to cross using a trenchless solution (refer to **Volume 2, Figure 2.5 - Avoidance Areas [APP-062]**). The Order Limits is large enough to allow access to be taken from Roe Lane via an existing access (CA43 shown on to **Volume 2, Figure 14.4 - Construction Routing [APP-113]** and **Access to Works Plans [AS-006]**). As set out within the **Outline Construction Traffic Management Plan [APP-201]**. Access CA43 enables delivery of AIL to the Cable Route Corridor. In addition, the access is constrained by an electricity pylon and lines. This Order Limits is broader to allow for sufficient room for AIL deliveries to access the Cable Route Corridor and navigate the electricity pylon and lines.