



MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS

Planning Statement

Local Planning Policy Tracker



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1 Local planning policy tracker

1.1 Introduction

1.1.1 Overview

- 1.1.1.1 This Local planning policy tracker forms Annex J28.3 of the Planning Statement. As set out in section 2.1 and shown in Figure 3.1 of the Planning Statement (replicated below), the onshore elements of the Transmission Assets are located within the administrative areas of Blackpool Council, Fylde Council, Preston City Council, South Ribble Borough Council and Lancashire County Council.
- 1.1.1.2 The purpose of this document is to present the relevant policies for the Transmission Assets from the development plans of the above councils and present an assessment of compliance.
- 1.1.1.3 This Local planning policy tracker has been updated for Deadline 7 as requested in the Examining Authority's Rule 8 letter (PD-007) and reflects comments made within the following Local Impact Reports;
- Blackpool Borough Council;
 - Lancashire County Council;
 - Fylde Borough Council; and
 - South Ribble District Council.
- 1.1.1.4 Figure 1.1 below illustrates that the onshore elements of the Transmission Assets are located within the administrative areas of Blackpool Council, Fylde Council, Preston City Council, South Ribble Borough Council and Lancashire County Council. In relation to Blackpool Council, the interaction with the Order Limits is limited. For completeness, a wholesale review of the Local Plan Part 1 and Part 2 has been undertaken; however these policies should be read within the context of the limited interaction of the Order Limits within the local authority boundary.
- 1.1.1.5 In relation to the other host authorities, landfall and the proposed substations are to be located wholly within the administrative area of Fylde Council, along with sections of buried cable. Whilst the Order Limits interact with the administrative areas of South Ribble Borough Council and Preston City Council, no permanent above ground development is proposed within these authorities with buried cabling being the main form of development. The policies for these authorities should be considered in this context.
- 1.1.1.6 In reviewing the policies highlighted by the local planning authorities in their Local Impact Reports, the Applicants consider a number of the suggested policies are not relevant to the Transmission Assets. Where identified, these have been included within the relevant tables, with an explanation of why the policy is not of relevance to the Transmission Assets. Policies which are not considered to be relevant, have been included for completeness however greyed out.

1.1.1.7 In addition, the Applicants are aware that the Central Lancashire Local Plan 2023-2042 was submitted for examination on 30 June 2025. The plan covers the districts of Chorley, Preston and South Ribble and once adopted, will supersede the Central Lancashire Core Strategy, Chorley Local Plan, Preston Local Plan and South Ribble Local Plan. Whilst the Central Lancashire Local Plan 2023-2042 is still at an early stage of examination the weight afforded to it has increased since the submission of the Planning Statement Addendum (document reference S_D2_9). Therefore, Table 1.6 of this Local planning policy tracker details those policies of the Central Lancashire Local Plan 2023-2042 which are considered to be of relevance to the Transmission Assets, and presents an assessment of policy compliance.

