

Light Valley Solar

Supporting Environmental Information Report (Change Application)

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**Light Valley
Solar**

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Light Valley Solar

DCO Change Application

Supporting Environmental Information Report

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1 Introduction

1.1 Background

- 1.1.1 This Supporting Environmental Information Report is provided in relation to the **Change Application and Consultation Report [EN0110012/APP/LVS/08.42]** prepared for the Light Valley Solar Development Consent Order (DCO) Application (hereafter referred to as 'the Application'). Notification of Light Valley Solar Limited's (hereafter referred to as 'the Applicant') intention to submit a change request was submitted to the Planning Inspectorate on 25 September 2026 (**Change Notification [CR1-001]**).
- 1.1.2 Light Valley Solar (hereafter referred to as the 'Proposed Development') comprises the construction, operation, maintenance and decommissioning of a solar photovoltaic (PV) electricity generating facility and energy storage facility with a total capacity exceeding 100 megawatts (MW) and export connection to the National Grid.
- 1.1.3 The Proposed Development is described in full in the Environmental Statement (ES) **Chapter 2: The Proposed Development [REP2-027]**.
- 1.1.4 The Application for the Proposed Development was submitted by Light Valley Solar Limited (the Applicant) to the Planning Inspectorate on 10 February 2026. The application was accepted for Examination on 9 March 2026 and Examination commenced on 28 July 2026.
- 1.1.5 An **Environmental Statement ([APP-038 to APP-056 updated by REP2-027 to REP2-048])** accompanies the Application and presents the conclusions of the environmental impact assessment (EIA) completed for the Proposed Development.

1.2 Purpose of this Report

- 1.2.1 This Supporting Environmental Information Report has been produced to assess the proposed changes to the Proposed Development and document any alterations to the content and conclusions of the ES and associated documents as submitted to the Planning Inspectorate on 10 February 2026 or since amended.
- 1.2.2 The proposed changes are described in Section 2 of this Supporting Environmental Information Report with plans showing the proposed addition to the Order Limits and location of the changes provided in Annex A of the **Change Application and Consultation Report [EN0110012/APP/LVS/08.42]**.

2 Description of Changes

- 2.1.1 The Proposed Changes and their rationale are set out in more detail below. Briefly, they comprise:

- a) Change 1: Alternative Access Routes for Access CA2
- b) Change 2: Abnormal Indivisible Loads Access to CA19 via Harry Moor Lane
- c) Change 3: Field 6.9 – Solar Development Site 6 Reduction
- d) Change 4: Visibility Splays for Accesses 1 and 3 of Solar Development Site 4
- e) Change 5: Extension of 275 kV On-Site Substation Compound in Solar Development Site 1
- f) Change 6: Cable Route Corridor East of Garman Carr Lane
- g) Change 7: Solar Development 6 Bird Habitat Area
- h) Change 8: National Grid Monk Fryston Substation Accesses
- i) Change 9: Abnormal Indivisible Loads Access to Access 3 of Solar Development Site 4

2.2 Changes to the Order Limits

Change 1: Alternative Access Routes for Access CA2

- 2.2.1 Change 1 allows for the alteration to the construction access route to access the land within the Cable Route Corridor to the south of Solar Development Site 1. Alternative construction access routes have been considered due to concerns raised by Mrs Tomlinson in respect of impacts to the Field House Farm business from the CA2 access point included within the Application.
- 2.2.2 Two of the potential routes outlined within the **Change Notification [CR1-001]** were Route options 1 and 3 included within Appendix A: Technical Note on Access to Cable Route Corridor in the Vicinity of Field House Farm within the **Written Summary of Applicant's Oral Submissions (Compulsory Acquisition Hearing 1) [REP1-005]** which was submitted at Deadline 1. Given the matters raised in that submission in respect of these options, the Applicant has undertaken relevant ecological surveys, discussed traffic considerations with North Yorkshire Council (NYC) and engaged with Escrick Park Estate (the landowners with whom the Applicant has agreed an option within relation to Solar Development Site 1), to inform if one of these alternative solutions is able to be taken forward.
- 2.2.3 A further alternative route outlined in the **Change Notification [CR1-001]** was to utilise construction route access CA1 (as shown on **Figure 14.4 [APP-113]**). This approach would require the addition of a temporary open span bridge over Dam Dike. This option would not require any additions to the Order limits. The Applicant has undertaken specific engagement with the Environment Agency (EA) and the Ouse and Derwent Internal Drainage Board (IDB) to ascertain their views as to whether this approach could be supported.
- 2.2.4 Section 6.2 of the **Change Application and Consultation Report [EN0110012/APP/LVS/08.42]** sets out an environmental assessment of the three additional route access options, in addition to Route 2 which is already assessed within the Application. The assessment has determined that construction access Route 2 is acceptable, with the mitigation already secured in the Application. For

the avoidance of doubt, Route 2 does not require any additional land and there are no other changes relating to Route 2 proposed in this Change Application. The appraisal has also confirmed that the use of access CA1 and new Route 3 are to be taken forward as additional route options within this Change Application for the reasons summarised below.

- 2.2.5 Using access CA1 is technically feasible but cannot be confirmed until post-consent at the detailed design stage. Use of CA1 to access the Cable Route Corridor south of Dam Dike is also dependent on the EA's approval of a full-span crossing at Dam Dike. While the EA has agreed in-principle through pre-submission engagement that a full-span crossing should be prioritised over culverting, the Applicant will need to submit the detailed design of the crossing to the EA for approval. The Applicant is conscious that the earliest construction work could start is 2028 and there is no guarantee that the EA would adopt this position at that point in time. It is noted that the use of CA1 does not constitute a change to the Order Limits and does not require any additional land.
- 2.2.6 The Applicant has included Route 3 as an alternative option in this Change Application in the event that the Secretary of State considers that any harm caused to receptors as a result of Route 2 would be unacceptable, and where CA1 cannot be progressed. If Route 3 is preferred, the maximum area of the land to be added to the Order Limits is 1.73 hectares (ha). However, the Compulsory Acquisition (CA) Regulations are not invoked because the additional land is needed for temporary rights only, and temporary possession of land does not fall within the definition of 'additional land' in the CA Regulations. This approach is well-established, such as in the Medworth Energy from Waste Combined Heat and Power Facility Development Consent Order (DCO) Change Application (Ref 1).

Change 2: Abnormal Indivisible Loads Access to CA19 via Harry Moor Lane

- 2.2.7 The Applicant engaged with Network Rail Infrastructure Limited (NRIL) during the pre-application period to understand suitability of the use of CA19 (shown on Sheet 10 of the **Access to Works Plans [EN0110012/APP/LVS/02.05] (Change Application)**) and specifically the level crossing at Harry Moor Lane, however resource constraints due to illness within NRIL meant that a site visit was delayed many months. As a result, the site visit took place post-submission of the DCO Application. Further, detailed assessment could only be undertaken after the NRIL engagement initiated through the site visit. This identified that an over sail of Abnormal Indivisible Loads (AILs) beyond the Order Limits would be required at Harry Moor Lane.
- 2.2.8 Change 2 is therefore proposed to extend the Order Limits in this location to ensure that AIL deliveries can be taken during construction, operation and decommissioning. This change will invoke the CA Regulations as it involves land outside of the Order limits in which compulsory acquisition of rights powers would be required (as it involves land outside of the highway boundary or involves land adjacent to existing rights plots).

2.2.9 The area of the land to be added to the Order Limits is approximately 0.03 ha.

Change 3: Field 6.9 – Solar Development Site 6 Reduction

2.2.10 Change 3 comprises a reduction in the Order Limits within the northern section of Solar Development Site 6 in Field 6.9 (as identified in **[APP-061]**). The area of land required within Field 6.9 has been reduced following on-going discussions with the landowner as to the usage and layout of this site.

2.2.11 The area of the land to be removed from the Order Limits is approximately 0.24 ha.

Change 4: Visibility Splays for Accesses 1 and 3 of Solar Development Site 4

2.2.12 Change 4 comprises a change to the Order Limits to include additional land required to provide and maintain the sightlines to ensure strict DMRB CD109 and 123 compliance at access points 1 and 3 of Solar Development Site 4 (as shown on **Figure 14.4 [APP-133]** and Sheets 12 and 18 of the **Access to Works Plans [EN0110012/APP/LVS/02.05] (Change Application)** (labelled as points 10 and 8 respectively).

2.2.13 On review of the access arrangements, it was considered appropriate to adopt a more precautionary approach when defining the Order Limits in relation to the visibility splay on these accesses. It has been identified that additional land is required to be able to maintain the necessary visibility and provide sufficient control over any vegetation, boundary features or other potential obstructions that could affect visibility at the access locations during construction, operation and decommissioning. This is important not only to enable the visibility splay to be provided initially, but also to ensure that it can be maintained throughout the period for which the access is required.

2.2.14 This change invokes the Change Regulations as it involves land outside of the Order limits in which compulsory acquisition of permanent rights will be required to enable access into SDS 4 for the lifetime of the Proposed Development.

2.2.15 The area of the land to be added to the Order Limits is approximately 0.11 ha.

2.2.16 Drawing EN0110012/APP/LVS/06.03.14.B.V004_1 in Annex B of the **Transport Assessment [REP2-077]** (see pdf page 156) identifies the extent of the visibility splay at Access Point 1 at Solar Development Site 4 associated with the desirable minimum stopping sight distance of 160 m. The northern extent of the splay lies within the area to the north of Roe Lane Bridge identified for the proposed extension to the Order Limits, demonstrating the relationship between the land sought and the visibility requirements associated with Access Point 1.

2.3 Changes within the Order Limits

Change 5: Extension of 275 kV On-Site Substation Compound in Solar Development Site 1

- 2.3.1 The Applicant's parent company, Island Green Power UK Limited is currently preparing to commence construction of another solar scheme that was granted consent in 2025 and continues to review, and where necessary, apply any relevant learnings from this process into other projects being developed. As such the Applicant has identified that an additional 0.2 ha for the 275KV Onsite Substation at SDS1 would allow an optimum layout to be developed. The Applicant can confirm that this change is not needed to ensure that its various environmental drainage and safety commitments at the substation can be met.
- 2.3.2 No change to the Order Limits is required to facilitate this change. Change 5 simply comprises a change to the limits of deviation at this location.

Change 6: Cable Route Corridor East of Garman Carr Lane

- 2.3.3 As set out within the Applicant Technical Note Plot Size **[REP2-115]**, this section on the Cable Route Corridor is constrained by an Internal Drainage Board Ditch (IDB) ditch (refer to ES Volume 2, **Figure 15.1 Surface Water Features [APP-115]**) which the Applicant has committed to cross using a trenchless solution (refer to ES 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 crossing in the west of the Cable Route Corridor which would be used for access where practicable, rather than introducing new temporary culverts.
- 2.3.4 Subsequent analysis has identified that full width of the Cable Route Corridor north of the IDB ditch is not required for laying of Interconnecting Cables, but this area is still required to facilitate construction vehicle access. Change 7 therefore comprises a reduction in the Works No.5 area and an increase in Works No.8a to reflect this, whilst also facilitating a reduction in the amount of permanent rights required (and thus downgrading to temporary possession only powers to be sought).
- 2.3.5 No change to the Order Limits is required to facilitate this change.

Change 7: Solar Development 6 Bird Habitat Area

- 2.3.6 Change 7 comprises the removal of an area of solar PV at Solar Development Site 6 from the Works Plans to the south of Milford Lodge and Milford Lodge Cottage to create a "Bird Habitat Area". Change 7 has been proposed to address NYC concerns with regard to ground nesting birds (skylark), following engagement with NYC in relation to the data corruption issue presented and detailed in the **Technical Note Updated Ground Nesting Bird Baseline [REP2-114]**. NYC has agreed with the reassessment and conclusions in the **Technical**

Note [REP2-114] (see **Statement of Common Ground [REP3-027]**) but maintain concerns due to the location and scale of the land available for nesting skylark specifically.

- 2.3.7 In response to **the Rule 17 [PD-010]**, the Applicant confirms that the change to include the “Bird Habitat Area” within Solar Development Site 6 will not alter the extent, management objectives or intended function of the Bird Mitigation Area (BMA) at Solar Development Site 1. Even following on from a change in baseline conditions identified and addressed through the re-evaluation of data, the Bird Habitat Area provided for ground nesting birds mitigates for the Proposed Development’s non-significant residual effects pursuant to the assessment in **Chapter 12: Ornithology [REP2-037]**. The additional Bird Habitat Area for skylark management within Solar Development Site 6 is to proactively respond to NYC’s concerns **[REP2-114]** rather than a necessary mitigation for the purposes of policy compliance.
- 2.3.8 The Bird Habitat Area will comprise of grassland managed for ground nesting birds to be developed in accordance with the existing **Outline Landscape and Ecological Management Plan [REP2-095]**. No updates to the Outline LEMP are required for the purposes of Change 7, and no change to the Order Limits is required to facilitate this change.
- 2.3.9 Solar Development Site 4, where the highest densities of skylark were recorded, was considered when identifying potential mitigation areas for both breeding and non-breeding birds during the pre-application phase as stated in **[REP2-114]**. However, the distribution of overhead lines (OHLs) and hedgerows constrains the extent of continuous, open habitat available following the application of appropriate offsets. Provision of a suitable mitigation area would also require extensive hedgerow removal.
- 2.3.10 The Bird Habitat Area within Solar Development Site 6 is free of OHLs and comprises a large, regularly shaped parcel. Unlike the narrower eastern extent, its configuration allows 50 m offsets to be accommodated while retaining a substantial, continuous area of suitable habitat. No skylark were recorded within Solar Development Site 6 during the baseline surveys **[AS-032]**. The proposed management therefore offers an opportunity to establish suitable breeding habitat in an area with no recorded territories.
- 2.3.11 Throughout the pre-application and examination period, the Applicant engaged with Yorkshire Wildlife Trust, the Royal Society for Protection of Birds (RSPB) and North Yorkshire Council, where all but the RPSB stated that they would be submitting Relevant Representations as it was satisfied with the overall conclusions and their concerns were largely around non-breeding birds only. Following identification of the data corruption, the Applicant contacted all three parties to re-present the breeding bird baseline data and the ES assessment conclusions, which was welcomed by NYC and the Yorkshire Wildlife Trust (YWT). The RSPB did not follow up and YWT have not engaged since.
- 2.3.12 Following engagement since the **Change Notification [CR1-001]**, NYC has welcomed the Applicant’s efforts to address residual impacts on ground nesting

birds through Change 7 and has requested additional information. The Applicant is considering this request and will provide an update at Deadline 4.

- 2.3.13 Natural England (NE) reviewed Change 7 and was invited to provide comment. In response, Natural England advised by email of 9 October 2026 that the matters raised do not relate to notified features of a designated site and has therefore deferred consideration of these matters to NYC. Natural England also stated that the changes did does not make a material difference to Natural England's conclusions on the Proposed Development.
- 2.3.14 In addition, engagement has been ongoing with Sherburn Aero Club alongside consideration of their Relevant and Written Representations. There is agreement that the removal of solar PV panels adjacent to the proposed emergency landing strip in Solar Development Site 6 could provide additional space for emergency landings from runway 19 as required.
- 2.3.15 The updated photomontages for Viewpoint 46 as a result of Change 7 are included in Annex A.

Change 8: National Grid Monk Fryston Substation Accesses

- 2.3.16 Change 8 comprises the addition of the rights to use the two existing access points from Rawfield Lane into the Monk Fryston Substation. This follows receipt of NGET's Representation **[RR-1037]**, suggesting use of their access and on-going discussions with NGET in respect of connection works at the substation. This is to ensure that access to the Site can be taken while navigating the existing and proposed substation infrastructure within the National Grid Monk Fryston Substation, regardless of where the 275 kV feeder bay is ultimately located, along with associated works to connect the Grid Connection Cables for the Proposed Development. The access points are pre-existing access points for the operational substation, and no changes are proposed to the access points themselves. It is noted that once agreement in respect of the bespoke Protective Provisions with National Grid Electricity Transmission (NGET) is reached, the Protective Provisions would enable the Applicant to seek to use such accesses. Access arrangements would form part of the Applicant's method statement which is subject to NGET's written approval.
- 2.3.17 No change to the Order Limits is required to facilitate this change.

Change 9: Abnormal Indivisible Loads Access to Access 3 of Development Site Solar 4

- 2.3.18 Change 9 ensures that, following swept path analysis, AILs delivering transformers would be able to access SDS4 at the location of Access 3 (as shown on **Figure 14.4 [APP-113]** and labelled as point 9 on the **Access to Works Plans [EN0110012/APP/LVS/02.05] (Change Application)**).
- 2.3.19 The change is necessary to achieve access by AILs transporting transformers to Access 3 (part of proposed Change 9) to ensure that transformers can be transported over Roe Lane Drain (an IDB drain) which runs to the south and east

of the Solar Development Site 4. Apart from Roe Lane, there are no existing crossings of Roe Lane Drain that could be used. If access is taken from CA43 a new temporary culvert would need to be installed or /transformers would need to be lifted by crane over Roe Lane Drain in order to avoid works to the existing culvert at Access 3. A new temporary culvert would require greater works than what is proposed. Lifting the transformers would be a major engineering operation, requiring extensive temporary enabling works to build a pad of the size and strength needed for a crane. The transformer weight and set back to the sub-station location would necessitate a very large crane. The location is further constrained by a 400kV existing overhead line to the south. Once lifting is complete the field would need to be reinstated and the operation repeated for any transformer replacements. Therefore, localised works to the culvert at Access 3 are proposed to be brought into the Proposed Development.

- 2.3.20 Access CA43 would still be required for AIL deliveries of cable drums to facilitate the grid connection cable construction works.
- 2.3.21 As transformers may need to be replaced during the lifetime of the Proposed Development, such access needs to be supported by permanent rights. This Change therefore invokes the CA Regulations, as it will require an 'upgrade' of powers sought from, temporary possession, to compulsory acquisition of permanent rights, to facilitate this. For the avoidance of doubt, there are no changes required to the spatial extent of the Order Limits for this change
- 2.3.22 The Applicant notes that to facilitate AIL access at this location, the existing culvert over Roe Lane Drain will need be widened during the construction period to allow for transformers to be delivered to Site. The culvert would be returned to its current dimension following construction and this process may then need to be repeated at any replacement stage and decommissioning.
- 2.3.23 Swept Path Analysis of drawings to demonstrate safe and suitable access can be achieved is provided at Annex B.

3 Supporting Environmental Information

3.1 Overview

- 3.1.1 The likely environmental impacts and effects resulting from the Proposed Development during construction, operation and decommissioning are reported in the **ES ([APP-038 to APP-056 updated by REP2-027 to REP2-048])** submitted as part of the DCO application for the Proposed Development and updated where required during the Examination.
- 3.1.2 This Supporting Environmental Information has been produced to assess the Proposed Changes and document any alterations to the content and/or the conclusions on assessment of environmental effects within the ES and associated documents as submitted to the Planning Inspectorate on 10 February 2026 or as since amended.

3.2 Assessment Findings

3.2.1 This Section provides an assessment of the Proposed Changes. The following topics (as included in the ES) are considered:

- Agricultural Land and Soils
- Biodiversity
- Climate Change Resilience
- Cultural Heritage
- Greenhouse Gas Emissions
- Landscape and Visual
- Noise and Vibration
- Ornithology
- Socioeconomics
- Traffic and Movement
- Water Resources and Flood Risk
- Other Environmental Matters
- Cumulative and In-Combination Effects

3.2.2 The proposed changes have been assessed in line with the methodologies set out in **ES Volume 1, Chapter 4: Approach to EIA [APP-042]** and further detailed in environmental topic chapters of the ES which outline the overarching process for the assessment of environmental impacts.

3.2.3 Each topic section of Table 3-1 below compares the effect of the changes on the conclusions of the ES during the construction, operation and decommissioning phases, as well as identifying if the changes result in any change to the cumulative assessment (including in-combination effects) presented in the ES.