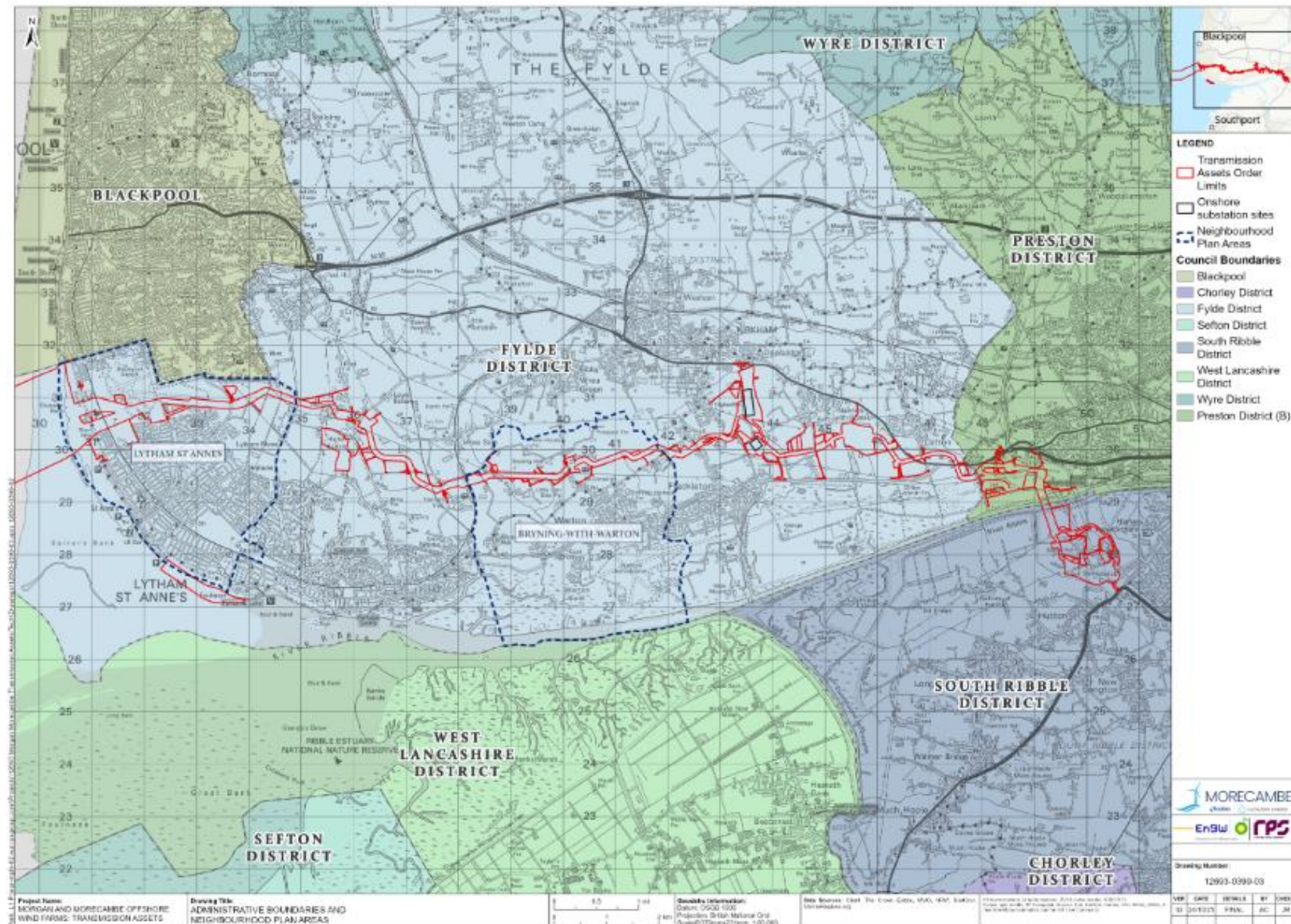


Figure 1.1: The onshore Order Limits and the local administrative areas

Table 1.1: Local planning policy tracker – Blackpool Council

Section/topic	Policy	Policy requirement	Accordance with the policy
Blackpool Local Plan Part 1: Core Strategy 2012-2027			
Presumption In Favour of Sustainable Development	NPPF1	When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.	Compliance with NPPF1 is illustrated in the Planning Statement (document reference J28) Section 6 as an 'on balance' assessment is carried out to demonstrate how the Transmission Assets achieves sustainable development goals, meaning that development should be approved without delay. As such, Transmission Assets has complied with Policy NPPF1.
Economic Development and Employment	CS3	<p>1. Sustainable economic development will be promoted to strengthen the local economy and meet the employment needs of Blackpool and the Fylde Coast Sub-Region to 2027 (...)</p> <p>2. To improve employment opportunities for Blackpool residents the focus will be to:</p> <p>a. Develop and deliver an effective skills agenda to ensure local people have the necessary skills; improve aspirations and opportunities for people to move into work; and retain skilled people in Blackpool</p> <p>(...)</p>	<p>As set out at 1.1.1.4 the Order Limits have very limited interaction with the Blackpool Council administrative area and the works are not considered to impact the requirements of this policy.</p> <p>Notwithstanding this, Volume 4, Chapter 2 Socio-economics of the ES and Volume 4, Annex 2.1: Socio-economics technical report (document reference F4.2 and F4.2.1) provide detail and assessment on the impact of Transmission Assets in socio-economic terms. In relation to job creation, Transmission Assts is assessed as having a moderate beneficial effect for the onshore study area, including in regard to employment, during construction, operation and maintenance.</p> <p>The Applicants have committed to providing an Employment and Skills Plan through the inclusion of requirement 19 in Schedules 2A and 2B of the draft DCO [document reference C1/F08). The outline Employment and Skills Plan (document reference J31 F02) provides the Applicants' approach to supporting employment and skills development in the offshore wind sector. The detailed Employment and Skills Plans will be developed through consultation with relevant</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
			<p>stakeholders to support local communities to gain access to skills training and employment opportunities (either directly through the Transmission Assets or in the wider supply chain, where relevant).</p> <p>As such, Transmission Assets is considered to be in accordance with Policy CS3 of the Blackpool Local Plan Part 1.</p>
Green Infrastructure	CS6	<p>High-quality and well connected networks of green infrastructure in Blackpool will be achieved by:</p> <p>Protecting existing green infrastructure networks and existing areas of Green Belt. The loss of green infrastructure will only be acceptable in exceptional circumstances where it is allowed for as part of an adopted Development Plan Document; or where provision is made for appropriate compensatory measures, mitigation or replacement; or in line with national planning policy.</p> <p>In terms of Green Belt areas, the Council will apply national policy to protect their openness and character, and retain the local distinctiveness</p> <p>All development should incorporate new or enhance existing green infrastructure of an appropriate size, type and standard. Where on-site provision is not possible, financial contributions will be sought to make appropriate provision for open space and green infrastructure.