Table 3-1: Environmental Assessment

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
Chapter 5: Agricultural Land and Soils	Baseline <u>Changes 1-9</u> There are no material changes to the Agricultural Land and Soils baseline detailed in ES Volume 1, Chapter 5: Agricultural Land and Soils [REP2-031]. Likely Effect of the Changes <u>Changes 1, 2, 3, 4, 6, 7, 8, 9</u> These changes are not considered to give rise to any material changes to the construction phase, operation phase and decommissioning phase assessment outcomes for Agricultural Land and Soils. The overall conclusions of the assessment in ES Volume 1, Chapter 5: Agricultural Land and Soils [REP2-031] are unchanged. <u>Change 5</u> An increase in the substation area in Solar Development Site 1 would result in an additional permanent loss of 0.2ha of agricultural land classified as Subgrade 3b. The overall conclusions of the assessment in ES Volume 1, Chapter 5: Agricultural Land and Soils [REP2-031] are unchanged. Cumulative Effects <u>Changes 1-9</u> The assessment of cumulative effects with the developments contained in ES Volume 1, Chapter 5: Agricultural Land and Soils [REP2-031] is unchanged.
Chapter 6: Biodiversity	Baseline <u>Changes 1-9</u> There are no material changes to the Biodiversity baseline detailed in ES Volume 1, Chapter 6: Biodiversity [REP2-033]. Likely Effect of the Changes <u>Change 1</u>

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	<u>CA2 Alternate access route via access CA1 Option</u> This change will require a temporary open span bridge to be installed to cross Dam Dike. An otter and water vole survey was completed in September 2026 at the proposed crossing point over Dam Dike, and 200 m either side of the crossing point. The ditch was generally suitable for water vole and commuting otter; however no definitive evidence of the species was recorded. Updated surveys for both species will be required in the suitable season immediately prior to the start of works to confirm the current spread of the species and any specific mitigation. Current plans detail that an open span crossing will be used, designed cognisant of commuting mammals, such as otter, to ensure they are not dissuaded from using the ditch during the construction phase. This will however be confirmed at detailed design phase and subject to Environment Agency consent. Precautionary working methods (PWMs) to be outlined in the detailed CEMP will also help to protect the species, and other mammals, during construction. Common Wood Site of Importance for Nature Conservation (SINC) is present to the west of the proposed crossing point. The works area will not be located within the 15 m buffer of the SINC. However, will cross Dam Dike, which connects to Common Wood SINC. As such, this may form an impact pathway to the SINC as a result of water pollution during the construction of the ditch crossing. However, standard pollution prevention methods are included in the Outline Construction Environmental Management Plan (oCEMP) [REP2-089], which will act to reduce any potential water pollution and therefore protect the ditch habitats and connected SINC. The crossing will also be an open span crossing, with no culvert proposed. This will have a lesser impact on the channel and therefore a reduction in potential pollution related impacts. The open span bridge will only be required during the construction phase of the surrounding section of cable route, and as such any potential impacts will be temporary and sufficiently mitigated. Any areas of habitat that require removal for the construction of the crossing, including a small area of mixed scrub, hedgerow and modified grassland will be reinstated post construction. Due to the limited potential impacts as a result of this change and the proposed mitigation, it is not considered to give rise to any material changes to the construction phase, operation phase and decommissioning phase assessment outcomes for biodiversity. The change will very slightly alter the BNG calculation; however, this will not be significant. <u>Route 3 Option</u>

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	This change would require increased passage of construction traffic within the 15 m buffer zone of Common Wood SINC. This being said, this route is separated from the SINC by Dam Dike, passing on the opposite ditch bank, which would act to reduce potential impacts to the root protection area of the ancient woodland within the SINC. A CEMP would also be in place to reduce potential impacts on the SINC as a result of pollution within the 15 m buffer from runoff and dust. Route 3 largely extends over modified grassland and cropland, so impacts will be minimal. Some hedgerow removal and the removal of one small tree would be required; however, any required habitat removal would be reinstated post development. In addition, the small tree to be lost was assessed as providing no bat roosting potential. Following the arboricultural assessment, there is also the potential for one additional tree to require removal, however this cannot be confirmed at this stage. The tree was assessed as FAR (Further Assessment Required) during the Ground Level Tree Assessment (GLTA) due to the identification of Potential Roosting Features (PRF) such as linear cracks, deadwood and flaking bark from ground level. As such, further climbed or emergence surveys would be required to confirm the roosting potential of the tree, and whether any bats are currently roosting within the tree. Due to the seasonal constraints afforded to these further bat surveys, they cannot be undertaken at this time. As such, in lieu of further bat survey results, a worst-case assessment has been completed. While highly unlikely, the worst-case scenario would be for a maternity roost of various species to be damaged/destroyed during the potential removal of the tree. However, further surveys will be completed prior to the removal of the tree (should it require removal) to confirm the suitability of the PRFs from aerial, and whether bats use the trees to roost. If a roost is confirmed in the tree and it requires removal, a NE bat licence will be required before the tree can be felled. Due to the size of the Solar Development Sites, and as only one tree requires further survey, it is anticipated that any required mitigation for the loss of bat roosts, even considering the worst-case scenario, could be easily accommodated within the Proposed Development, such as the installation of bat boxes. The route passes within the 10 m buffer of Dam Dike. An otter and water vole survey of Dam Dike adjacent to this route was completed in September 2026. The ditch was generally suitable for water vole and commuting otter; however no definitive evidence of the species was recorded. Updated surveys for both species will be required in the suitable season prior to the start of works to confirm the current spread of the species and any specific mitigation.

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	PWMs to be outlined in the detailed CEMP will also help to protect commuting otter, and other mammals, during construction. Due to the limited potential impacts as a result of this change and the proposed mitigation, it is not considered to give rise to any material changes to the construction phase, operation phase and decommissioning phase assessment outcomes for biodiversity. The change will slightly alter the BNG calculation; however, this will not be significant. <u>Change 2</u> Change 2 comprises the addition of 0.03 ha of additional habitat to the Order Limits comprised of modified grassland, hardstanding and bramble scrub adjacent to a road already included the Order Limits, to allow the passage of Abnormal Indivisible Loads (AILs) along this road. It has been assessed that the proposed use of the road by AILs may require the removal of three trees within the additional 0.03 ha of habitat. A Ground Level Tree Assessment (GLTA) of these trees was completed in October 2026, with all trees assessed as providing no bat roosting potential. Therefore, no mitigation for roosting bats would be required prior to the removal of the trees. No badger setts were identified within the area of bramble scrub added to the Order Limits, however, due to the density of the habitat, the area could not be fully surveyed for the species. Nevertheless, the scrub was assessed from its exterior, with no mammal paths identified leading into the scrub. A pre-commencement survey of the area would be completed immediately prior to the start of works to confirm badger are still absent from the area. In light of the above, this change is not considered to give rise to any material changes to the construction phase, operation phase and decommissioning phase assessment outcomes for biodiversity. The change will however very slightly alter the BNG calculation; however, this will not be significant. <u>Change 3</u> Change 3 involved the removal of 0.24 ha from the order limits comprising modified grassland and cropland at baseline, and neutral grassland and mixed scrub post development. Due to the small areas and habitats involved in these changes, they are not considered to give rise to any material changes to the construction phase, operation

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	phase and decommissioning phase assessment outcomes for biodiversity. These changes may very slightly alter the BNG calculation; however, this will not be significant. <u>Change 4 and 5</u> Changes 4 comprises a small addition of 0.11 ha hardstanding to the baseline and Change 5 comprises a small change of 0.2 ha of proposed solar panels to hardstanding substation. Due to the small areas and habitats involved in these changes, they are not considered to give rise to any material changes to the construction phase, operation phase and decommissioning phase assessment outcomes for biodiversity. These changes will however very slightly alter the BNG calculation; however, this will not be significant. <u>Change 6 and 8</u> Due to the small scale and nature of these changes, they are not considered to give rise to any material changes to the construction phase, operation phase and decommissioning phase assessment outcomes for biodiversity. <u>Change 7</u> The removal of solar PV infrastructure (with modified grassland proposed beneath the panels) south of Milford Lodge within Solar Development Site 6 and its replacement with grassland managed as bird habitat (neutral grassland) would provide improved habitats for fauna post development, as the area will be managed specifically for wildlife. However, given the overall extent of the Order Limits, this change, even though positive for ecology, would not be sufficient to alter the overall significance of ecology effects detailed in Chapter 6: Biodiversity [REP2-033]. This change will however slightly alter the BNG calculation; although, any change will be positive. <u>Change 9</u> The change will require the existing culvert over Roe Lane Drain to be widened during the construction period. The culvert would be returned to its current dimension following construction and this process may then need to be repeated at any replacement stage and decommissioning. During the water vole and otter surveys completed at the culvert over Roe Lane Drain (survey location D4.8a), the ditch was found to be dry, and therefore unsuitable for the species. However, a second crossing point was surveyed within the same ditch (survey location D4.8b) approximately 140 m west of the Roe Lane Drain culvert, at which point the ditch was found to hold water and was

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	concluded to have low suitability for otter. In addition, water vole feeding remains were recorded within the western survey area of D4.8b. The water vole feeding remains were located approximately 300 m west of the proposed location of the in-channel works at the existing culvert over Roe Lane Drain (with the proposed in channel works forming the basis of Change 9). The ditch reference numbers are detailed on the Water Vole Results Plan [APP-082]. Currently, as the in-channel works will be small-scale, temporary, completed within a dry section of ditch, with feeding remains recorded 300 m from the proposed works location, and no water vole burrows identified within the ditch, the proposed temporary widening of the existing culvert over Roe Lane Drain would have negligible impacts on water vole and otter. The works should however be completed under PWMs for the species as a precautionary approach. Updated water vole and otter surveys in the applicable survey season prior to the start of works should be completed to confirm this assessment is still correct at the time of the proposed works. Should the updated surveys conclude water vole, or otter would be impacted by the proposed works, the species will be suitably mitigated through the application of a Natural England licence. Works to the existing culvert proposed in Change 9 may also require the removal of three trees adjacent to the working area. A Ground Level Tree Assessment (GLTA) of these trees was completed in October 2026. All three trees were assessed as FAR (Further Assessment Required). This was because of ivy coverage present on the main stem of the trees, which may obscure Potential Roosting Features (PRF). However, no PRFs were visible from the ground, and the ivy was not thick enough to form a PRF in its own right. As such, further climbed surveys, an additional GLTA in winter, or further emergence surveys would be required to confirm the roosting potential of the tree, and whether any bats are currently roosting within any of the trees. Due to the seasonal constraints afforded to these further bat surveys, they cannot be undertaken at this time. As such, in lieu of further bat survey results, a worst-case assessment has been completed. While highly unlikely, the worst-case scenario would be for a maternity roost of various species to be damaged/destroyed during the removal of each of the three trees. However, further surveys will be completed prior to the removal of these three trees to confirm if PRFs are present, and whether bats use the trees to roost. If a roost is confirmed in a tree to be removed, a NE bat licence will be required before the tree can be felled. Due to the size of the Solar Development Sites, and the low number of trees to be surveyed, it is anticipated that any required mitigation for the loss of bat roosts, even considering the worst-case scenario, could be easily accommodated within the Proposed Development, such as the installation of bat boxes.

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	In light of the above, this change is not considered to give rise to any material changes to the construction phase, operation phase and decommissioning phase assessment outcomes for biodiversity. The change will however very slightly alter the BNG calculation; however, this will not be significant. BNG The BNG calculation has been updated following the changes above. The changes will provide a 78.61% gain in habitat units, a 71.03% gain in hedgerow units, and a 10.4% gain in watercourse units, as a worst-case scenario assessment. The variation from the originally submitted BNG calculation is provided below: • Increase of 0.31 habitat units • Reduction of 1.09 hedgerow units • Reduction of 0.02 watercourse units This confirms the changes are insignificant with regards to BNG. To satisfy the trading rules however, an additional 51 small trees require inclusion in the landscape proposals for the Solar Development Sites. Due to the size of the Solar Development Sites, it is feasible to accommodate these trees within the Order Limits. Aquatic Ecology: <u>Changes 2, 3, 4, 6, 7, 8</u> These changes are not considered to give rise to any changes to the construction phase, operation phase and decommissioning phase assessment outcomes for Biodiversity (aquatic) as they will not result in direct effects on any watercourses or aquatic environment. Any indirect effects on the aquatic environment, such as pollution entering watercourses via overland flow pathways, would be mitigated by the measures set out and secured by the oCEMP [REP2-089] and the Outline Pollution and Spillage Response Plan (oPSRP) [REP2-099]. See additional assessment in the Chapter 15: Water Resources and Flood Risk row below. <u>Change 1</u> <u>Option CA2 Alternate access route via access CA1</u> This route would require the addition of a temporary clear span bridge over Dam Dike. Based on the habitat assessment, the watercourse was considered unlikely to support fish of conservation value. This was confirmed through eDNA results where only one minor fish species; nine-spined stickleback was recorded at this location.

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	However, a desk study record (local records centre) for European eel (1990) was returned in the lower reaches of Dam Dike, approximately 200m upstream of the River Ouse confluence (characterised by a pump or sluice structure). The use of a temporary bridge avoids in-channel works and associated effects and limits effects to temporary shading of Dam Dike, the effects of which are considered reversible. Any temporary effects, such as pollution entering the watercourse, would be mitigated by standard measures, which are set out in, and secured by, the oCEMP [REP2-089]. <u>Route 3</u> These changes are not considered to give rise to any changes to the construction phase, operation phase and decommissioning phase assessment outcomes for Biodiversity (aquatic) as they will not result in direct effects on any watercourses or aquatic environment. Any indirect effects on the aquatic environment, such as pollution entering watercourses via overland flow pathways, would be mitigated by the measures set out and secured by the oCEMP [REP2-089]. See additional assessment in the Chapter 15: Water Resources and Flood Risk row below. <u>Change 9</u> This change will require the existing culvert over Roe Lane Drain to be temporarily widened during the construction period to allow for transformers to be delivered to Site. Roe Lane Drain is a dry ditch and is unsuitable for fish. Cumulative Effects Given the scale and location and relationship of the Proposed Changes with the cumulative developments identified in Chapter 6: Biodiversity [REP2-033], the Proposed Changes would not materially alter the potential for cumulative ecological effects. Where the Proposed Changes reduce the extent of proposed infrastructure, including within Solar Development Site 6 (as a result of Change 3), the contribution of the Proposed Development to cumulative effects would be reduced; however, the reduction would not be sufficient to alter the magnitude or significance of cumulative effects previously reported. The conclusions of the cumulative biodiversity effects assessment therefore remain unchanged.
Chapter 7: Climate Change Resilience	Baseline <u>Changes 1 to 9</u>

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	There are no changes to the baseline climate change projections as detailed in ES Volume 1, Chapter 7: Climate Change resilience [APP-045]. Likely Effect of the Changes <u>Changes 1 to 9</u> The changes have been reviewed, and Changes 1-9 are not considered to give rise to any changes to the construction phase, operation phase and decommissioning phase assessment outcomes for Climate Change. The effects reported in ES Volume 1, Chapter 7: Climate Change Resilience [APP-045] remain unchanged. Cumulative Effects Cumulative assessment is not carried out for Climate Change Resilience as outlined in Section 7.14 of ES Volume 1, Chapter 7: Climate Change Resilience [APP-045].
Chapter 8: Cultural Heritage	Baseline There are no material changes to the baseline as detailed in ES Volume 1, Chapter 8: Cultural Heritage [REP2-035]. Likely Effect of the Changes <u>Change 1</u> Change 1 has the potential to result in additional impacts upon the archaeological resource. Whilst this does not give rise to any changes to the effects detailed within ES Volume 1, Chapter 8: Cultural Heritage [REP2-035], in line with the Archaeological Mitigation Strategy, NYC's archaeological officer should be consulted as per Archaeological Mitigation Strategy [REP2-101] to confirm if monitoring of works in final option is required. <u>Changes 2 to 9</u> The effects reported in ES Volume 1, Chapter 8: Cultural Heritage [REP2-035] remain unchanged. Cumulative Effects <u>Changes 1-9</u> The assessment of cumulative effects with the developments contained in ES Volume 1, Chapter 8: Cultural Heritage [REP2-035] is unchanged.
Chapter 9: Greenhouse Gas Emissions	Baseline <u>Changes 1 to 9</u>

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	There are no material changes to the baseline Greenhouse Gas Assessment as detailed in ES Volume 1, Chapter 9: Greenhouse Gas Emissions [APP-047]. Likely Effect of the Changes <u>Change 1</u> <u>Option CA2 Alternate access route via access CA1</u> The proposed change would result in an increase in materials required with the addition of an open span bridge crossing if Option CA2 Alternate access route via access CA1 is selected however this route requires less materials for surfacing due to the fact that the haul road would be constructed as part of the Proposed Development without the change taking place. The change in emissions is likely to be immaterial in the scale of emissions of the project. The effects reported in ES Volume 1, Chapter 9: Greenhouse Gas Emissions [APP-047] remain unchanged. <u>Route 3</u> The proposed change would result in an increase in materials required for surfacing of the proposed access route if Route 3 is selected. While this would lead to an increase in construction stage emissions, this is likely to be immaterial in the scale of emissions of the project. The effects reported in ES Volume 1, Chapter 9: Greenhouse Gas Emissions [APP-047] remain unchanged. <u>Change 7</u> The change would see a reduction in total solar PV panel installation. Whilst no quantitative assessment has currently been undertaken, this would lead to a reduction in embodied emissions arising from the production, installation and maintenance of panels and associated infrastructure at Solar Development Site 6. This reduction in PV panels would reduce the total energy generated by the Proposed Development, reducing the total wider benefit of the accrued due to the reduction in overall capacity. However, it is unlikely to change the significance assessment of the whole assessment. Therefore, the effects reported in ES Volume 1, Chapter 9: Greenhouse Gas Emissions [APP-047] remain unchanged. <u>Changes 2 to 6 & 8 to 9</u> The changes have been reviewed and Changes 2 to 6 & 8 to 9 are not considered to give rise to any material changes to the construction phase, operation phase and decommissioning phase assessment outcomes for the Greenhouse Gas Emissions assessment. The effects reported in ES Volume 1, Chapter 9: Greenhouse Gas Emissions [APP-047] remain unchanged.

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	Cumulative Effects Cumulative assessment is not carried out for Greenhouse Gas Emissions, as outlined in Section 9.14 of ES Volume 1, Chapter 9: Greenhouse Gas Emissions [APP-047].
Chapter 10: Landscape and Visual	Baseline There are no material changes to the baseline detailed in ES Volume 1, Chapter 10: Landscape and Visual [APP-048]. Likely Effect of the Changes <u>Changes 1, 2, 4, 5, 6, 8 and 9:</u> no change to the significance of landscape and visual effects reported in the ES. The changes comprise relatively small-scale or localised amendments to construction access arrangements, visibility splays, the extent or use of works areas and the substation within Solar Development Site 2. These changes may result in small, localised changes to the extent or location of construction activity and, where relevant, the visibility of infrastructure. However, given their scale and location, they would not alter the nature or extent of landscape and visual effects assessed, and therefore the significance of effects reported in ES Volume 1, Chapter 10: Landscape and Visual [APP-048] will remain unchanged. <u>Change 3:</u> The removal of approximately 0.24 ha from the Field 6.9 in the northern part of Solar Development Site 6 would represent a small reduction in the extent of solar farm development and therefore a corresponding localised reduction in landscape and visual effects. However, most of the development assessed within Solar Development Sites 6 and 7 would remain. The reduction is not sufficient on its own to reduce the significance of landscape and visual effects for any receptors. However, combined with Change 7 this will reduce the magnitude of impact for visual receptors represented by Viewpoint 46 and the landscape receptor LCA11: Sherburn Farmland. Further detail on this is provided below. <u>Change 7:</u> The removal of approximately 7.13 ha of solar PV infrastructure directly south of Milford Lodge and Milford Lodge Cottage and its replacement with grassland managed as bird habitat would reduce the magnitude of landscape and visual impacts arising from Solar Development Site 6 in relation to: • Landscape effects, including LCA 11: Sherburn Farmland and SDS 6 and 7 as included in the LVIA and detailed in ES Volume 3 - Appendix 10.2 Landscape Baseline and Effects [APP-168]. The magnitude of the impact will reduce; however, the conclusions of the landscape and visual assessment remain unchanged. For LCA11

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	this is because LCA 11 also includes SDS 2 and overall, this would represent a small change. For Solar Development Sites 6 and 7, this is because although a substantial area of solar will be removed, large parts of the sites will still experience change, including introduction of solar infrastructure and loss of perceptual qualities, such a tranquillity and openness. The mitigation planting will still be delivered at locations surrounding the proposed solar infrastructure but at a larger distance from the visual receptors, and the same amount of existing vegetation will be retained to reduce adverse effects. Visual effects experienced by residents of Milford Lodge and Milford Lodge Cottage and people travelling along Common Lane (sequential views, assessed with reference to Viewpoint 43 (see Figure 10.5: Viewpoints Plan [REP2-051]). The magnitude of the impact will reduce at construction. Although solar panels would no longer be laid out to the south, activity relating to the implementation of the proposed bird habitat area would be visible and the significance of effect will remain unchanged. This change will result in a reduction in the magnitude of impact during year 1 of operation to low and the significance of effects for the receptors reported with reference to Viewpoint 46 will change from Moderate adverse (significant) to Minor adverse (not significant). This judgement is supported by the updated photomontages for Viewpoint 46 showing visual change as a result of Change 7, which are included in Annex A. The Applicant also included an updated photomontage for Year 15 (Winter). With respect to the photomontages, the Applicant noted in its response dated 4 March 2026 to the request for signposting information issued to the Applicant on 26 February 2026 (Ref: EN0110012), that the worst-case scenario has been assessed in ES Volume 1 Chapter 10 - Landscape and Visual [APP-048] in line with the relevant NPS, published guidance and common practice. This letter explained that it takes time for proposed planting to establish and this is the reason that the residual effects of the Proposed Development have been assessed in year 15 of operation in summer. Notwithstanding this, the photomontages for winter of year 15 of operation demonstrate that the proposed planting would be effective in screening or filtering views as described in the ES, which acknowledges that in some places the tops of solar panels may be visible in the tallest position in summer. For the majority of each day, they would be screened. Therefore, the additional photomontages for winter of year 15 of operation do not materially affect the conclusions of the ES. Cumulative Effects Given the scale, location and relationship of the Proposed Changes with the cumulative developments identified in Section 10.14 of Chapter 10: Landscape and Visual [APP-048], the Proposed Changes would not materially alter

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	the potential for cumulative landscape or visual effects. Where the Proposed Changes reduce the extent of proposed infrastructure, including within Solar Development Site 6, the contribution of the Proposed Development to cumulative effects with respect to LCA 11 would be reduced. However, the reduction would not be sufficient to alter the magnitude of impact or significance of cumulative effects reported in the ES.
Chapter 11: Noise and Vibration	Baseline There are no material changes to the baseline as detailed in ES Volume 1, Chapter 11: Noise and Vibration [APP-049]. Likely Effect of the Changes From a construction noise and vibration perspective, implementation of the oCEMP [REP2-089] and the application of Best Practicable Means would ensure that none of the proposed changes results in a material change to the assessment presented in ES Volume 1, Chapter 11: Noise and Vibration [APP-049]. In relation to construction traffic noise and vibration, the proposed changes are insufficient to alter the conclusions of the assessment presented in the ES. Consequently, for construction traffic noise any temporary and localised increases in traffic are not expected to result in changes to the identified effects. The commitments secured through the Outline Construction Traffic Management Plan (oCTMP [Change Application]) would continue to apply to minimise any adverse construction traffic noise impacts. None of the proposed changes would result in a change to the operational noise assessment. While the increase in the substation compound size, and reduction in the Order Limits in some sites, may slightly alter the location of some operational noise sources, operational noise emissions are not expected to differ materially from those assessed in the ES. This is because the change in source location is small relative to the separation distances between the substation and nearby noise-sensitive receptors. Furthermore, the commitments contained within the Outline Operational Environmental Management Plan (oOEMP) [REP2-091] would continue to apply, including the requirement for an updated operational noise assessment at the detailed design stage to demonstrate that the operational noise sources will not lead to materially new or materially different effects that are worse than reported in ES Volume 1, Chapter 11: Noise and Vibration [APP-049]. Cumulative Effects

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	Given the relatively minor scale and location of the Proposed Changes, the conclusions of the cumulative effects assessment with the developments presented in Section 11.14 of ES Volume 1, Chapter 11: Noise and Vibration [APP-049] would not be materially different.
Chapter 12: Ornithology	Baseline There are no material changes to the baseline as detailed in ES Volume 1, Chapter 12: Ornithology [REP2-037] . Likely Effect of the Changes <u>Changes 1-6 and 8-9</u> Changes 1-6 and 8-9 have been reviewed and, given their scale and localised nature, are not considered to alter the outcomes of the ornithological assessment for the construction, operational or decommissioning phases. This conclusion takes account of the BMA being delivered before the non-breeding period and the implementation of mitigation measures for breeding birds. The effects reported in ES Volume 1, Chapter 12: Ornithology [REP2-037] therefore remain unchanged. <u>Change 7</u> The removal of solar PV infrastructure (with modified grassland proposed beneath the panels) south of Milford Lodge within Solar Development Site 6 and its replacement with managed grassland as Bird Habitat (proposed neutral grassland), specifically targeting skylark requirements would increase the carrying capacity of nesting skylark (note that this does not change foraging resource for this species during the breeding period) within the Order Limits. This is considered as a beneficial change but would not change the conclusions reported in ES Volume 1, Chapter 12: Ornithology [REP2-037]. Cumulative Effects Given their scale, location and relationship to the cumulative developments identified in ES Volume 1, Chapter 12: Ornithology [REP2-037], the Proposed Changes would not materially alter the potential for cumulative ornithological effects. Reductions in the extent of proposed infrastructure, including within Solar Development Site 6, would reduce the Proposed Development's contribution to cumulative effects on birds, but would not be sufficient to alter the magnitude or significance of the effects previously reported. The conclusions of the cumulative ornithological effects assessment therefore remain unchanged.
Chapter 13: Socioeconomics	Baseline

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	<u>Changes 1 to 9</u> There are no changes to the socioeconomic baseline as detailed in ES Volume 1, Chapter 13: Socioeconomics [REP2-039]. The Study Area, the strategic socioeconomic indicators (population, employment, skills, earnings, economic activity, deprivation, housing and temporary accommodation) and the types of receptors identified (tourism accommodation, community and recreational facilities, PRoW, local businesses and development land) remain unchanged. Likely Effect of the Changes <u>Change 1</u> Change 1 has been brought forward in response to concerns raised regarding impacts on the Field House Farm business. Route 3 abuts the southern boundary of Field House Farm for approximately 70 m but is approximately 100 m from the areas used as a caravan site and 180 m from the residence, meaning there would be no change to the assessment conclusions of this receptor. The CA1 alternative would not require any addition to the Order Limits. Under both options, effects would be temporary and limited to the construction phase. They would be managed through the embedded measures in the oCEMP [REP2-089], oCTMP [Change Application] and oPRoWMP [APP-199], including advance communication of disruptive activities, management of construction traffic and maintaining PRoW access. On this basis, the magnitude of impact on tourism accommodation, local business and PRoW receptors would remain low. The effects would remain minor adverse and not significant. <u>Changes 4 and 9</u> Changes 4 and 9 provide visibility splays at Accesses 1 and 3 of Solar Development Site 4 and enable AIL access at Access 3. The visibility splays would improve road safety for all road users, including people accessing local businesses and recreational routes near Solar Development Site 4. AIL deliveries, including the temporary widening of the Roe Lane Drain culvert, would be infrequent and short in duration. They would be managed through the oCTMP [Change Application] and, where they interact with nearby PRoW such as Footpath 35.10/7/1 (Roe Lane to Maspin Moor Drain) (see Figure 13.2: Public Rights of Way Baseline [APP-108] for locations of PRoWs), through the oPRoWMP [APP-199] (for example, by using banksmen at crossing points). Similar short-term activity may recur during transformer replacement and decommissioning. These changes would not alter the magnitude of impact on receptors near Solar Development Site 4, including Birkin Fishery and Birkin Fisheries Tea Room. The additional mitigation set out in Section 13.10 of Chapter 13:

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	Socioeconomics [REP2-039] would continue to apply, and the residual effects would remain minor adverse and not significant. <u>Changes 3 and 7</u> Changes 3 and 7 reduce the extent of development within Solar Development Site 6, through a 0.24 ha reduction in the Order Limits at Field 6.9 and the removal of solar PV south of Milford Lodge to create a Bird Habitat Area. These changes would not introduce any new impact pathways and may marginally reduce interaction with nearby receptors. The reduction in PV is not expected to materially alter construction workforce numbers. The employment effects reported in the ES (minor beneficial, not significant) therefore remain unchanged. <u>Changes 2, 5, 6 and 8</u> Change 2 is a small extension to the Order Limits (approximately 0.03 ha) to allow AILs to oversail at Harry Moor Lane. These movements would be infrequent and temporary and would be managed through the oCTMP [Change Application] Changes 5, 6 and 8 take place within the existing Order Limits and relate to the substation compound layout, the arrangement of works within the Cable Route Corridor, and new access points from Rawfield Lane into the National Grid Monk Fryston Substation. Construction traffic associated with Change 8 would continue to be managed through the oCTMP [Change Application]. None of these changes would introduce new socioeconomic receptors or alter the magnitude of impact on existing receptors. Cumulative Effects There is no material change to the assessment of Socioeconomics cumulative effects with the developments as identified in Chapter 13: Socioeconomics [REP2-039] as a result of the proposed changes. The changes would not materially alter construction workforce numbers, and so cumulative demand for the Private Rented Sector and tourist accommodation would remain as assessed. Coexistence with adjacent development land, including the consented solar farm (APP/2025/0037/REF) (ID 67 in ES Volume 1, Chapter 17: Cumulative and In-combination Effects [REP2-047]) next to Solar Development Sites 3 and 4, is still expected. The results of the assessment remain as outlined in ES Volume 1, Chapter 13: Socioeconomics [REP2-039].
	Baseline

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
Chapter 14: Traffic and Movement	There are no material changes to the baseline as detailed in ES Volume 1, Chapter 14: Traffic and Movement [REP2-041] from any of the proposed changes. Updated swept path analysis figures are included in Annex B. Likely Effect of the Changes None of the proposed changes would result in a change to the findings of the traffic and movement assessment as reported in ES Volume 1, Chapter 14: Traffic and Movement [REP2-041]. Cumulative Effects None of the proposed changes would alter the findings of the cumulative assessment with the developments as identified in ES Volume 1, Chapter 14: Traffic and Movement [REP2-041].
Chapter 15: Water Resources and Flood Risk	Baseline There are no changes to the water resources and flood risk baseline as detailed in ES Volume 1, Chapter 15: Water Resources and Flood Risk [REP2-043]. Likely Effect of the Changes <u>Change 1</u> The proposed amendment introduces alternative route and access options that are generally located away from sensitive water environment receptors, including abstractions, Source Protection Zones and groundwater dependent terrestrial ecosystems. Route 3 utilises existing drainage crossings, while the CA2 alternative access route includes a new temporary open-span bridge crossing of Dam Dike that would be designed to avoid increasing flood risk and implemented with embedded mitigation measures; therefore, no new or materially different significant effects on water resources or flood risk are anticipated. <u>Changes 2, 3, 4, 6, 7 and 8</u> The changes have been reviewed and Changes 2, 3, 4, 5, 6, 7 and 8 are not considered to give rise to any changes to the construction phase, operation phase and decommissioning phase assessment outcomes for Water Resources and Flood Risk. The effects reported in ES Volume 1, Chapter 15: Water Resources and Flood Risk [REP2-043] remain unchanged.

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	<u>Change 5</u> The changes have been reviewed and Change 5 is not considered to give rise to any changes to the construction phase, operation phase and decommissioning phase assessment outcomes for Water Resources and Flood Risk. The effects reported in ES Volume 1, Chapter 15: Water Resources and Flood Risk [REP2-043] remain unchanged. With regards to the Outline Drainage Strategy (ODS) [REP2-085], greenfield runoff rates, developed runoff volumes and attenuation requirements are area-dependent and, in simple terms, a 20% increase in compound area (1ha > 1.2ha) could reasonably be expected to result in a broadly proportionate increase in pre- and post-development runoff and storage requirements at this stage. The increase in compound area is not required to satisfy the drainage commitments established by the ODS [REP2-085], which demonstrates that an appropriate attenuation strategy can be accommodated within the previously assessed footprint (as shown in ES Volume 3 - Appendix 2.2 Indicative Engineering Drawings and Sections [REP2-071]). As the ODS [REP2-085] is indicative and the detailed drainage design will be developed alongside detailed site layouts, infiltration testing and ground investigation, the proposed change is not considered to alter the Proposed Development's ability to accommodate the required attenuation measures within the Order Limits. Whilst the drainage calculations (and resulting spoil calculations) would require review and update at the detailed design stage to reflect the final layout, the proposed change does not materially affect the conclusions of the ODS [REP2-085] or the feasibility of the drainage strategy. The assessment presented within the ODS [REP2-085] therefore continues to demonstrate that an appropriate surface water attenuation strategy can be delivered for the Proposed Development. <u>Change 9</u> This change includes the temporary widening of the existing culvert over Roe Lane Drain during the construction period. The culvert would be returned to its current dimension following construction and this process may then need to be repeated at any replacement stage and decommissioning. Roe Lane Drain has been identified as a low value watercourse/drain that was dry at the time of survey. Given the limited baseflow, minimal geomorphological

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	processes and low aquatic habitat potential, impacts at the water body scale are anticipated to be negligible in relation to the Water Environment Regulation compliance. Cumulative Effects <u>Changes 1-9</u> The proposed amendment would not materially alter the nature of activities assessed within the ES or introduce new interactions with sensitive water environment receptors. Consequently, the conclusions of the cumulative effects assessment remain unchanged, and no new significant cumulative effects are anticipated.
Chapter 16: Other Environmental Matters (including Air Quality – Construction Dust Assessment; Arboricultural Impact Assessment; BESS Fire Emissions Modelling; Electromagnetic Field (EMF) Assessment; Ground conditions; and Glint and Glare)	Baseline There are no changes to the baseline for the topics covered under Chapter 16, aside from arboriculture. <u>Arboricultural impact assessment</u> 75 trees and 22 tree groups have been added to the original tree survey to facilitate assessment of the alternative access and route options for Change 1 and the changes in visibility splays for Changes 2, 4 and 9. Likely Effect of the Changes None of the proposed changes would result in a change to the findings of the Air quality – Construction Dust Assessment; or BESS fire emissions modelling; as reported in ES Volume 1, Chapter 16: Other Environmental matters [REP2-045]. <u>Glint and Glare</u> Change 5 represents a minimal change to the solar area and would therefore have a negligible effect on Glint and Glare. Change 7 could decrease the duration/intensity of glare upon some receptors but would be unlikely to reduce the impact classification for any particular receptors, as it is a marginal change. Changes 5 and 7 would not lead to any changes to the Glint and Glare Assessment [APP-186]. None of the other proposed changes would alter the assessment of glint and glare effects. <u>Electromagnetic Field (EMF) Assessment</u> Change 5 would not move the Site 1 substation any closer to the nearest dwelling and would therefore not increase EMF effects upon the closest sensitive receptor. The change to the solar area is very minimal and would therefore not alter the EMF assessment included in the EMF Report [APP-188].

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	None of the other proposed changes would alter the assessment of EMF effects. <u>Arboricultural impact assessment</u> <u>Change 1</u> The proposed amendment introduces two alternative route and access options: Route 3 and CA2 Alternate access route via access CA1. CA2 Alternate access route via access CA1 would most likely result in the removal of two small Category C tree groups during the construction phase. These trees and hedges are of relatively low quality and value, and their removal would have a limited effect on the landscape or tree population. Route 3 would result in the removal of 1 category C tree and five category C hedges, including short lengths of hedge along the boundary with neighbouring land at Field House farm, during the construction phase. These impacts could be mitigated by hedge replacement. Potential adverse effects on four other Category A trees would be mitigated by ground protection and minor access facilitation pruning. In the worst-case scenario, one mature Category A tree would need to be removed. All other effects reported in Arboricultural Impact Assessment (ES Volume 3, Appendix 16.2 [APP-184]) appended to ES Volume 1 Chapter 16: Other Environmental Matters [APP-054] remain unchanged. <u>Change 2</u> The minor increase in area to accommodate AILs at Harry Moor Lane would result in the removal of one Category U ash tree, one category C tree group of two juvenile apples and one category C hazel during the construction phase. The Category U tree has a short life expectancy due to disease and would likely be removed regardless of development within the next 10 years. The category C trees are small and offer a negligible contribution to the surroundings, therefore their removal would not constitute a material change to the effects of the construction phase of the Proposed Development. Minor pruning of one Category C tree may be required. <u>Changes 3 and 5-8</u> The changes have been reviewed and Changes 3, 5, 6, 7 and 8 are not considered to give rise to any changes to the construction phase, operation phase and decommissioning phase assessment outcomes for arboriculture. The effects reported in Arboricultural Impact Assessment (ES Volume 3, Appendix 16.2 [APP-184]) appended to ES Volume 1 Chapter 16: Other Environmental Matters [REP2-045] remain unchanged.

ES Chapter	Baseline, Likely Effect of the Changes, Cumulative Effects
	<u>Changes 4 and 9</u> Upgrading of the culvert to accommodate AILs transporting transformers into Solar Development Site 4 could result in the removal of 1 Category B early mature ash tree and two Category C semi mature hawthorn, depending on the design of the culvert and the amount of excavation required for its installation. These trees are part of the wider roadside group of ash, oak and hawthorn. The removal of these trees would therefore not change the assessment of effect on the landscape. The AIA does not conclude on significance of effects, but it does feed into the assessment of effects for Biodiversity Cumulative Effects A cumulative assessment was not undertaken as part of the assessments in ES Volume 1, Chapter 16 as it contained technical assessments for topics scoped out of the Environmental Assessment as requiring individual ES chapters but were included in Chapter 16 as they informed the EIA process.

3.3 Cumulative and in-combination effects

Introduction

- 3.3.1 A review of the impacts of the Proposed Changes with the cumulative developments identified in the short list in **Chapter 17: Cumulative and In-combination effects [REP2-047]** has been undertaken as part of Section 3.2 above. This concludes that for all assessment topics, there are no materially different cumulative environmental effects.

Hillam Solar

- 3.3.2 Hillam Solar Farm (ZG2023/1271/FULM) is a 62.7 ha solar farm with a maximum generation capacity of 49.9 MW, located to the east of the village of Hillam. The development is located directly adjacent to the boundary of Solar Development Sites 3 and 4, and it intersects Cable Route Corridor 3-4a and 3-4.
- 3.3.3 Hillam Solar Farm was originally included in the short list of developments (**ID 67**) for the cumulative assessment in the ES, however, at the time of the cut off for developments for the cumulative assessment on 10 December 2025 it had been refused. It was subsequently allowed at appeal and granted planning permission on 19 December 2025.
- 3.3.4 Given the scale of the development and its proximity to the Proposed Development, the change in planning status has been considered within this Report to ensure that any potential cumulative effects are considered appropriately.
- 3.3.5 Hillam Solar Farm was included in the cumulative assessment within **ES Volume 1, Chapter 6: Biodiversity [REP2-033]**, **Chapter 8: Cultural Heritage [REP2-035]**, **Chapter 11: Noise and Vibration [APP-049]**, **Chapter 12: Ornithology [REP2-037]**, **Chapter 13: Socioeconomics [REP2-039]**, **Chapter 15: Water Resources and Flood Risk [REP2-043]**.
- 3.3.6 It was not included as a cumulative development in **ES Volume 1, Chapter 10: Landscape and Visual [APP-048]**, as the scheme was expected to form part of the established landscape by the time the Proposed Development becomes operational, and was therefore considered as a future baseline component rather than cumulative developments. Whilst this development does now have consent, construction has not commenced as had been anticipated at the time that the LVIA was completed and it is not clear if it will commence and be operational prior to the Proposed Development.
- 3.3.7 A sensitivity test was therefore undertaken to consider if different effects would arise if ID67 was assessed as a cumulative development. In line with **ES Volume 1, Chapter 10: Landscape and Visual [APP-048]**, paragraph 10.14.7, this is based on a worst-case assumption that all of the included cumulative developments that are located in the same LCA would be built out. The full details

of this sensitivity test are provided in the **Applicant's Response to Local Impact Report [REP2-117]**.

- 3.3.8 In summary, whether the consented Hillam Solar Farm (ID67) is considered to form part of the future baseline or is assessed as a cumulative development, it is unlikely to change the findings of the assessment. This is because the value attached to the landscape and its susceptibility to change is low and with the mitigation measures proposed for the Proposed Development, it can be integrated into a much stronger landscape framework than exists in the baseline, enhancing the capacity of the landscape to absorb larger areas of solar farm development. This would deliver appropriate levels of mitigation that address adverse effects but also layer on benefits in strengthening the nature and green infrastructure network, for example.
- 3.3.9 An update to the cumulative assessment tables in **ES Volume 1, Chapter 10: Landscape and Visual [APP-048]** will be undertaken at Deadline 4 to reflect this.
- 3.3.10 From an agricultural perspective, it is considered that there are no significant cumulative impacts with Hillam Solar Farm at a regional level as the combined loss of Best and Most Versatile (BMV) land would contribute to a small proportion of the regional BMV resource. Therefore, this does not change the conclusions of **ES Volume 1, Chapter 5 – Agricultural Land and Soils [REP2-031]**.
- 3.3.11 The assumption within **ES Volume 1, Chapter 14: Traffic and Movement; ES Volume 3, Appendix 14.1: Transport Assessment [REP2-077]** and the **Interrelationships Report [REP2-112]** is that Hillam Solar will be constructed prior to start of construction on LVS and therefore would not contribute to cumulative construction traffic effects. However, should the construction programmes overlap, the Interrelationships Report notes that the traffic management measures approved for Hillam Solar are anticipated to be suitable for joint use by both developments, alongside the measures in the Light Valley oCTMP **[REP2-103]**. To minimise the temporary effects of construction, The Light Valley oCTMP **[REP2-103]** commits the Applicant to reviewing the construction phasing of nearby committed developments when preparing the detailed CTMP to ensure that the proposed construction routes and traffic management measures remain appropriate. It also commits to the appointment of a Site Manager, who will be responsible for the management of the delivery booking system. This will coordinate the timings of deliveries to ensure deliveries arrive and depart to schedule, and when a banksman is in place. Hillam Solar would also be invited to participate in the Traffic Liaison Group that is to be established for the Proposed Development. Operational traffic impacts would be minimal given the nature of the Hillam Solar development.

Cumulative development updates

- 3.3.12 A review of other developments which have come forward since the assessment report in the ES has also been undertaken. The updated list is provided in Table 3-2 below. The identification of other developments has followed the same

methodology as set out within **ES Volume 1, Chapter 17: Cumulative and In-combination effects [REP2-047]**.