</p> <p>International, national and local sites of biological and geological conservation importance will be protected having regard to the hierarchy of designated sites and the potential for appropriate mitigation. Measures that seek to preserve, restore and enhance local ecological networks and priority habitats/ species will be required where necessary.</p>	<p>As set out at 1.1.1.4, the Order Limits have very limited interaction with the Blackpool Council administrative area and the works are not considered to impact the requirements of this policy.</p> <p>Notwithstanding this, the details of nationally and regionally important sites are set out in section 1.6.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the Environmental Statement (ES) (document reference F3.1). The potential impacts to these sites of geological interest are set out in section 1.11.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The design of the Transmission Assets seeks to avoid harm to designated sites of geological interest and the approach to site selection and consideration of alternatives is set out in Volume 1, Chapter 4 (document reference F1.4).</p> <p>Where practicable, the Applicants have looked to provide a coordinated approach to the design and development of mitigation and enhancement measures.</p> <p>In addition, the level of importance of ecological features is discussed in section 3.6 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and summarised in Table 3.15 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and existing habitat networks relevant to the assessment of</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
			<p>effects on ornithological receptors have been considered in developing the design of the Transmission Assets. These have been taken into account in developing mitigation measures or Commitments, as set out in section 4.8 of Volume 3, Chapter 4: Onshore and intertidal ornithology (document reference F3.4). This includes measures to conserve biodiversity in terms of ornithological interests. It also includes opportunities for biodiversity benefit. The significance of an effect is determined by the importance and sensitivity of a site or other ecological feature, as well the magnitude of the impact as summarised in Table 3.22 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). Impacts on important ecological features and mitigation for adverse effects, including those on ecological networks, are discussed in section 3.11 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3).</p> <p>The Habitats Regulations Assessment (HRA) Stage 1 Screening Report (document reference E3) identifies direct or indirect effects on designated sites which could be affected, and those sites are assessed in the HRA Stage 2 ISAA (document reference E2.1 – E2.3). The HRA Stage 1 ISAA concludes that there will be no adverse effect on integrity of any European site as a result of the Transmission Assets alone or in-combination with other projects.</p> <p>Furthermore, the Green Belt Technical Note (document reference S_D3_10 F02) provides a full assessment of any potential harms to the Green Belt and confirms that any harms are limited and that very special circumstances exist because of the Transmission Assets' role in delivering almost 2GW of new offshore</p>