Table 3-2: Updated cumulative development list

ID	Name and Planning Reference Number	Description	Distance to Solar Development Site	Distance to Cable Route Corridor
197	Humberhead Solar EN0110032	NSIP for a ground mounted solar photovoltaic (PV) electricity generating station with a renewable electricity capacity of over 100MW. The proposed development includes a Battery Energy Storage System (BESS), landscaping, biodiversity enhancements, grid connection infrastructure and other works and equipment necessary for the construction, operation (including maintenance), and decommissioning phases. The proposed development plans to connect to the existing National Grid Thornton Substation	8.7km north-east of SDS 1	8.3km from CRC
198	East Coast Hydrogen Humber Pipeline EN0710008	NSIP for a Project that will convey hydrogen from production and storage locations proposed by third-parties in the Humber Region to a range of industrial consumers across Yorkshire and Humber, including potential connections to other third-party operated networks. The Project consists of the construction (including repurposing) and operation of an approximately 110km underground high and intermediate pressure hydrogen pipeline between Saltend and Byram. It will include spurs off the main pipeline to connect with off-takers and will also include associated infrastructure (e.g. Above Ground Infrastructure such as Pressure Reduction Installations, Block Valve Stations and district governors) along the route of the pipeline.	2.4km south of SDS 4	2.8km from CRC
199	Turnhead Farm – development of 29 dwellings ZG2025/1218/FULM	Demolition of the existing agricultural buildings and the erection of 29no. dwelling houses (Use Class C3) with associated access, landscaping and drainage. Submitted 01/12/2025 - Awaiting decision	5.5km south-east of SDS 1	1.7km from CRC
200	Land off Lunn Lane – development of 62 dwellings	Erection of 62 dwellings, including access, landscaping, and associated infrastructure on land south of Lunn Lane, Kellington Submitted 08/12/2025 - Awaiting decision	1.8km south of SDS 4	3.2km from CRC

ID	Name and Planning Reference Number	Description	Distance to Solar Development Site	Distance to Cable Route Corridor
	ZG2025/1242/FULM			
201	Land Adjacent North Field Drive - development of 250 dwellings ZG2026/0304/OUTM	Outline application comprising the erection of up to 250 dwellings, with drainage, access, open space, landscaping and associated infrastructure, with all matters reserved except for access. Demolition of existing agricultural building Submitted 31/03/2026 - Awaiting decision	2.4km west of SDS 7	2.8km from CRC
202	West House Energy park – Elvington – Solar Farm, Battery Energy Storage System (BESS), substation and grid connection cable route. 26/01192/EIASN	Screening opinion in respect of a temporary development of a solar farm, Battery Energy Storage System (BESS), substation and grid connection cable route with ancillary infrastructure, security fence, access, landscaping and biodiversity enhancements Submitted 23/06/2026. Screening concluded not EIA development	3.8km north-east of SDS 1	6.2km to CRC
203	Drax Power Station - modifications to the existing Pulverised Fuel Ash (PFA) Beneficiation Plant NY/2026/0082/SCR	Request for a formal Screening Opinion in relation to the proposed modifications to the existing Pulverised Fuel Ash (PFA) Beneficiation Plant. Submitted 10/04/2026 – concluded not EIA development	11.0km east from SDS 4	8.0km from CRC
204	Drax Power Station - EIA Screening Opinion in relation to the erection of a data centre (Use Class B8) ZG2025/1247/SCN	EIA Screening Opinion in relation to the erection of a data centre (Use Class B8) with ancillary office space, external plant, site access, parking, cabling, landscaping and associated works. Submitted 09/12/2025 - concluded not EIA development	11.0km east of SDS 4	8.6kmkm from CRC
205	Land East Of Broadacres Mill ZG2026/0278/REMM	Reserved matters application including access (within the site), appearance, landscaping, layout and scale of approval ZG2023/0732/OUTM Outline application (some matters reserved)	10.6km from SDS 4	9.6km from CRC 10.0km from CRC

ID	Name and Planning Reference Number	Description	Distance to Solar Development Site	Distance to Cable Route Corridor
		for development of up to 200 residential dwellings with access to, but not within, the site Submitted 25/03/2026 - Awaiting decision		
206	Mill Lane, Brayton 26/04324/SCREEN	EIA Screening Opinion for an outline application with all matters reserved for the erection of residential development with access taken from Mill Lane (site area 9.5ha). - 170 dwellings Submitted 24/07/2026 - concluded not EIA development	4.4km north-east of SDS 4	2.1km from CRC
207	Land South Of Stillingfleet Road – Outline application for 3,500 homes. 26/05591/SCOPE	Environmental Impact Assessment Scoping Opinion for outline planning permission, all matters reserved except access, for a multi-phased sustainable new settlement comprising: up to 3,500 dwellings on land approximately 1km South-west Of Escrick. The project will be developed in five phases over 30 years, first phase extends to 2038 and only includes 23.15 ha and 780 proposed homes, and the second phase extends 2038 to 2047 and would comprise 31.20 ha and 1080 homes. Submitted 04/10/2026 - Awaiting decision	1.5km east from SDS 1	2.3km from CRC

Summary of cumulative effects

- 3.3.13 The assessment assesses whether effects associated with each scheme included on the updated list above would be able to interact with the effects associated with the Proposed Development in a way that has the ability to lead to potentially significant cumulative effects.
- 3.3.14 Where the location of a scheme falls outside the Zone of Influence (ZOI) for a topic, the scheme has been scoped out of the CEA for that topic due to there being no reasonable pathway by which effects could arise.
- 3.3.15 For greenhouse gases the assessment of cumulative impacts, as carried out for other environmental topics, is not transferable to the assessment of GHG emissions in an analogous way, as the single receptor for GHG emissions is the global climate in the atmosphere. An assessment has therefore not been carried out.
- 3.3.16 For agricultural land and soils there is no universal methodology for assessing cumulative impacts on agricultural land. The Cumulative assessment in **ES Volume 1, Chapter 5: Agricultural Land and Soils [REP2-031]** assesses the cumulative temporary loss of BMV agricultural land as locally significant and regionally not significant. The addition of the BMV land from the developments identified below is not of the scale predicted to change the categorisation on the assessment on cumulative effects for BMV.

Table 3-3: Additional cumulative developments since February 2026 submission

Development ID	Summary of cumulative effects
197: Humberhead Solar	The development lies outside of the defined ZOI's for cultural heritage, noise, water, landscape and visual, and traffic and movement therefore no further assessment of cumulative effects has not been undertaken for these topics.
	Biodiversity: As a result of anticipated standard embedded/additional mitigation likely to be imposed for the project it is likely that any significant effects from the project on the ecological receptors scoped into assessment can be mitigated such that there are no residual effects. As such, at this stage, it is considered that there will be no significant cumulative effects with the Proposed Development as a result of the project.
	Socioeconomics: The development is further than 1km from the RLB, therefore there are unlikely to be any significant impacts. The only potential impact may be on access to accommodation during construction, as identified for other cumulative developments, with the same mitigation applied.
	Ornithology:

Development ID	Summary of cumulative effects
	The scoping report identifies potential impacts on functionally linked land (FLL) and ground-nesting birds, with the associated SPA and Ramsar sites also assessed within the LVS. The proposed mitigation measures state that the land will be managed to avoid and mitigate impacts on these receptors through the retention and enhancement of habitats, delivering an ecological uplift relative to the existing baseline conditions. The baseline data is not yet available, however given that mitigation will appropriately be implemented based on the baseline data. Cumulative effects with this development are not anticipated.
198: East Coast Hydrogen Humber Pipeline	The development lies outside of the defined Zones of influence (ZOI) for cultural heritage, noise, water, and traffic and movement therefore no further assessment of cumulative effects has not been undertaken for these topics. Biodiversity: This project is at the pre-application stage. The application is expected to be submitted November 2028. The scoping report for the project has been completed, with a number of ecology surveys still required. However, as a result of anticipated standard embedded/additional mitigation likely to be imposed for the project it is likely that any significant effects from the project on the ecological receptors scoped into assessment can be mitigated such that there are no residual effects. As such, at this stage, it is considered that there will be no significant cumulative effects with the Proposed Development as a result of the project. Landscape and visual: Potential for cumulative landscape effects on LCA8, if construction period overlaps. However, it looks like there will be little overlap in construction period. Unlikely to increase significance when assessed together due to distance. Unlikely to be any cumulative effects for visual impact assessment. Ornithology: Cumulative impacts are unlikely as the Proposed Development does not directly interact with Light Valley Solar. It is located ~3 km south of Solar Development Site (SDS) 4 and up to 20 km from the Breeding Mitigation Area (BMA) within SDS 1. In addition, the BMA will be established prior to construction of the pipeline and Light Valley Solar. Given the separation distances, the temporary nature of the pipeline works, and that the pipeline will be installed underground, cumulative effects on bird species are not anticipated. Socioeconomics: The development is further than 1km from the RLB, therefore there are unlikely to be any significant impacts. The only potential impact may be on access to accommodation during construction, as identified for other cumulative developments, with the same mitigation applied.
199: Turnhead Farm	The development lies outside of the defined Zones of influence (ZOI) for cultural heritage, noise, water, landscape and traffic and movement therefore no further assessment of cumulative effects has not been undertaken for these topics.

Development ID	Summary of cumulative effects
residential development	Biodiversity: Due to the distance between the project and the Order Limits of the Proposed Development, and the scale of the project, no significant cumulative effects with the Proposed Development are anticipated. Ornithology: Due to the scale and the existing baseline being similar to the future baseline i.e. hardstanding and building. There will be no significant cumulative effects with the Proposed Development are anticipated. Socioeconomics: Due to the scale of the proposed development, the only potential impacts are on access to accommodation for construction workers and the number of construction workers within the local region. Due to the surplus of workers and accommodation within the local area, as well as differing project timescales, no significant cumulative effects with the Proposed Development are anticipated.
200: Land off Lunn Lane residential development	This development is located on land previously identified as a Policy allocation (ID 58) in the long list of developments in ES Volume 3, Appendix 17.1 Long List of Developments to Inform Cumulative Assessment, in ES Volume 3 [APP-189]. ID 58 did not progress to the short list as it was just a policy allocation. The development lies outside of the defined Zones of influence (ZOI) for cultural heritage, noise, water, and traffic and movement therefore no further assessment of cumulative effects has not been undertaken for these topics. Biodiversity Due to the baseline habitats (cropland) and the scale of the project, as well as the distance between the project and the Order Limits of the Proposed Development, no significant cumulative effects with the Proposed Development are anticipated. Cultural Heritage: Due to the nature and scale of the Proposed Development (residential development immediately adjacent to existing settlement core) no significant cumulative effects with the Proposed Development are anticipated. Landscape and visual: Due to the scale of the development and the use being similar to the adjacent areas no significant cumulative effects with the Proposed Development are anticipated Ornithology Due to the scale of the development (i.e. one large parcel), and proximity to residential areas, south of Solar Development Site 4, no significant cumulative effects with the Proposed Development are anticipated. Socioeconomics Due to the scale of the proposed development, the only potential impacts are on access to accommodation for construction workers and the number of construction workers within the local region. Due to the surplus of workers and accommodation within the local area, as well as differing project timescales, no significant cumulative effects with the Proposed Development are anticipated.

Development ID	Summary of cumulative effects
201 - Land Adjacent North Field Drive - development of 250 dwellings	The development lies outside of the defined Zones of influence (ZOI) for cultural heritage, noise, and water; therefore no further assessment of cumulative effects has not been undertaken for these topics. Biodiversity: Due to the baseline habitats (cropland) and the scale of the project, as well as the distance between the project and the Order Limits of the Proposed Development, with the residential and industrial area of Sherburn in Elmet separating the two, no significant cumulative effects with the Proposed Development are anticipated. Landscape and visual: Due to the scale of the development and the use being similar to the adjacent areas no significant cumulative effects with the Proposed Development are anticipated Ornithology Due to the scale of the development (i.e. one large parcel), and proximity to residential and commercial areas, no significant cumulative effects with the Proposed Development are anticipated. Socioeconomics Due to the scale of the proposed development, the only potential impacts are on access to accommodation for construction workers and the number of construction workers within the local region. Due to the surplus of workers and accommodation within the local area, as well as differing project timescales, no significant cumulative effects with the Proposed Development are anticipated. Traffic And Movement The proposed development (ZG2026/0304/OUTM) generates additional traffic on the A162, which is located within the study area for the Light Valley Solar Proposed Development and is classified as having medium sensitivity to changes in traffic flows. While this development could increase background traffic on the A162 once fully occupied, the construction traffic effects associated with the Light Valley Proposed Development are temporary in nature. On this basis, the presence of additional traffic associated with ZG2026/0304/OUTM would not be expected to materially alter the conclusions of the assessment, with the effect remaining minor adverse (not significant).
202 - West House Energy park (Solar Farm and BESS)	The development lies outside of the defined Zones of influence (ZOI) for cultural heritage, landscape, noise, socioeconomics and water; therefore, no further assessment of cumulative effects has not been undertaken for these topics. Biodiversity Within the EIA Screening Note for the project, it is included that the project area is currently used for agricultural purposes (grazing) and habitats within the project area are widespread both on a national and local level, with none considered to be rare. The project will be designed to avoid habitats of greatest ecological value, such as trees and hedgerows, and will target a minimum 10% biodiversity net gain through landscape enhancements. The project is therefore not anticipated to result in any significant ecological impacts on designated sites, habitats or protected/notable fauna or flora; however, the future planning application should be supported by an Ecological Impact Assessment (EclA),

Development ID	Summary of cumulative effects
	Biodiversity Net Gain (BNG) assessment, and Habitats Regulations Assessment (HRA) information. As such, no significant cumulative effects with the Proposed Development are anticipated. Ornithology Non-EIA development. No designated bird species were recorded within the Site, which lies over 3 km from the BMA at Solar Development Site 1 and up to 17 km from Solar Development Sites 2–8 (excluding Solar Development Site 5). Impacts are likely to be short term and temporary. No significant cumulative effects with the Proposed Development are anticipated Socioeconomics Due to the scale of the proposed development, the only potential impacts are on access to accommodation for construction workers and the number of construction workers within the local region. Due to the surplus of workers and accommodation within the local area, as well as differing project timescales, no significant cumulative effects with the Proposed Development are anticipated. Traffic And Movement The proposed development (26/01192/EIASN) could generate additional traffic on Wheldrake Lane, which lies within the study area for the Light Valley Solar Proposed Development. Wheldrake Lane is to be used by Light Valley Solar to provide access to Solar Development Site 1 and the Cable Route Corridor. However, this use would be temporary and the associated increase in traffic has not been assessed as giving rise to any significant effects. On this basis, it is unlikely that the additional traffic associated with 26/01192/EIASN would materially alter the conclusions of the Light Valley Solar assessment.
203- Drax Power Station – PFA beneficiation plant	The development lies outside of the defined Zones of influence (ZOI) for cultural heritage, landscape, noise, traffic and water; therefore, no further assessment of cumulative effects has not been undertaken for these topics. Biodiversity Due to the distance between the project and the Order Limits of the Proposed Development, and the type and scale of development proposed by the project, no significant cumulative effects with the Proposed Development are anticipated. Ornithology Due to the distance between the project and the Order Limits of the Proposed Development, and the type and scale of the proposed development (i.e. comparable to the existing baseline), no significant cumulative effects with the Proposed Development are anticipated Socioeconomics Due to the scale of the proposed development, the only potential impacts are on access to accommodation for construction workers and the number of construction workers within the local region. Due to the surplus of workers and accommodation within the local area, as well as differing project timescales, no significant cumulative effects with the Proposed Development are anticipated.
204 - Drax Power Station – Data Centre	The development lies outside of the defined Zones of influence (ZOI) for cultural heritage, landscape, noise, traffic and water; therefore, no further assessment of cumulative effects has not been undertaken for these topics.

Development ID	Summary of cumulative effects
	Biodiversity Due to the distance between the project and the Order Limits of the Proposed Development, and the type and scale of development proposed by the project, no significant cumulative effects with the Proposed Development are anticipated. Ornithology Non-EIA development. The LPA's screening opinion identifies likely environmental effects as local in significance and capable of assessment and mitigation through standard planning controls. Based on the location (already well-built up area) and habitats present (largely unsuitable for non-breeding and ground nesting birds, no significant cumulative effects with the Proposed Development are anticipated. Socioeconomics Due to the scale of the proposed development, the only potential impacts are on access to accommodation for construction workers and the number of construction workers within the local region. Due to the surplus of workers and accommodation within the local area, as well as differing project timescales, no significant cumulative effects with the Proposed Development are anticipated.
205 – Land east of Broadacres farm, 200 residential dwellings.	The development lies outside of the defined Zones of influence (ZOI) for agricultural land and soils, cultural heritage, landscape, noise, traffic and water, therefore no further assessment of cumulative effects has not been undertaken for these topics. Biodiversity Due to the baseline habitats (cropland) and the scale of the project, as well as the distance between the project and the Order Limits of the Proposed Development, no significant cumulative effects with the Proposed Development are anticipated. Ornithology The Proposed Development is located between a residential estate and working farm and consists of one parcel of land and is located over 10km from the nearest SDS. Area is likely to be of local and little ornithological value. No significant cumulative effects with the Proposed Development are anticipated. Socioeconomics Due to the scale of the proposed development, the only potential impacts are on access to accommodation for construction workers and the number of construction workers within the local region. Due to the surplus of workers and accommodation within the local area, as well as differing project timescales, no significant cumulative effects with the Proposed Development are anticipated
206- Mill Lane, Brayton – residential development – 170 dwellings.	The development lies outside of the defined Zones of influence (ZOI) for cultural heritage, landscape, noise, and water; therefore, no further assessment of cumulative effects has not been undertaken for these topics. Biodiversity Due to the baseline habitats (cropland) and the scale of the project, as well as the distance between the project and the Order Limits of the Proposed Development, no significant cumulative effects with the Proposed Development are anticipated Ornithology

Development ID	Summary of cumulative effects
	Due to the scale and characteristics of the Proposed Development Site (narrow fields and dense boundary habitats). The Site is likely to be of local and little ornithological value. No significant cumulative effects with the Proposed Development are anticipated. Socioeconomics Due to the scale of the proposed development, the only potential impacts are on access to accommodation for construction workers and the number of construction workers within the local region. Due to the surplus of workers and accommodation within the local area, as well as differing project timescales, no significant cumulative effects with the Proposed Development are anticipated. Traffic And Movement The proposed development (26/04324/SCREEN) could generate additional traffic on the A63, which lies within the study area for the Light Valley Solar Proposed Development and is categorised as being of medium sensitivity to changes in traffic flows. However, at the current Screening Report stage, no information is available regarding the number of trips associated with the proposed development that would use the A63. Consequently, there is currently insufficient information to identify any material change to the conclusions of the Light Valley Solar assessment, and those conclusions therefore remain unchanged. The outline Construction Traffic Management Plan [REP2-103] includes provision for the establishment of a Traffic Liaison Group, which provides an appropriate mechanism for addressing potential future changes in traffic conditions where details of other developments are not yet available. Through the Traffic Liaison Group, engagement would be undertaken with North Yorkshire Council, National Highways and the promoters of nearby developments to manage and coordinate construction activity, where appropriate, and minimise and mitigate potential cumulative traffic effects arising from the concurrent delivery of schemes.
207 - Land South Of Stillingfleet Road – up to 3,500 dwellings	The development lies outside of the defined Zones of influence (ZOI) for noise, and water; no further assessment of cumulative effects has not been undertaken for this topic. Biodiversity The project comprises 266 ha dominated by agricultural cropland, scattered trees (including veteran trees), woodland, and field boundaries including hedgerows and ditches. An area of active and consented clay extraction is also located in the southern part of the project area. The project will be developed in five phases over 30 years, first phase extends to 2038 and only includes 23.15 ha and 780 proposed homes, and the second phase extends 2038 to 2047 and would comprise 31.20 ha and 1080 homes. The scoping report for the project has been completed, and notes that some ecology surveys have been completed, however some still require completion. The scoping report concludes that mitigation measures will be recommended within the Ecological Impact Assessment (EclA) to remedy any significant effects and good practice measures to enhance the local ecology will also be incorporated. An assessment of residual effects will then be undertaken and reported within the ES (with great crested newt, water vole and otter, and reptiles scoped out of the ES following completed survey work). The scoping report

Development ID Summary of cumulative effects

continues that the mitigation hierarchy will be followed when deciding on the appropriate mitigation methods to use. Mitigation measures will include, but are not restricted to, retention of boundary hedgerows and mature trees where practicable; seasonal vegetation clearance restrictions; precautionary working methods for mammals; sensitive lighting design; implementation of a Construction Environmental Management Plan (CEMP); Ecological Clerk of Works oversight; native planting and habitat enhancement; and delivery of Biodiversity Net Gain (BNG). The potential for significant effects on the Skipwith Common SAC will be addressed separately under an Appropriate Assessment as part of the Habitats Regulations Assessment process. The overall conclusion of the scoping report is that there will be no likely significant adverse effects following mitigation as a result of the project, subject to HRA conclusions. As such, at this stage, it is considered that there will be no significant cumulative effects with the Proposed Development as a result of the project.

Cultural Heritage:

Due to the distance of the Proposed Development from the Order Limits, it is considered that there will be no significant effects on the buried archaeological resource.

Potential for cumulative temporary construction effects on assets within Escrick Conservation area should development occur concurrently. This is limited to assets at the southern extent of the Conservation Area.

Potential for cumulative permanent effects on Escrick Park (MNY17654) should both developments progress, due to potential for erosion of the rural, open setting of the historic parkland which contributes to its significance through its historic interest. However, there is currently insufficient information regarding potential design of the Proposed Development to determine if a significant cumulative effect would arise to the conclusions of the Light Valley Solar cumulative assessment, therefore those conclusions remain unchanged.

Landscape and visual:

Potential for cumulative landscape effects during construction should the project be constructed at the same time as SDS1 and in operation on landscape receptors LCA2: York Fringe East and LCA 3: Skipwith Lowlands.

Due to the distance between the developments and intervening vegetation within the Escrick Park Estate, cumulative visual effects are unlikely.

Ornithology

EIA development comprising approximately 3,500 homes, 1 km from the BMA at Solar Development Site 1. Wintering bird surveys are proposed, and Natural England has identified potential effects on the Lower Derwent Valley SPA. Potential cumulative effects include habitat loss and disturbance. Increased recreational disturbance to the BMA would be limited by the proposed diversion of PROWs around its boundary, directing access away from its core habitat. The scoping report anticipates no significant adverse residual effects following mitigation, subject to HRA conclusions. However, bird survey results and detailed mitigation are not yet available to confirm the cumulative assessment at the time of writing.

Development ID	Summary of cumulative effects
	As such, at this stage, it is considered that there will be no significant cumulative effects with the Proposed Development as a result of the project. Socioeconomics Due to the scale of the proposed development, the only potential impacts are on access to accommodation for construction workers and the number of construction workers within the local region. Due to the surplus of workers and accommodation within the local area, as well as differing project timescales, no significant cumulative effects with the Proposed Development are anticipated. Traffic And Movement The proposed development [26/05591/SCOPE] would generate additional traffic on the A19 and possibly on other routes within the Light Valley Solar study area. However, at the current scoping stage, no information is available regarding the number of trips generated or the traffic assignment. Consequently, there is currently insufficient information to identify any material change to the conclusions of the Light Valley Solar assessment, and those conclusions therefore remain unchanged. The outline Construction Traffic Management Plan [REP2-103] includes provision for the establishment of a Traffic Liaison Group, which provides an appropriate mechanism for addressing potential future changes in traffic conditions where details of other developments are not yet available. Through the Traffic Liaison Group, engagement would be undertaken with North Yorkshire Council, National Highways and the promoters of nearby developments to manage and coordinate construction activity, where appropriate, and minimise and mitigate potential cumulative traffic effects arising from the concurrent delivery of schemes.

Conclusions

- 3.3.17 A review of the additional 11 developments identified as falling within the cumulative assessment study area, as defined in **Chapter 17: Cumulative and In-combination effects [REP2-047]**; and which have come forward since the cumulative assessment as reported in that chapter and associated **Appendix 17.1 Long List of Developments to Inform Cumulative Assessment**, in **ES Volume 3 [APP-189]** indicates that no new significant cumulative environmental effects have been identified in relation to the Proposed Development as currently submitted, or as potentially amended by this change application.

4 Conclusion

- 4.1.1 As set out above, the nine changes have been assessed by the same technical specialists that delivered the ES. The extent to which the changes are likely to lead to new or different significant environmental effects in line with the methodologies set out in the **ES Volume 1, Chapter 4: Approach to EIA [APP-042]** has been considered.
- 4.1.2 In summary, the changes to significant effects are set out within Table 4-1 below.

Table 4-1: Changes to significant effects

Topic	Summary
Chapter 5: Agricultural Land and Soils	No new or materially different likely significant environmental effects.
Chapter 6: Biodiversity	No new or materially different likely significant environmental effects. The changes are insignificant with regards to BNG.
Chapter 7: Climate Change Resilience	No new or materially different likely significant environmental effects.
Chapter 8: Cultural Heritage	No new or materially different likely significant environmental effects.
Chapter 9: Greenhouse Gas Emissions	No new or materially different likely significant environmental effects.
Chapter 10: Landscape and Visual	The removal of solar PV infrastructure under Change 7 would reduce the magnitude of impact during year 1 of operation to low and the significance of effect for receptors with reference to Viewpoint 46 reduced from moderate adverse (significant) to minor adverse (not significant). There would be no new or materially different likely significant environmental effects.
Chapter 11: Noise and Vibration	No new or materially different likely significant environmental effects.
Chapter 12: Ornithology	The creation of bird habitat under Change 7 would have a small beneficial impact. No new or materially different likely significant environmental effects.
Chapter 13: Socioeconomics	No new or materially different likely significant environmental effects.
Chapter 14: Traffic and Movement	No new or materially different likely significant environmental effects.
Chapter 15: Water Resources and Flood Risk	No new or materially different likely significant environmental effects.

Topic	Summary
Chapter 16: Other Environmental Matters	No new or materially different likely significant environmental effects.
Chapter 17: Cumulative and In-Combination Effects	No new or materially different likely significant environmental effects.

- 4.1.3 This concludes that for all assessment topics, there are no materially different environmental effects, apart from the visual effects experienced by residents of Milford Lodge and Milford Lodge Cottage and people travelling along Common Lane (sequential views, assessed with reference to Viewpoint 43 (see **ES Volume 2, Figure 10.5: Viewpoints Plan [REP2-051]**) where effects are assessed as reducing from Moderate adverse (significant) to Minor adverse (not significant) during year 1 of operation as a result of the proposed Change 7, which is a positive change.
- 4.1.4 The assessment also concludes that there are no materially different cumulative effects in relation to those cumulative developments identified in the short list in **Chapter 17: Cumulative and In-combination effects [REP2-047]**, or, in the additional 11 developments identified as falling within the cumulative assessment study area, that have come forward since the original submission.

5 References

- Ref 1 Medworth CHP Limited (2023) Change Application Report [Online]. Available at: <https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN010110-001699-MVV%20Volume%2013.2%20Medworth%20Change%20Report.pdf> [Accessed October 2026].

Annex A Photomontages

Light Valley Solar

Additional Photomontages - Viewpoint 46



October 2026

Planning Inspectorate Reference: EN0110012/APP/LVS/08.23
APFP Regulation 5(2)(a)

Light Valley
Solar

Viewpoint VP46: Winter



Viewpoint VP46: Year 1 of Operation (Winter)



-45°-40°-35°-30°-25°-20°-15°-10°-05°0°05°10°15°20°25°30°35°40°45°			
Distance from Order Limits:	0km	Visualisation type:	LI Type 4 Winter
Direction of view:	South	HFoV(°):	90
Date / time winter:	14.03.2025 / 14:50	Projection:	Rectilinear
Date / time summer:		Camera (winter):	Sony A7R ii
Coordinates:	E 451898 / N 431330	Camera (summer):	
Scale / enlargement factor:	100% at A1	Lens / lens height AGL:	50mm / 1.530m
Notes:			
Print document on A1 size format.			
To be viewed at comfortable arms length.			
Project Title:			
Light Valley Solar			
Additional Photomontages - Viewpoint 46			
Representative Viewpoint:			
VP46: Common Lane next to Milford Lodge. Baseline and Year 1 of Operation (Winter).			
Job Number:			
302939-12			
Issue:			
01			
Date:			
October 2026			
By:			
Chkd:			
Appd:			
AW/NR IL KH			
Light Valley Solar			
ARUP			

Viewpoint VP46: Winter



Viewpoint VP46: Year 15 of Operation (Winter)



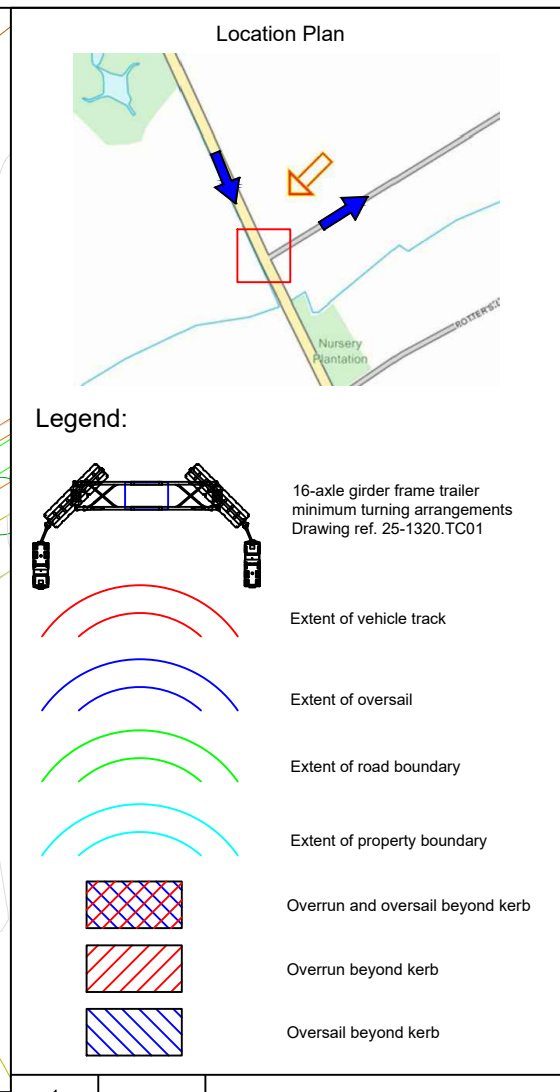
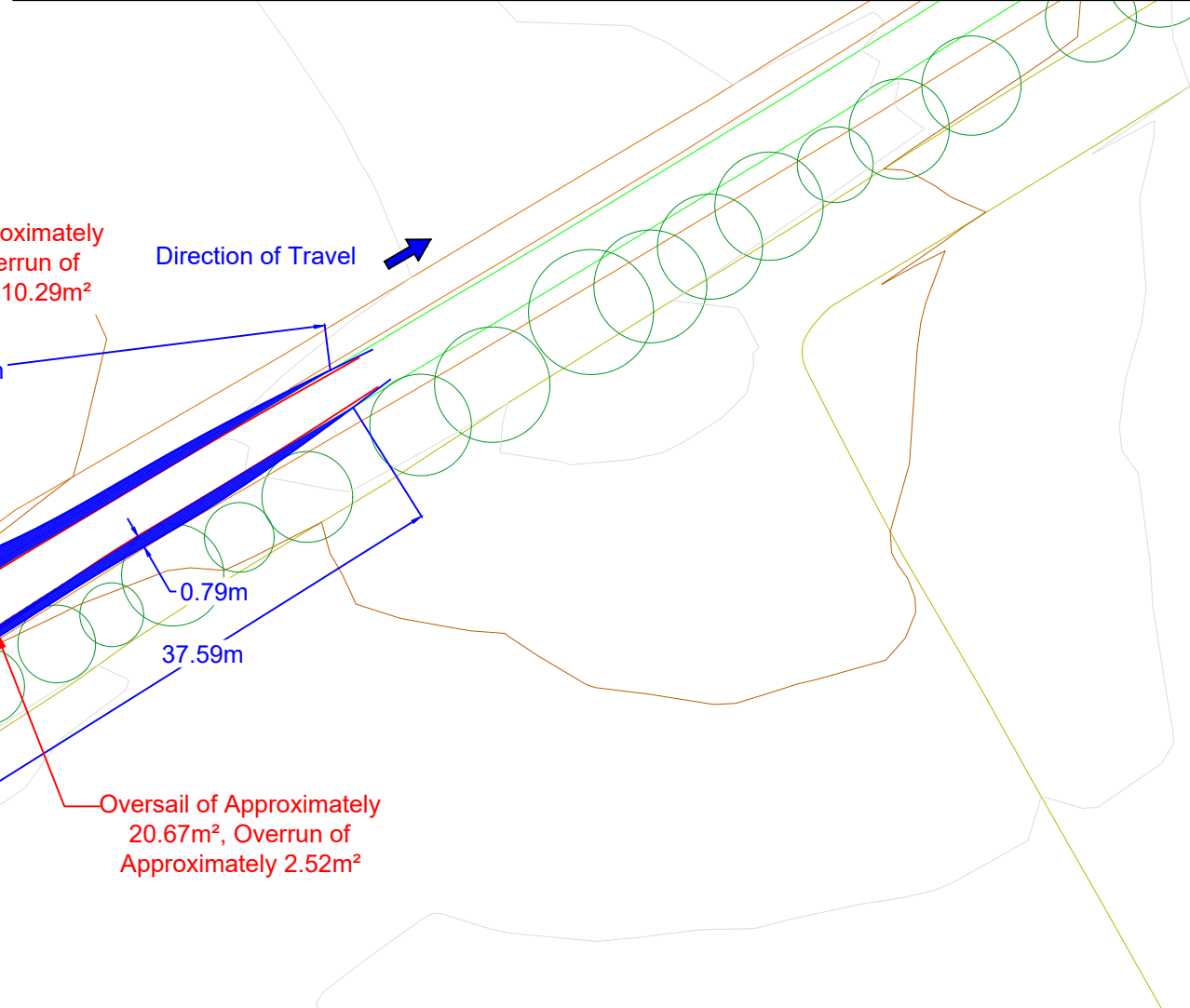
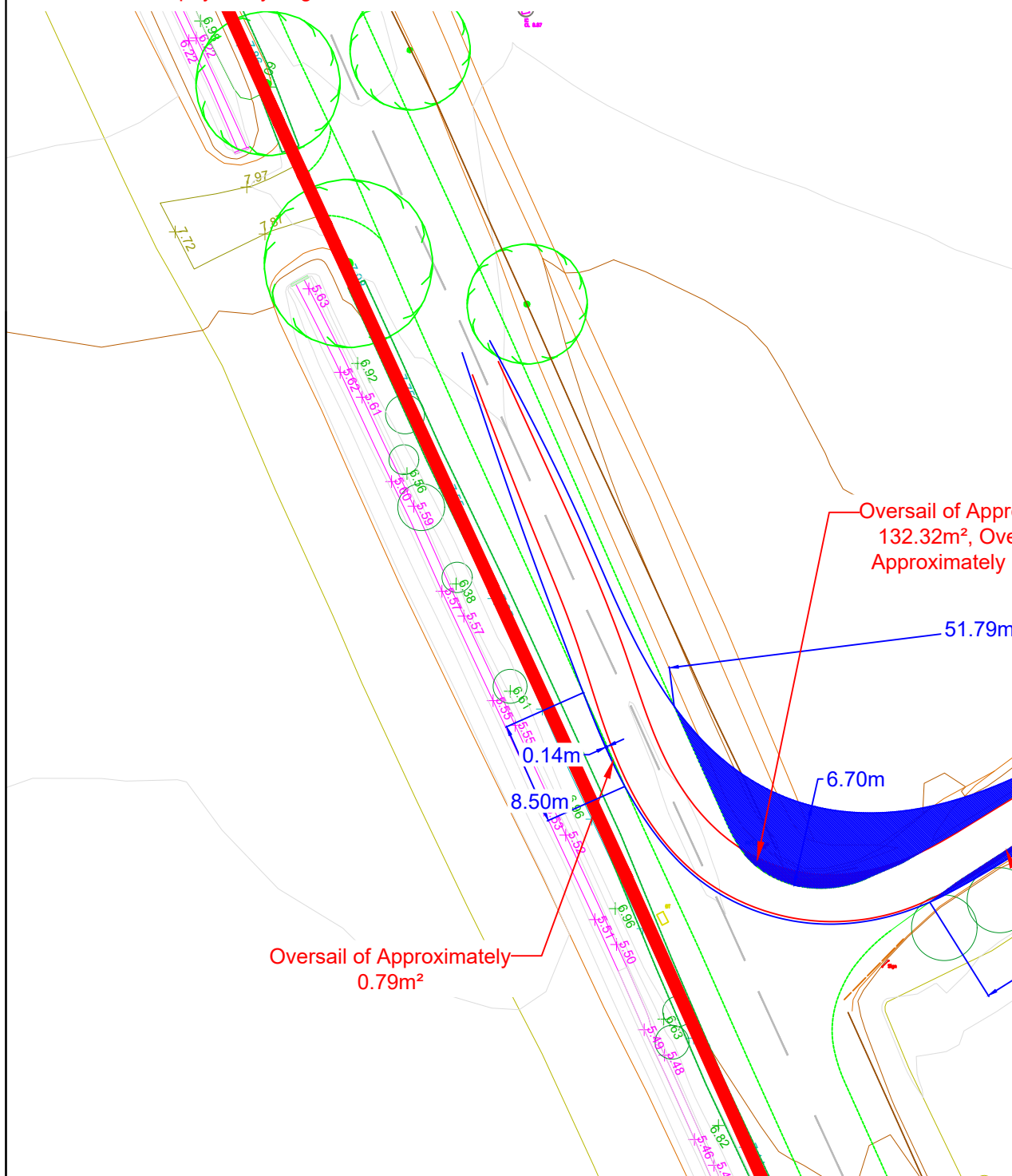
-45°		-40°		-35°		-30°		-25°		-20°		-15°		-10°		-05°		0°		05°		10°		15°		20°		25°		30°		35°		40°		45°	
Distance from Order Limits:		0km		Visualisation type:		LI Type 4 Winter		Notes: Print document on A1 size format. To be viewed at comfortable arms length.		Project Title:		Job Number:		Issue:		Light Valley Solar Additional Photomontages - Viewpoint 46 Representative Viewpoint: VP46: Common Lane next to Milford Lodge. Baseline and Year 15 of Operation (Winter).																					
Direction of view:		South		HFoV(°):		90				302939-12		01																									
Date / time winter:		14.03.2025 / 14:50		Projection:		Rectilinear				Date:		October 2026																									
Date / time summer:				Camera (winter):		Sony A7R ii				By:		Chkd:		Appd:																							
Coordinates:		E 451898 / N 431330		Camera (summer):						AW/NR		IL		KH																							
Scale / enlargement factor:		100% at A1		Lens / lens height AGL:		50mm / 1.530m																															

Light Valley Solar

ARUP

04

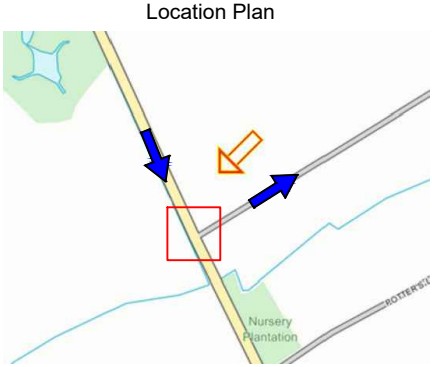
Annex B Swept Path Analysis



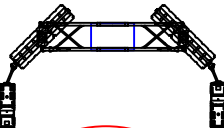


Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:750

NOTE: Overlay onto aerial image is not
representative of the configuration relative to
the environment. This is for illustrative purposes
only, and should only be taken as such.



Legend:

- 

16-axle girder frame trailer
minimum turning arrangements
Drawing ref. 25-1320.TC01
- 

Extent of vehicle track
- 

Extent of oversail
- 

Extent of road boundary
- 

Extent of property boundary
- 

Overrun and oversail beyond kerb
- 

Overrun beyond kerb
- 

Oversail beyond kerb

1		
0	16.09.25	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411

Independent Transportation Engineers

Client:



Project:

Light Valley Solar

Title:

Swept Path Assessments
Showing the left turn from Skipwith Road onto Access
Road, at approximate OS grid reference: SE 64367
41473, on indicative 16 axle girder frame trailer
transporting a 135te transformer.