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			<p>wind capacity from the Morgan and Morecambe Generation Assets..</p> <p>As such, Transmission Assets has complied with policy CS6 of Blackpool Local Plan Part 1: Core Strategy 2012 - 2027.</p>
Quality of Design	CS7	<p>1. New development in Blackpool is required to be well designed, and enhance the character and appearance of the local area and should:</p> <ul style="list-style-type: none"> a. Be appropriate in terms of scale, mass, height, layout, density, appearance, materials and relationship to adjoining buildings b. Ensure that amenities of nearby residents and potential occupiers are not adversely affected h. Be flexible to respond to future social, technological and economic needs. <p>2. Development will not be permitted that causes unacceptable effects by reason of visual intrusion, overlooking, shading, noise and light pollution or any other adverse local impact on local character or amenity.</p>	<p>As set out at 1.1.1.4 the Order Limits have very limited interaction with the Blackpool Council administrative area and the works are not considered to impact the requirements of this policy.</p> <p>Notwithstanding this, compliance with Policy CS7 is illustrated within the Planning Statement Section 5.20 (document reference J28). As the substation will not create visual or audible effects within Blackpool, the relevant topic chapters do not apply here.</p>
Water Management	CS9	<p>1. To reduce flood risk, manage the impacts of flooding and mitigate the effects of climate change, all new development must:</p> <ul style="list-style-type: none"> a. Be directed away from areas at risk of flooding, through the application of the Sequential Test and where necessary the Exception Test, taking account of all sources of flooding; b. Incorporate appropriate mitigation and resilience measures to minimise the risk and impact of flooding from all sources; c. Incorporate appropriate Sustainable Drainage Systems (SuDS) where surface water run-off will be generated; d. Where appropriate, not discharge surface water into the existing combined sewer network. If unavoidable, development must reduce the 	<p>As set out at 1.1.1.4 the Order Limits have very limited interaction with the Blackpool Council administrative area and the works are not considered to impact the requirements of this policy.</p> <p>Notwithstanding this, an assessment of climate change is incorporated within Volume 3, Annex 2.3: Flood Risk Assessment of the ES (document reference F3.2.3). This has been undertaken in line with NPPF and PPG guidelines (refer to the Outline Operational Drainage Management Plan: document reference J10).</p> <p>A conceptual drainage strategy for each onshore substation has been undertaken in line with local policy and includes SuDS.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>volume of surface water run-off discharging from the existing site in to the combined sewer system by as much as is reasonably practicable;</p> <p>e. Make efficient use of water resources; and</p> <p>f. Not cause a deterioration of water quality.</p> <p>2. Where appropriate, the retro-fitting of SuDS will be supported in locations that generate surface water run-off.</p>	<p>In addition, the onshore Water Framework Directive surface water and groundwater assessment provided in Volume 3, Annex 2.1 of the ES (document reference F3.2.1) has considered the Transmission Assets in the context of the environmental objectives of Water Framework Directive surface water bodies. This has considered the potential impact on onshore receptors and the proposed mitigation measures have taken into account the requirements of the river basin management plan to ensure all potential impacts on the water environment are mitigated to within acceptable levels. As such, Transmission Assets has complied with Policy CS9 of Blackpool Local Plan Part 1: Core Strategy 2012 - 2027.</p>
Sustainable Design and Renewable and Low Carbon Energy	CS10	<p>1. To mitigate the impacts of climate change, minimise carbon emissions and ensure buildings are energy efficient, non-residential developments must follow the principle of the energy hierarchy, which is to:</p> <p>a. Reduce the need for energy by taking all reasonable steps to locate and orientate buildings to incorporate passive environmental design for heating, cooling, ventilation, and natural day-lighting;</p> <p>b. Minimise energy use by ensuring appropriate energy efficient measures are integral to development proposals;</p> <p>c. Investigate opportunities to include renewable and low carbon energy provision.</p> <p>2. The development of renewable, low carbon, or decentralised energy schemes, excluding wind turbines will be supported where proposals:</p> <p>a. Are located appropriately and do not cause an unacceptable impact on surrounding uses or the local environment, landscape character or visual appearance of the area, taking into account the cumulative impact of other energy generation schemes; and</p>	<p>As set out at 1.1.1.4 the Order Limits have very limited interaction with the Blackpool Council administrative area and the works are not considered to impact the requirements of this policy.</p> <p>Notwithstanding this, the design and siting of Transmission Assets has sought to reduce environmental impacts and to orientate the proposed substations to respond to its context as presented in Volume 1, Chapter 4: Site selection (document reference F1.4).</p> <p>Impacts during construction, operation and maintenance and decommissioning of the Transmission Assets on landscape and visual resources are considered in section 10.11 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10).</p> <p>The land use and recreation (document reference F3.6), noise and vibration (document reference F3.8) and traffic and transport (document reference F3.7) chapters or the ES, along with sections 4 and 6 of the Planning Statement (document reference J28), also evidence the need for the Transmission Assets in line with Government's net zero</p>