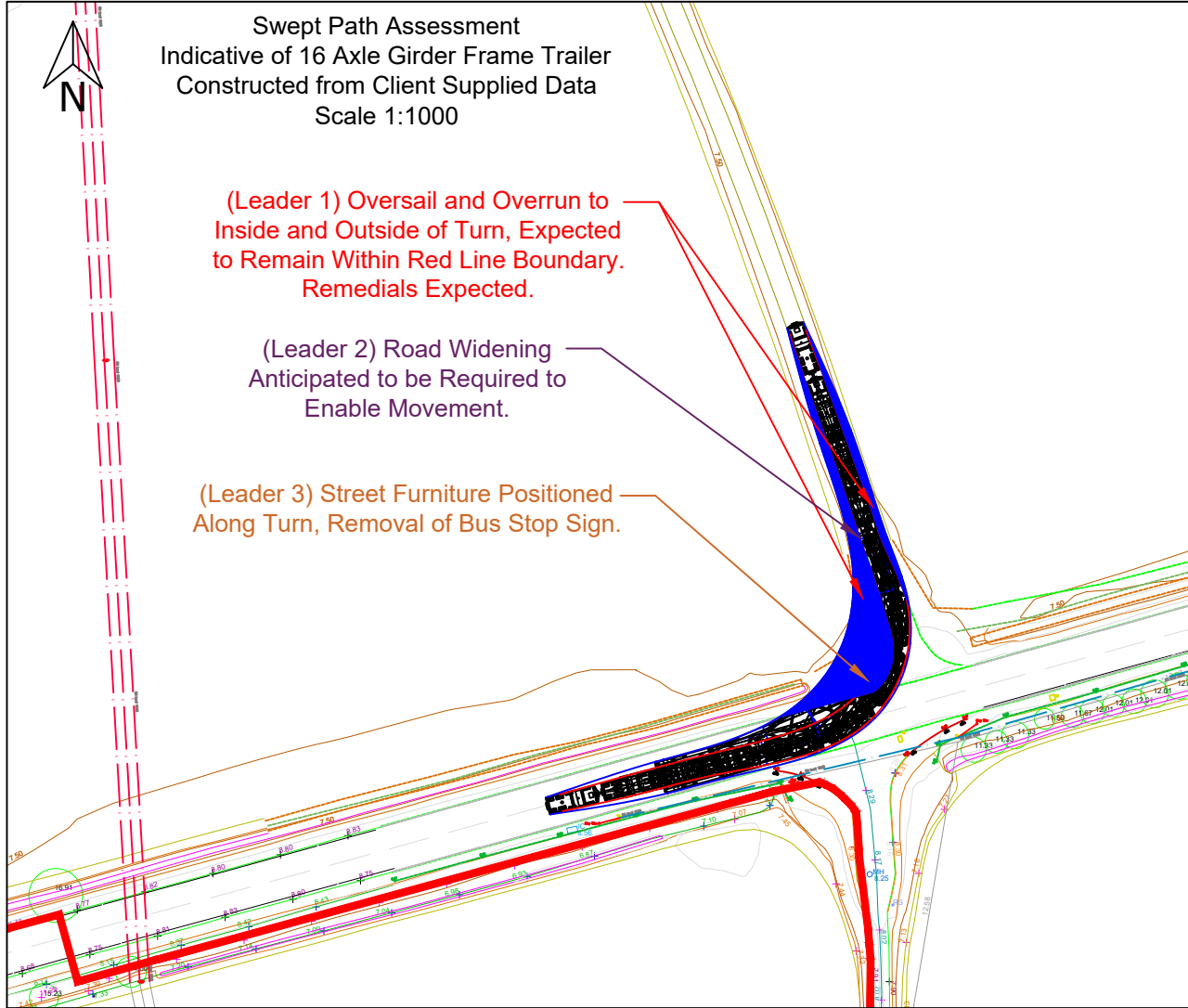
Drawing status:

Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MO	AP
Dwg. no:	Sheet:	Rev:
25-1320.SPA26	2 of 2	0

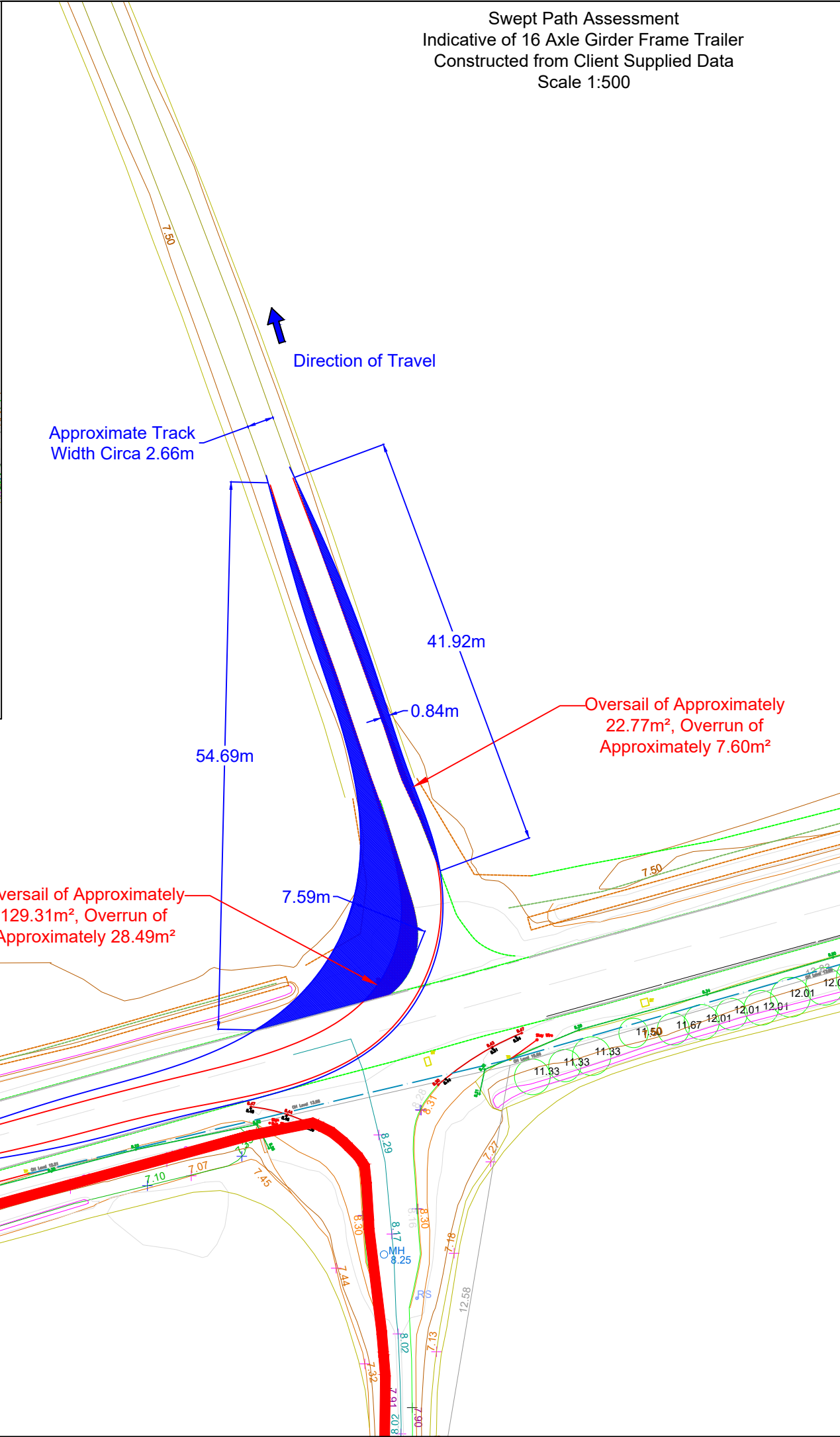
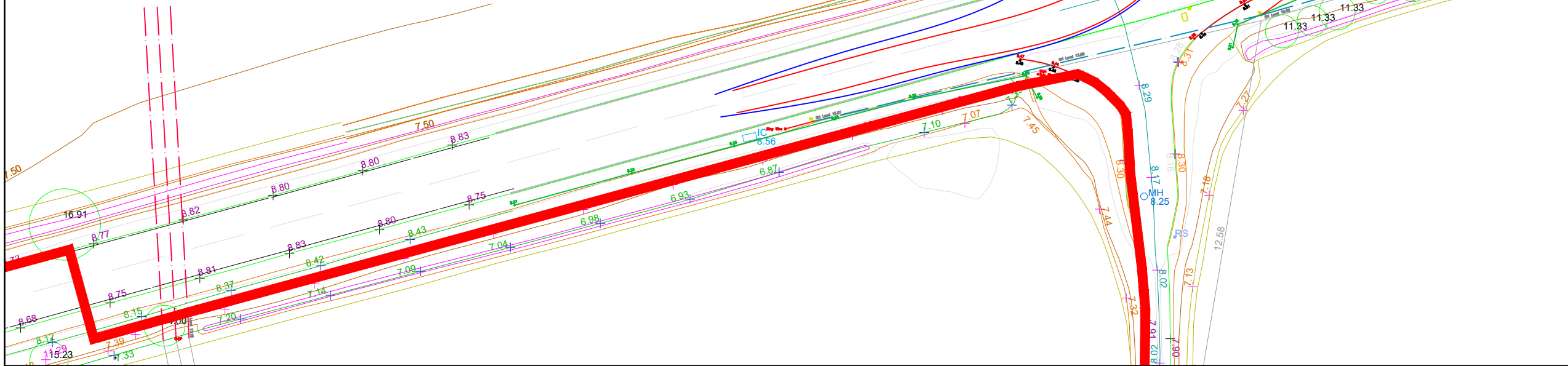
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P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley
Solar\Swept Path Assessments



The delivery vehicle can be seen turning left from the A63 onto the access road, at approximate OS grid reference: SE 52925 30041.

The configuration is recommended to occupy the full available roadway to aid in reducing oversail/overrun where possible. The configuration anticipates oversail and overrun on the inside and outside of the turn, though it is expected to remain within the highway boundary; remedial works anticipated to facilitate the movement (Leader 1). Road widening is anticipated to be required to facilitate the movement, this would include the turn and the continuation along the access road, access road width is anticipated to be circa 2.66m, the transport arrangement track width is expected to be circa 3.0m which would result in overrun; access roads should be constructed considerate of the AIL delivery vehicles (Leader 2). Removal of street furniture is required due to oversail on the inside of the turn, this would require the removal of the bus stop sign (Leader 3). Subject to observing the stated cautions and implementing the required remedial works, this section is considered to be physically negotiable.



Location Plan

Legend:

16-axle girder frame trailer
minimum turning arrangements
Drawing ref. 25-1320.TC01

Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

1		
0	26.08.26	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:

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Independent Transportation Engineers

Client:

Project:

Light Valley Solar

Title:

Swept Path Assessments
Showing the left turn from the A63 onto Access Road, at
approximate OS grid reference: SE 52925 30041, on
indicative 16 axle girder frame trailer transporting a 135te
transformer.

Drawing status:

Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MO	AP
Dwg. no:	Sheet:	Rev:
25-1320.SPA27	1 of 2	0

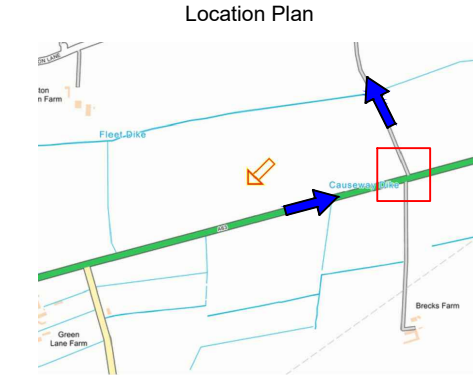
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Solar\Swept Path Assessments

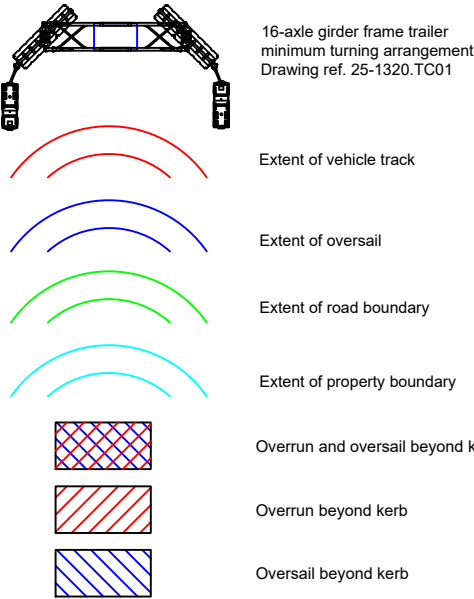


Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:750

NOTE: Overlay onto aerial image is not
representative of the configuration relative to
the environment. This is for illustrative purposes
only, and should only be taken as such.



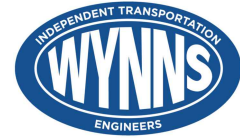
Legend:



1		
0	26.08.26	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



Shaftesbury House, 2 High Street,
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Independent Transportation Engineers

Client:



Project:

Light Valley Solar

Title: Swept Path Assessments
Showing the left turn from the A63 onto Access Road, at
approximate OS grid reference: SE 52925 30041, on
indicative 16 axle girder frame trailer transporting a 135te
transformer.

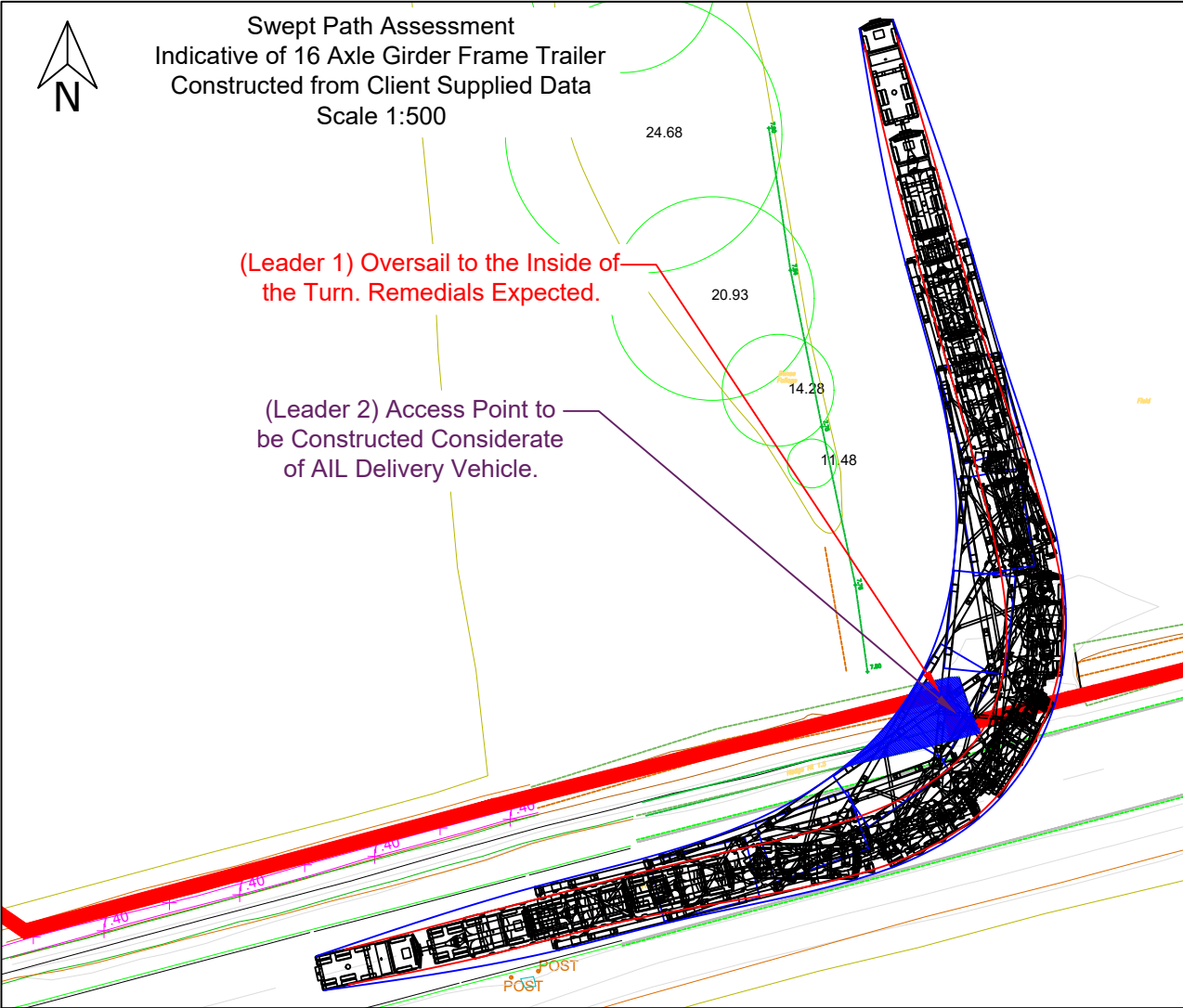
Drawing status:

Final Report

Scale (A3): As shown	Drawn by: MO	Checked by: AP
Dwg. no: 25-1320.SPA27	Sheet: 2 of 2	Rev: 0

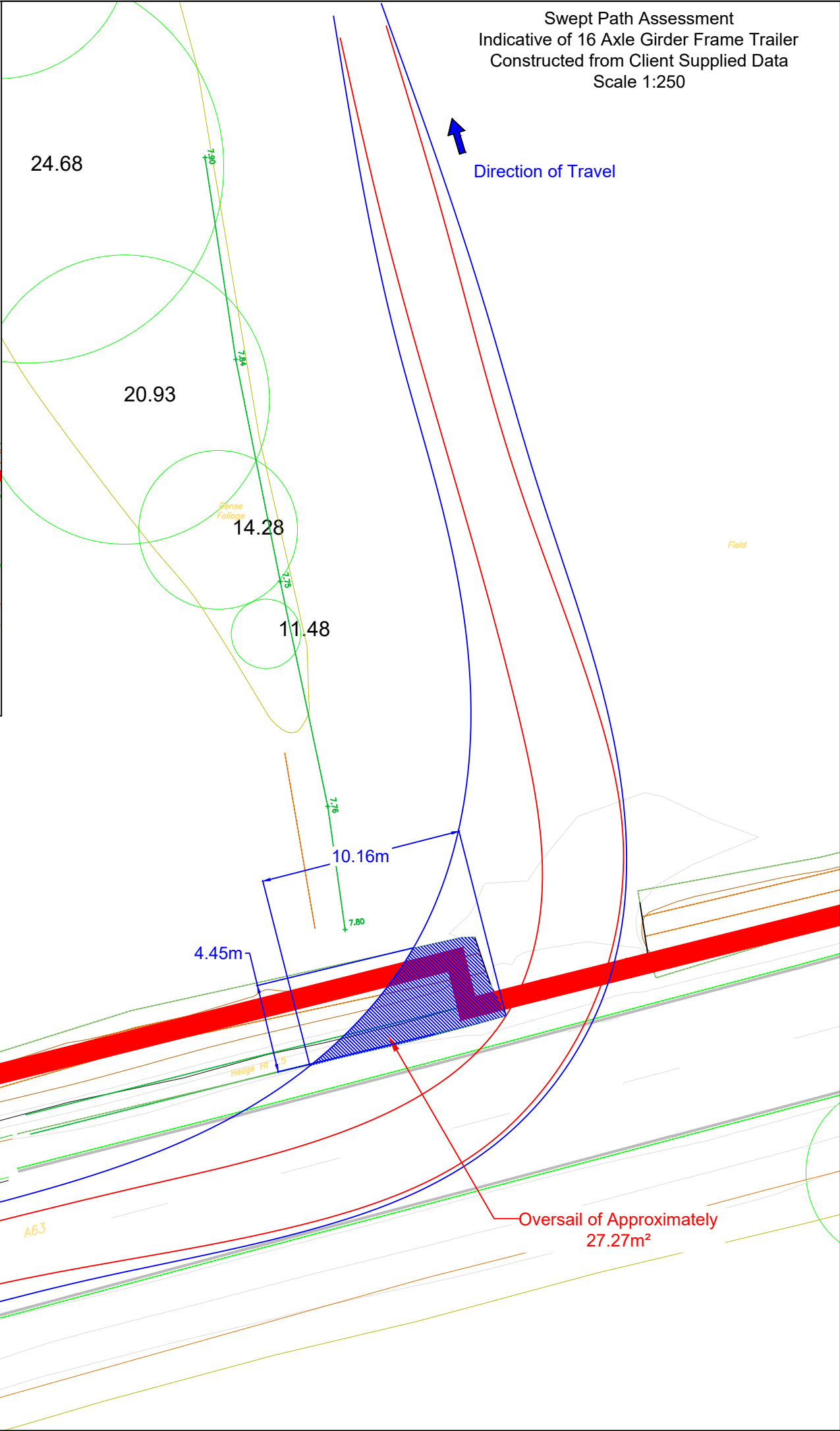
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P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley
Solar\Swept Path Assessments



The delivery vehicle can be seen turning left from the A63 onto the access road, at approximate OS grid reference: SE 52131 29833.

The configuration is recommended to occupy the full available roadway to aid in reducing oversail/overrun where possible. The configuration anticipates oversail on the inside of the turn, remedials would be expected to facilitate the movement (Leader 1). The access point should be designed/constructed considerate of the AIL delivery vehicle, including implemented suitable bellmouth design, and road capacities, strenghtening works to the drainage culvert being crossed may be required if capacities cannot be confirmed (Leader 2). Remedials to the hedgerow positioned to the west would be required to enable access, the extent would depend on growth at the time of movement (Leader 3) Subject to observing the stated cautions and implementing the required remedial works, this section is considered to be physically negotiable.



Location Plan

Top Farm
Green Lane Farm
Bricks Farm

Legend:

16-axle girder frame trailer minimum turning arrangements Drawing ref. 25-1320.TC01

Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

1		
0	26.08.26	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:

Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411

Independent Transportation Engineers

Client:

Project:

Light Valley Solar

Title:

Swept Path Assessments
Showing the left turn from the A63 into a Proposed Access Point, at approximate OS grid reference: SE 52131 29833, on indicative 16 axle girder frame trailer transporting a 135te transformer.

Drawing status:

Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MO	AP
Dwg. no:	Sheet:	Rev:
25-1320.SPA28	1 of 2	0

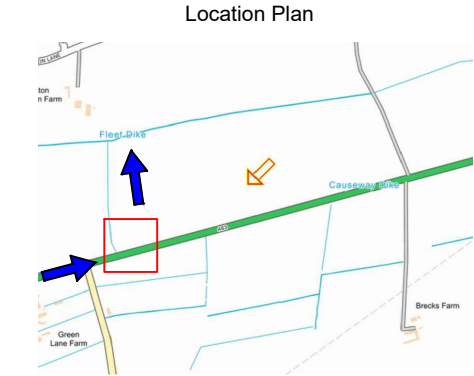
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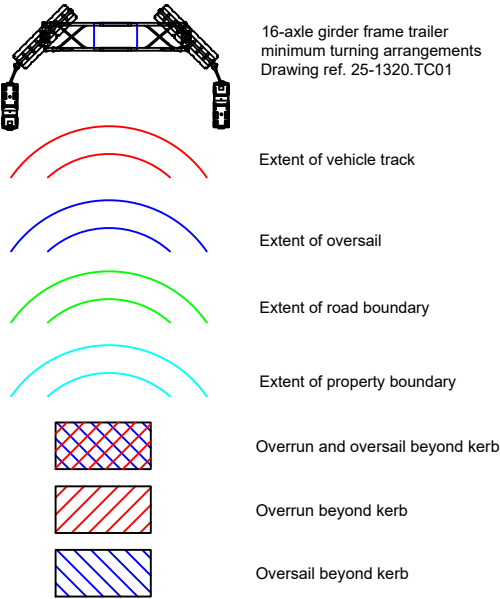


Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:750

NOTE: Overlay onto aerial image is not
representative of the configuration relative to
the environment. This is for illustrative purposes
only, and should only be taken as such.



Legend:



1		
0	26.08.26	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



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Tel: (01785) 850411

Independent Transportation Engineers

Client:



Project:

Light Valley Solar

Title:

Swept Path Assessments
Showing the left turn from the A63 into a Proposed
Access Point, at approximate OS grid reference: SE
52131 29833, on indicative 16 axle girder frame trailer
transporting a 135te transformer.

Drawing status:

Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MO	AP
Dwg. no:	Sheet:	Rev:
25-1320.SPA28	2 of 2	0

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P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley
Solar\Swept Path Assessments

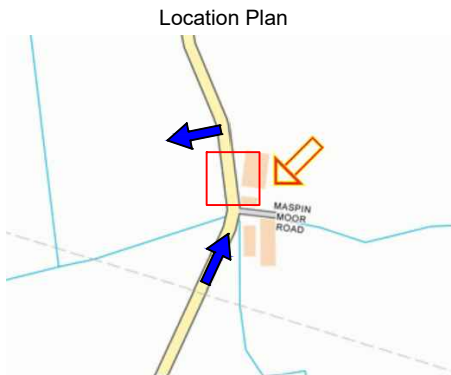
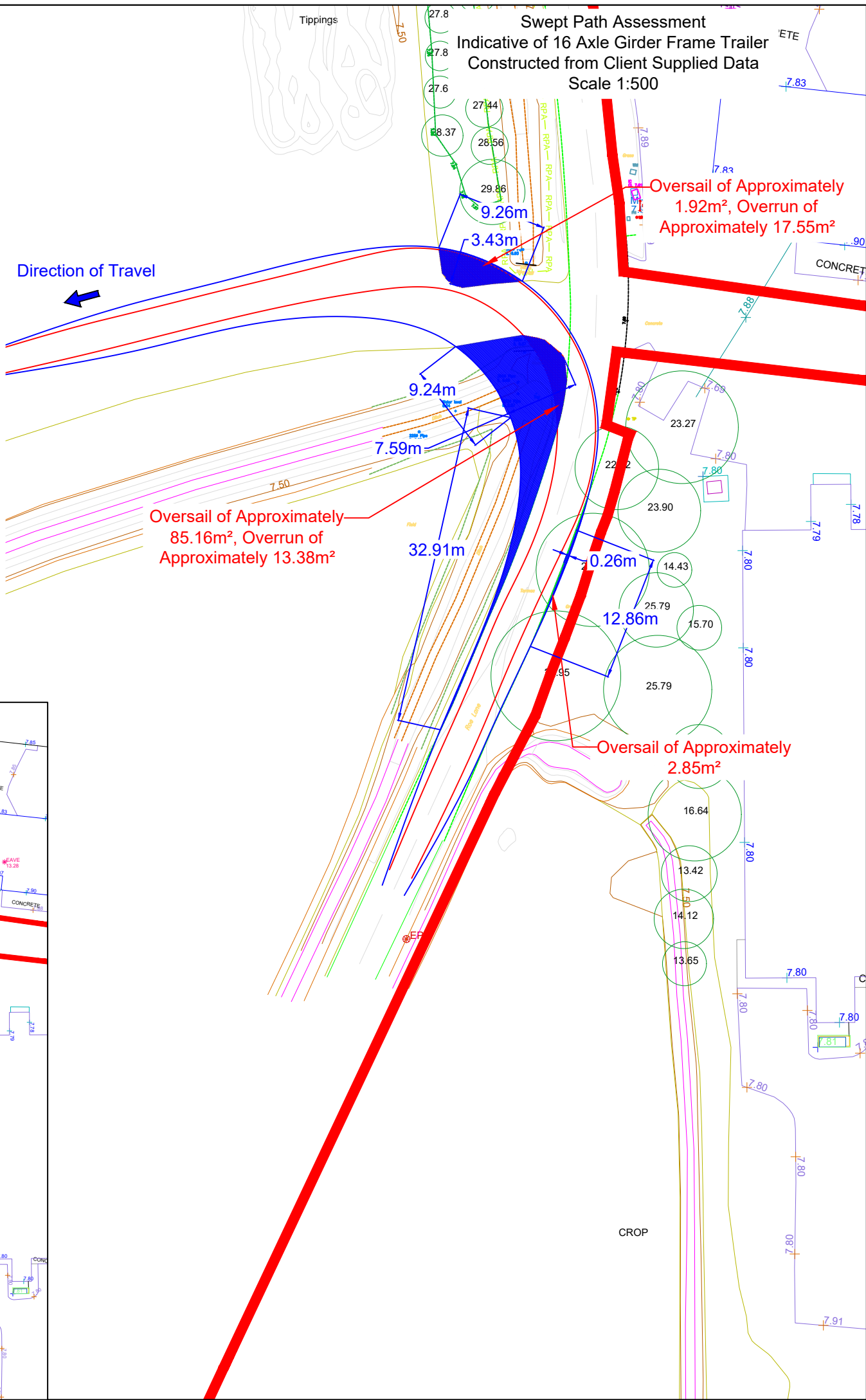
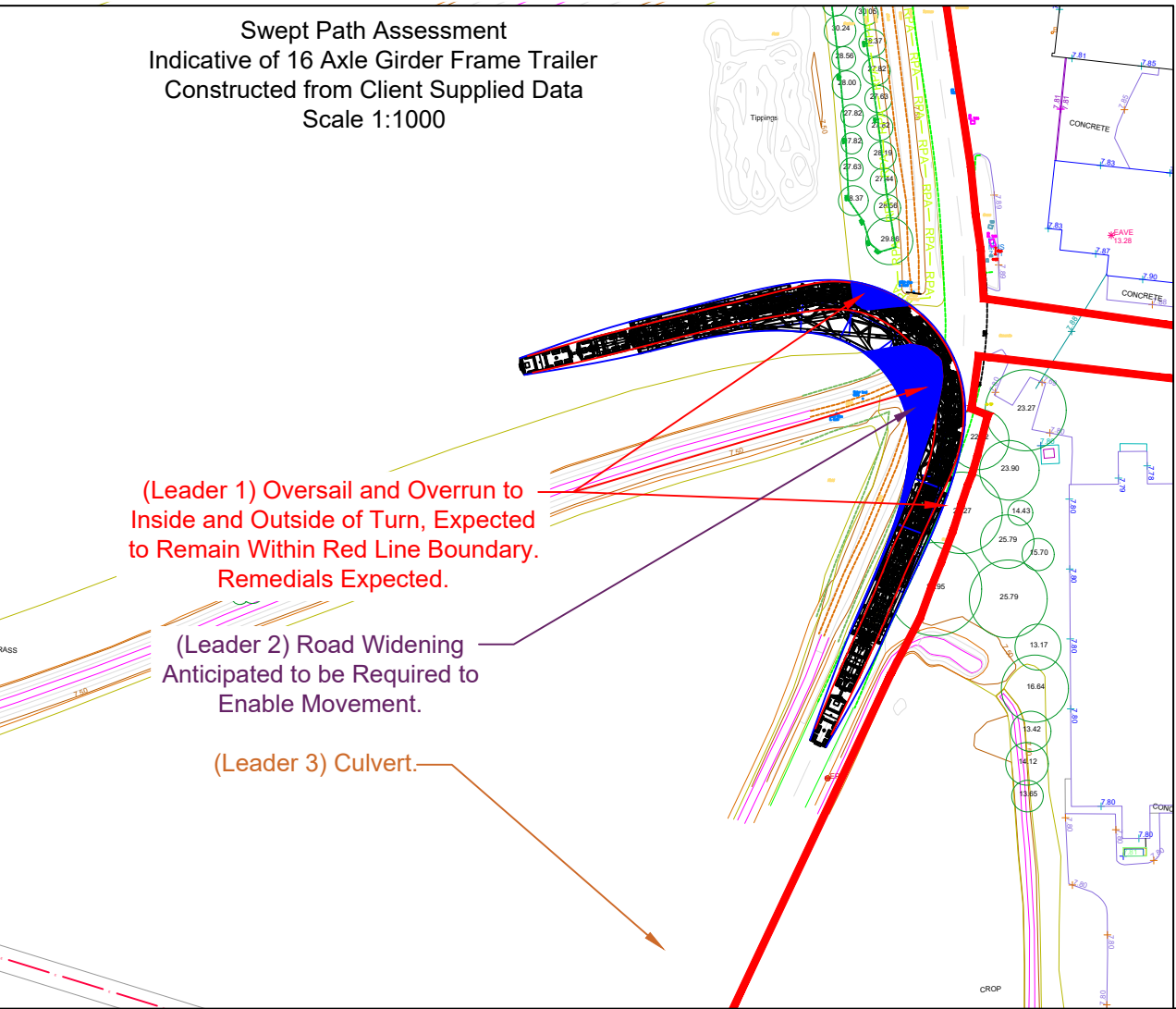


The configuration is recommended to occupy the full available road way to aid in reducing oversail/overrun where possible.

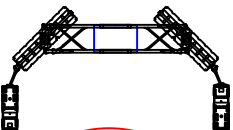
The configuration anticipates oversail and overrun on the inside and outside of the turn, though it is expected to remain within the highway boundary; remedial works anticipated to facilitate the movement (Leader 1). Road widening would be required to facilitate the movement, including implementing a bellmouth/access point considerate of the turning radii of the AIL delivery vehicle, and designing the access road considerate of accommodating the anticipated vehicle loads (Leader 2). Water pipes/taps are positioned on the inside of the turn, removal of the tap would be required; it would also be recommended that due to the pipe/tap, an underground service check should be carried out to confirm location/type of services that are present. It should also be noted a culvert crosses the access point, and the anticipated overrun on the inside would be into the culvert ditch as a result, appropriate construction would be required to maintain the culvert's use but facilitate the AIL movement (Leader 3).

Subject to observing the stated cautions and implementing the required remedial works, this section is considered to be physically negotiable.

Note: The manoeuvre may be completed by driving past and reversing into the access point, this would improve the angle of approach for the configuration, though would anticipate extensive enabling works to the access point similar to those described above, and additionally remedials to the foliage/trees would be anticipated, with the potential removal of the southernmost tree to facilitate the movement.



Legend:



16-axle girder frame trailer
minimum turning arrangements
Drawing ref. 25-1320.TC01



Extent of vehicle track



Extent of oversail



Extent of road boundary



Extent of property boundary



Overrun and oversail beyond kerb



Overrun beyond kerb



Oversail beyond kerb

1		
0	26.08.26	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



Shaftesbury House, 2 High Street,
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Tel: (01785) 850411

Independent Transportation Engineers

Client:



Project:

Light Valley Solar

Title: Swept Path Assessments
Showing the left turn from Roe Lane into the Proposed Access Point, at approximate OS grid reference: SE 53006 27925, on indicative 16 axle grid frame trailer transporting a 135te transformer.

Drawing status:

Final Report

Scale (A3): As shown	Drawn by: MO	Checked by: AP
Dwg. no.: 25-1320.SPA29	Sheet: 1 of 2	Rev.: 0

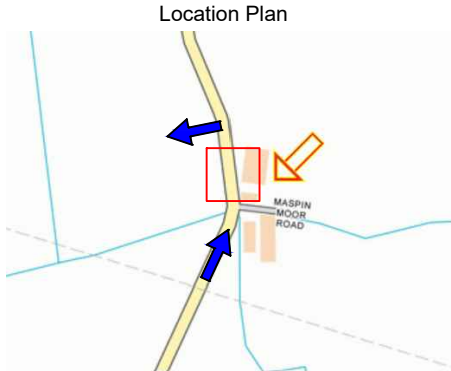
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P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley Solar\Swept Path Assessments



Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:750

NOTE: Overlay onto aerial image is not
representative of the configuration relative to
the environment. This is for illustrative purposes
only, and should only be taken as such.



Legend:

- 16-axle girder frame trailer
minimum turning arrangements
Drawing ref. 25-1320.TC01
- Extent of vehicle track
- Extent of oversail
- Extent of road boundary
- Extent of property boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
- Oversail beyond kerb

1		
0	26.08.26	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



Shaftesbury House, 2 High Street,
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Tel: (01785) 850411

Independent Transportation Engineers

Client:



Project:

Light Valley Solar

Title:

Swept Path Assessments
Showing the left turn from Roe Lane into the Proposed
Access Point, at approximate OS grid reference: SE
53006 27925, on indicative 16 axle girder frame trailer
transporting a 135te transformer.

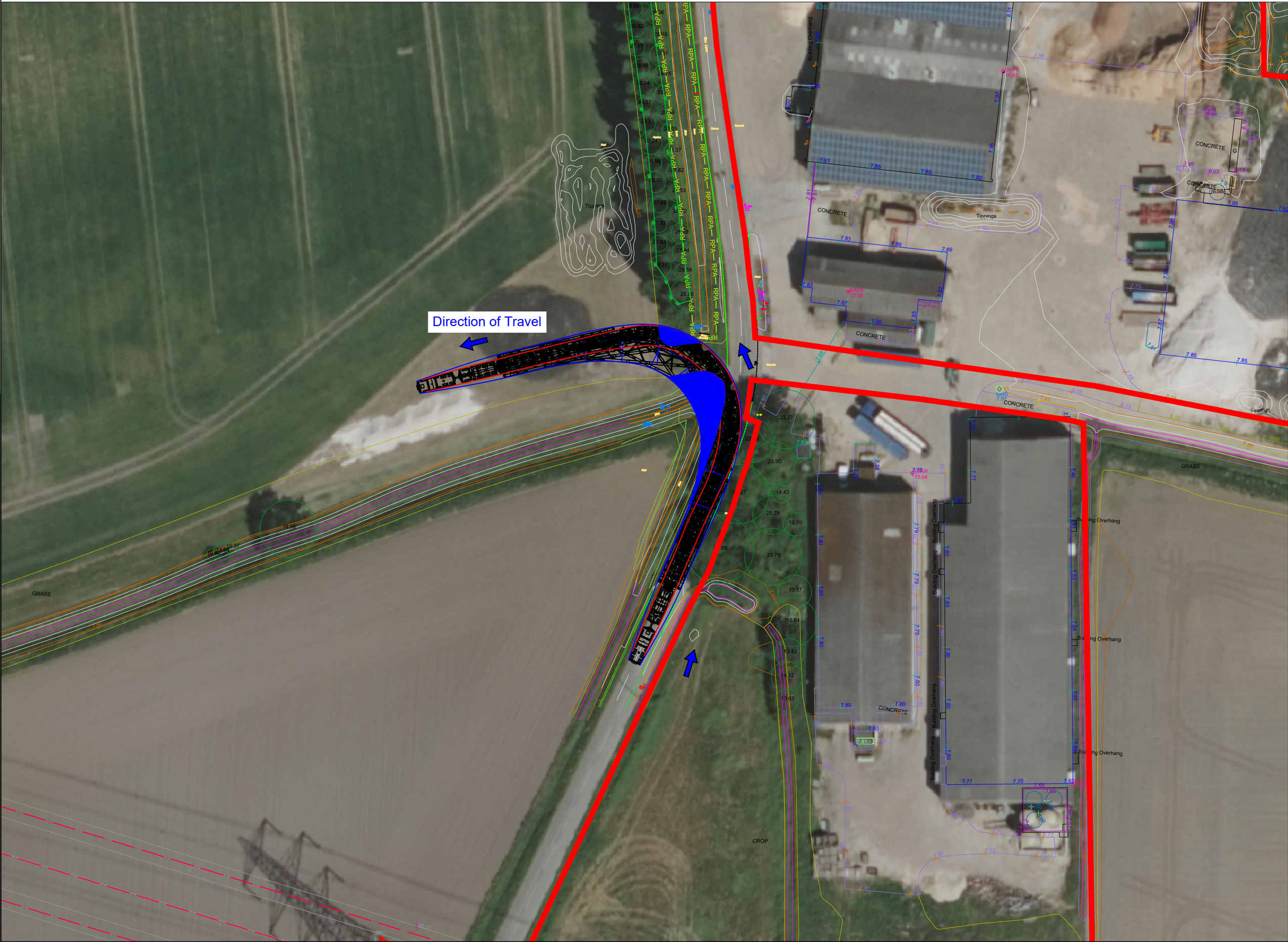
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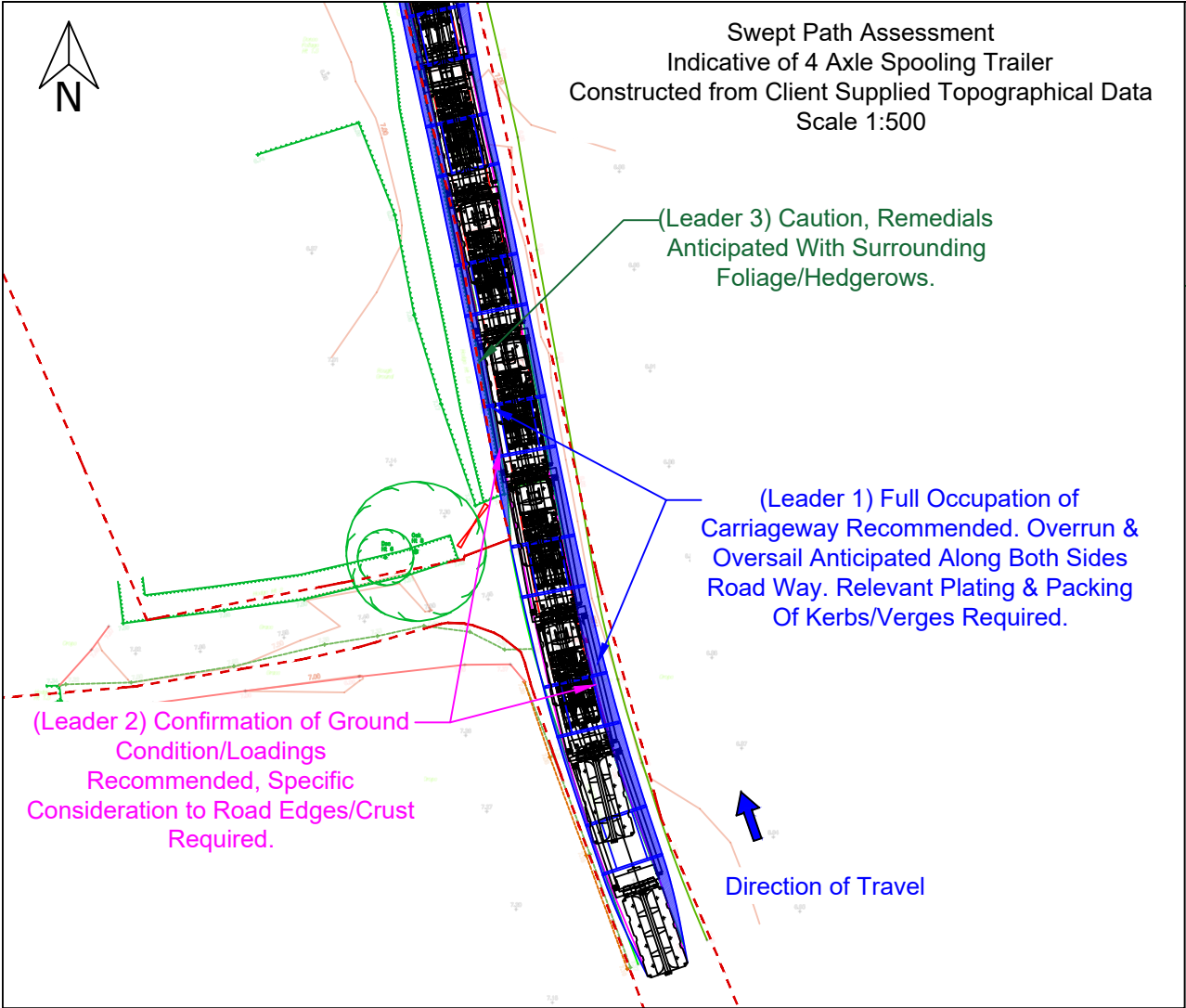
Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MO	AP
Dwg. no:	Sheet:	Rev:
25-1320.SPA29	2 of 2	0

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P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley
Solar\Swept Path Assessments



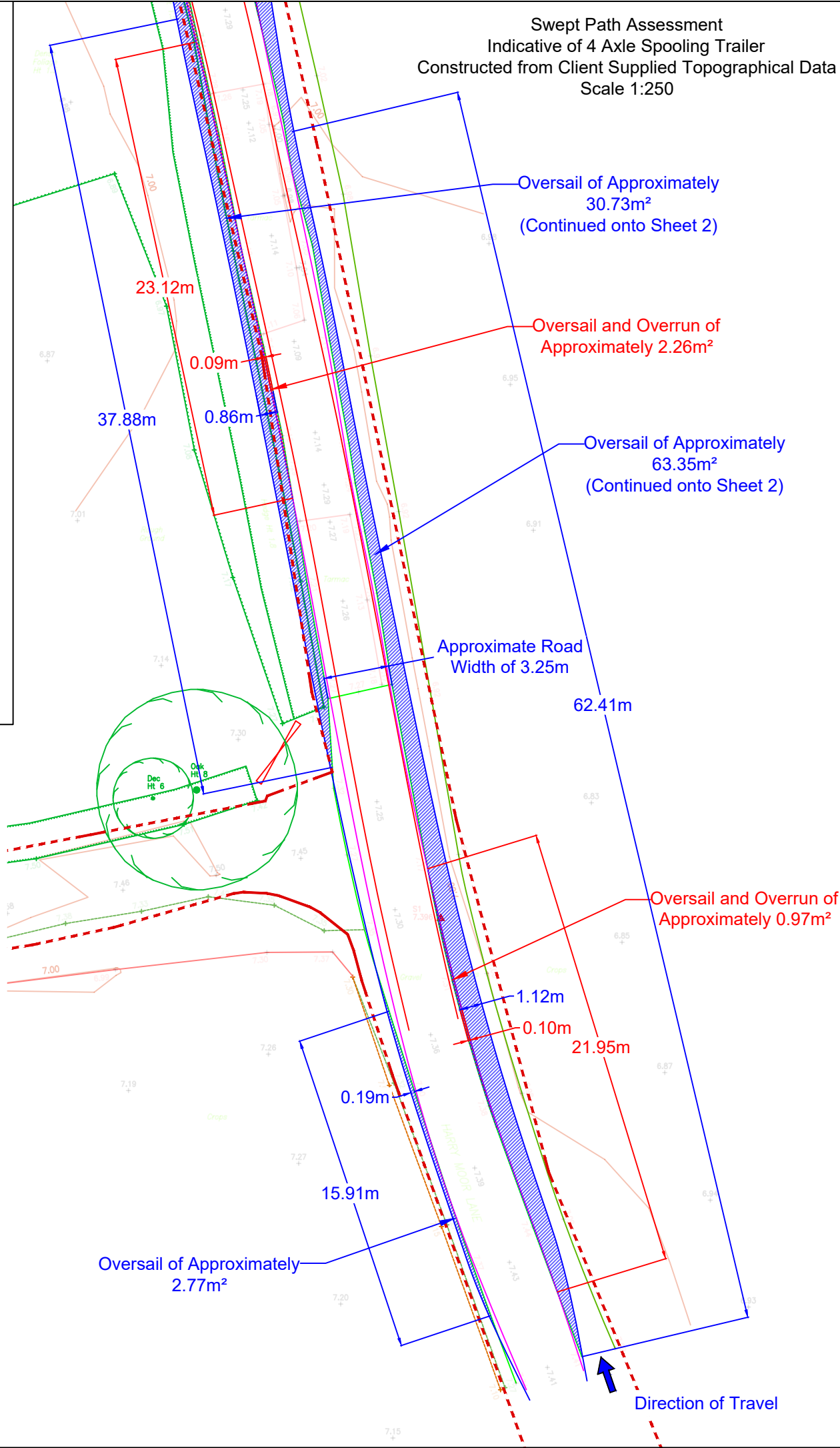


The delivery vehicle can be seen proceeding along Harry Moor Lane, at approximate OS grid reference: SE 57053 31361.

The configuration is recommended to occupy the full available roadway to aid in reducing oversail/overrun where possible.

The configuration anticipates oversail and overrun on both sides of the road; overrun would require plating and packing to any present kerbs/pavements/verges as required to facilitate (Leader 1). Harry Moor Lane has a minimum road width of approximately 3.25m, though due to the condition of the road surface/crust/edges and unknown ground condition/loadings, it is recommended that Harry Moor Lane is resurfaced and widened to a minimum of 5 metres to facilitate the delivery vehicle, due to the uneven nature of the road and to prevent vehicle stability issues (Leader 2). It is expected that remedials to surrounding foliage/hedgerows would be required to facilitate the manoeuvre (Leader 3).

Subject to observing the stated cautions, confirming landowner boundaries and discussing use for facilitation, and implementing the recommended remedial works, this section is considered to be physically negotiable.



Location Plan

Legend:

- 4-axle spooling trailer minimum turning arrangements Drawing ref. 25-1320.TC02
- Extent of tractor track
- Extent of trailer track
- Extent of oversail
- Extent of road boundary
- Extent of property boundary
- Red Line Boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
- Oversail beyond kerb

Rev.	Date	Amendments
1	07.07.26	Updated with RLB Overlay
0	05.06.26	Issued for comment

Revisions

Prepared by:

WYNNS ENGINEERS
Shaftesbury House, 2 High Street,
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Tel: (01785) 850411
Independent Transportation Engineers

Client:

Island GREEN POWER

Project:

Light Valley Solar

Title:

Swept Path Assessments
Detailing the negotiation of Harry Moor Lane, at
approximate OS grid reference: SE 57053 31361, on
indicative 4 axle spooling trailer transporting a 30te cable
drum.

Drawing status:

Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	JMB	MTO

Dwg. no:	Sheet:	Rev:
25-1320.SPA23	1 of 4	1

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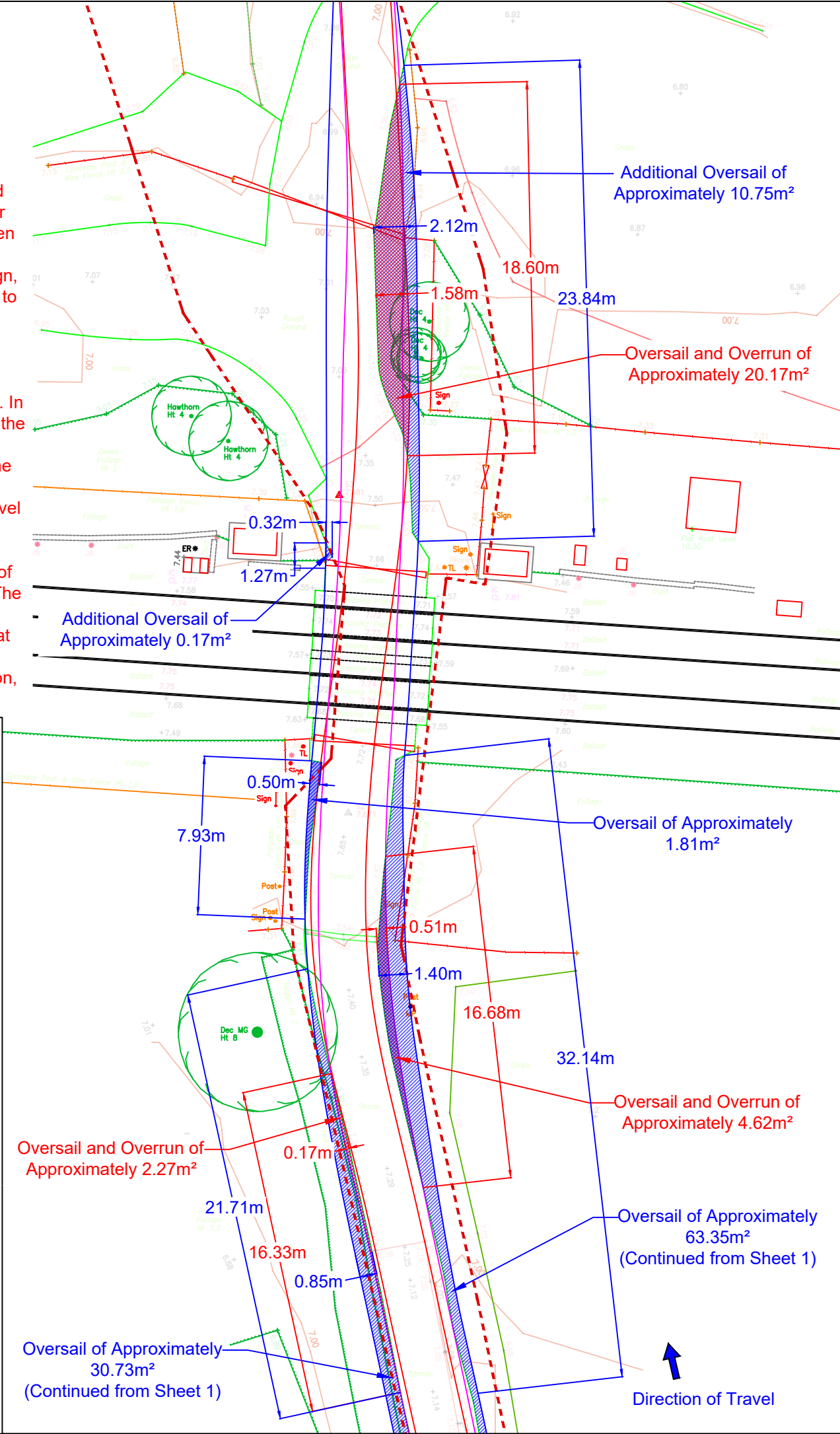
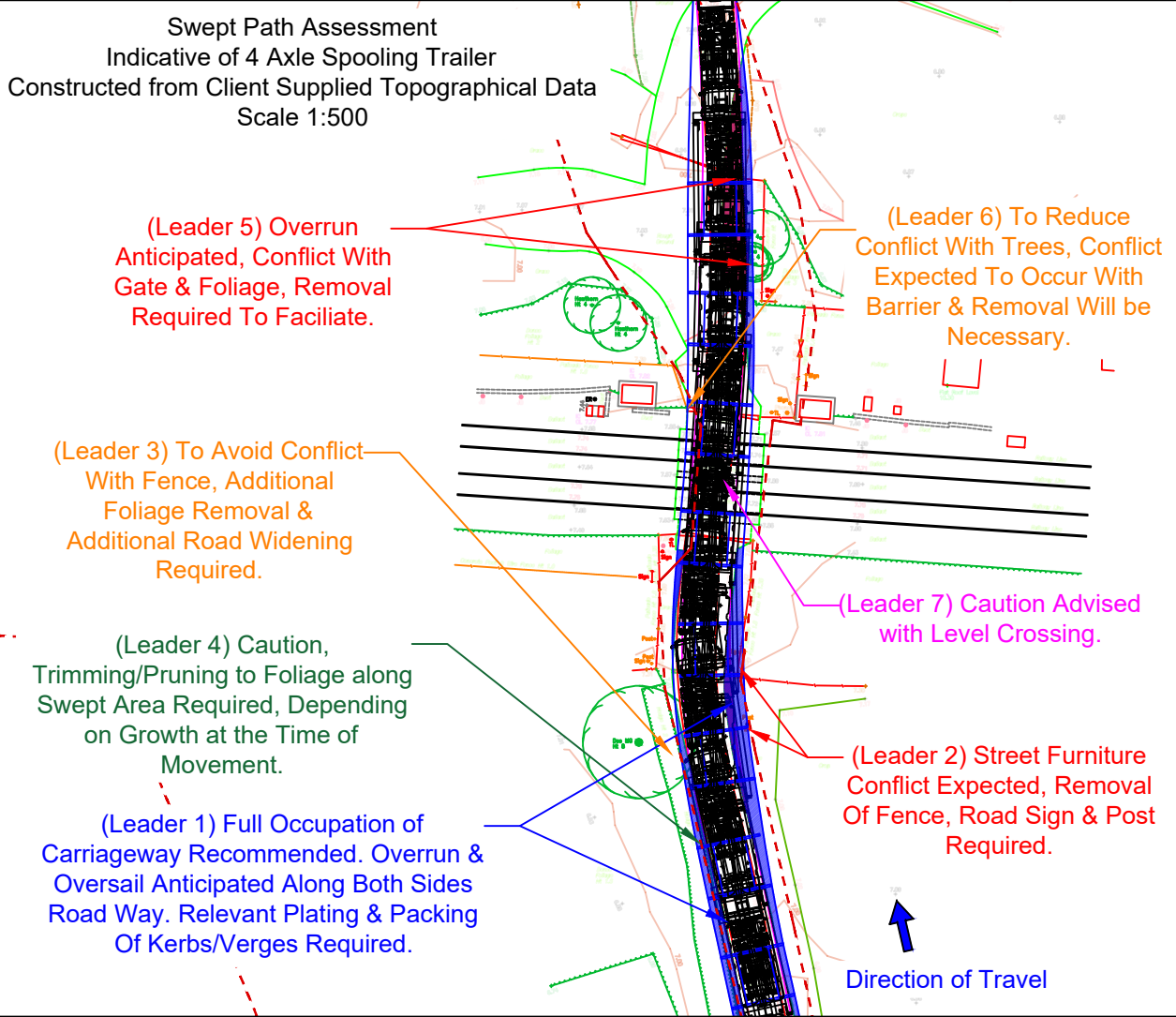
Swept Path Assessment
Indicative of 4 Axle Spooling Trailer
Constructed from Client Supplied Topographical Data
Scale 1:250

The delivery vehicle can be seen continuing along Harry Moor Lane and proceeding over the level crossing and continuing straight into the third party land, at approximate OS grid reference: SE 57046 31410. The configuration is recommended to occupy the full available roadway to aid in reducing oversail/overrun where possible.

The configuration expects oversail and overrun on both sides of the road; overrun would require plating and packing to any present kerbs/pavements/verges as required to facilitate. It is recommended that Harry Moor Lane is resurfaced and widened to a minimum of 5 metres to facilitate the delivery vehicle, due to the uneven nature of the road and to prevent vehicle stability issues (Leader 1). It is expected that the oversail on the inside of the turn prior to the crossing will be in conflict with surrounding street furniture, including a road sign, fence and post, which will require removal to facilitate the delivery vehicle (Leader 2). If the remedial works to the fence are not considered feasible, an alternative option is to approach the crossing with the vehicle as straight as possible, further to the west. This approach will require additional remedial works to the surrounding vegetation including the trimming/pruning of the tree to the west and additional road widening (Leader 3). It should be cautioned that depending on growth at the time of movement, trimming/pruning of surrounding foliage may be required to facilitate the manoeuvre on the approach to the crossing (Leader 4). In order for the vehicle oversail to avoid conflict with the barriers, the delivery vehicle must travel straight until the trailer has fully traversed the level crossing, which requires the vehicle to depart the road and overrun will occur into surrounding foliage, which will require remedial works to the trees and removal of the gate into the third party field to facilitate the delivery vehicle. (Leader 5). To avoid conflict with the highlighted trees, a reduction in overrun/oversail is possible, though this would likely have conflict and require removal of the level crossing barriers (Leader 6).

Additionally, it should be noted that regarding the level crossing, before the trailer crosses any automatic half-barrier railway level crossing or any other railway level crossing, equipped with a telephone, the driver of the towing vehicle shall telephone the railway signaller of the intention to cross the railway with the trailer. The trailer and vehicles used with it shall not cross except with the permission of and in accordance with the instructions of the railway signaller. After crossing the driver shall again telephone the signaller to inform that the crossing is clear (Leader 7).

Subject to observing the stated cautions, confirming landowner boundaries and discussing use for facilitation, and implementing the recommended remedial works, this section is considered to be physically negotiable.



Location Plan

Legend:

- 4-axle spooling trailer minimum turning arrangements Drawing ref. 25-1320.TC02
- Extent of tractor track
- Extent of trailer track
- Extent of oversail
- Extent of road boundary
- Extent of property boundary
- Red Line Boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
- Oversail beyond kerb

Rev.	Date	Amendments
1	07.07.26	Updated with RLB Overlay
0	05.06.26	Issued for comment

Revisions

Prepared by:

WYNNS ENGINEERS

Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411

Independent Transportation Engineers

Client:

Island GREEN POWER

Project:

Light Valley Solar

Title:

Swept Path Assessments
Showing the configuration continuing along Harry Moor Lane, at approximate OS grid reference: SE 57046 31410, on indicative 4 axle spooling trailer transporting a 30te cable drum.

Drawing status:

Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	JMB	MTO

Dwg. no:	Sheet:	Rev:
25-1320.SPA23	2 of 4	1

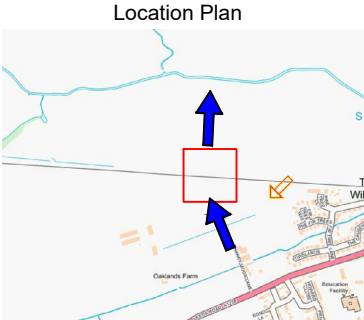
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P:\Clients\Existing Clients\Island Green Power\25-1320 Light Valley Solar\Swept Path Assessments



Swept Path Assessment
Indicative of 4 Axle Spooling Trailer
Constructed from Client Supplied Topographical Data
Scale 1:600

NOTE: Overlay onto aerial image is not representative of the configuration relative to the environment. This is for illustrative purposes only, and should only be taken as such.



Legend:

- 4-axle spooling trailer minimum turning arrangements Drawing ref. 25-1320.TC02
- Extent of tractor track
- Extent of trailer track
- Extent of oversail
- Extent of road boundary
- Extent of property boundary
- Red Line Boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
- Oversail beyond kerb

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Revisions

Prepared by:



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Independent Transportation Engineers

Client:



Project:

Light Valley Solar

Title: Swept Path Assessments
Showing the negotiation of Harry Moor Lane against RLB, at approximate OS grid reference: SE 57053 31361 and continuing to approximate OS grid reference: SE 57046 31410, on indicative 4 axle spooling trailer transporting a 30te cable drum.

Drawing status:

Final Report

Scale (A3):	Drawn by:	Checked by:
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25-1320.SPA23	3 of 4	1

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Red Line Boundary (RLB)
Provided by Client

Additional Oversail
Beyond RLB of
Approximately 6.13m²

Oversail and Overrun
Beyond RLB of
Approximately 2.58m²

Oversail Beyond RLB of
Approximately 0.32m²

Oversail Beyond RLB of
Approximately 13.84m²

Oversail Beyond RLB of
Approximately 0.03m²

Direction of Travel

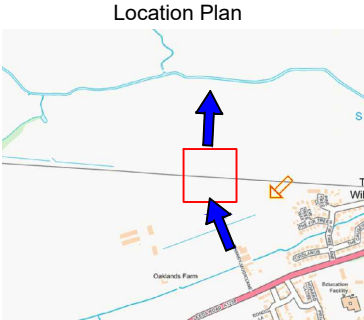
The delivery vehicle can be seen proceeding along Harry Moor Lane, over the level crossing and continuing straight into the third party land, at approximate OS grid reference: SE 57046 31410. The configuration is recommended to occupy the full available road way to aid in reducing oversail/overrun where possible. The configuration is expected to oversail beyond the Red Line Boundary (RLB) to the east of Harry Moor Lane, which is in conflict with the vegetation and requires remedial works. Oversail beyond the RLB is also expected to occur on the west of Harry Moor Lane as the configuration negotiates the right turn before the level crossing, in conflict with the fencing. As the vehicle passes over the level crossing, oversail and overrun is expected beyond the RLB to the west, though no additional conflicts are expected here.

Subject to observing the stated cautions, confirming land owner boundaries and discussing use for facilitation, and implementing the recommended remedial works, this section is considered to be physically negotiable.



Swept Path Assessment
Indicative of 4 Axle Spooling Trailer
Constructed from Client Supplied Topographical Data
Scale 1:1000

NOTE: Overlay onto aerial image is not representative of the configuration relative to the environment. This is for illustrative purposes only, and should only be taken as such.

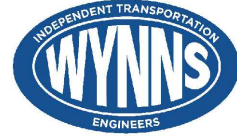


- Legend:
- 4-axle spooling trailer minimum turning arrangements Drawing ref. 25-1320.TC02
 - Extent of tractor track
 - Extent of trailer track
 - Extent of oversail
 - Extent of road boundary
 - Extent of property boundary
 - Red Line Boundary
 - Overrun and oversail beyond kerb
 - Overrun beyond kerb
 - Oversail beyond kerb

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Client:



Project: Light Valley Solar

Title: Swept Path Assessments
Showing the negotiation of Harry Moor Lane, at approximate OS grid reference: SE 57053 31361 and continuing to approximate OS grid reference: SE 57046 31410, on indicative 4 axle spooling trailer transporting a 30te cable drum.

Drawing status: Final Report

Scale (A3): As shown	Drawn by: JMB	Checked by: MTO
Dwg. no: 25-1320.SPA23	Sheet: 4 of 4	Rev: 1

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