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		b. Mitigate any potential noise, odour, traffic or other impacts of the development so as not to cause an unacceptable impact on the environment or local amenity.	targets and how the proposal will significantly contribute to the transmission of offshore wind energy in line with this policy. As such, Transmission Assets has complied with Policy CS10 of Blackpool Local Plan Part 1: Core Strategy 2012 - 2027.
Planning Obligations	CS11	<p>1. Development will only be permitted where existing infrastructure, services and amenities are already sufficient, or where the developer enters into a legal undertaking or agreement to meet the additional needs arising from the development.</p> <p>2. Where appropriate, planning contributions will be sought in connection with a development to ensure that:</p> <p>a. The particular facilities required for the proposed development, including the provision of necessary infrastructure, services and community facilities are met</p> <p>b. Any damaging impact on the environment or local amenity arising from the proposed development can be overcome.</p>	<p>As set out at 1.1.1.4 the Order Limits have very limited interaction with the Blackpool Council administrative area and the works are not considered to impact the requirements of this policy.</p> <p>Notwithstanding this, compliance with Policy CS11 is explained within the Planning Statement (document reference J28) Section 6 which demonstrates that Transmission Assets has taken due regard to the need for infrastructure and services required for this development to go ahead and a comprehensive package of mitigation and commitments is included in ES Volume 1, Annex 5.3: Commitments Register (document reference F1.5.3).</p>
Blackpool Local Plan Part 2: Site Allocations and Development Management Policies (Blackpool Council, 2022)			
Provision of Employment Land and Existing Employment Sites	DM7	Proposals for new development or redevelopment of existing premises will be permitted in accordance with the specified uses for each employment area as identified on the Policies Map:	<p>As set out at 1.1.1.4 the Order Limits have very limited interaction with the Blackpool Council administrative area and the works are not considered to impact the requirements of this policy. Policy DM7 was considered relevant by Blackpool Borough Council in their Local Impact Report [REP1-068].</p> <p>Furthermore, Change 3 of the Change Request amends and reduces the proposed Order Limits to remove an operational access (OAR_MGMC_3 identified on Sheet 1 of the Access to Works Plan (APP-157)) and its associated access route across Blackpool Airport operational land (Work Nos. 34A34B identified on Sheets</p>

Section/topic	Policy	Policy requirement			Accordance with the policy
		Employment Area	Available Land (Ha) (as at March 2021)	Appropriate Use Classes	1, 3 and 4 of the Works Plans – Onshore and Intertidal – Part 1 of 2 (REP3-007)). Due to commitments made by the Applicants via the negotiations with Blackpool Airport, operational access to the Transmission Assets and onshore export cables will be taken via Access OAR_MGMC_5 from Leach Lane, as identified within Change 2. Therefore, access via OAR_MGMC_3 from Squires Gate Lane is no longer required. The Change Request removes the access route and operational access from the Blackpool Airport Enterprise Zone, and relocates this to Leach Lane.
		Blackpool Airport Enterprise Zone	14.15	B2, B8, E(g)	
		Vicarage Lane	0.02	B2, B8, E(g)	
		Clifton Road	2.5	B2, B8, E(g)	
		Preston New Road (NS&I)	0	E(g)	
		Chiswick Grove	0	B2, B8, E(g)	
		Mowbray Drive	0.3	B2, B8, E(g)	
		Devonshire Rd/Mansfield Rd	0	B2, E(g)	
		Moor Park	0	B2, B8, E(g)	
		North Blackpool Technology Park	2	B2, B8, E(g)	
		Warbreck Hill	0	E(g)(i)	
		Total	18.97		
		Proposals for non B and E(g) uses will not be permitted except for those which are in accordance with Policy DM8: Blackpool Airport Enterprise Zone. Employment land at the Blackpool Airport Enterprise Zone includes around 9 hectares released from the Green Belt justified by exceptional circumstances in line with NPPF (2021) Paragraph 140.			
Blackpool Airport Enterprise Zone	DM8	1. That part of the boundary of Blackpool Airport Enterprise Zone (EZ) which lies within Blackpool Borough is identified on the Policies Map.			As set out at 1.1.1.4 the Order Limits have very limited interaction with the Blackpool Council administrative area

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		<p>3. The overall delivery of the EZ is guided by a masterplan, informed by local plan policy and establishing the development and design framework for the site determining the appropriate mix, quantum and location of development including landscaping, green infrastructure and biodiversity net gain to deliver the objectives of the EZ.</p> <p>4. Guided by the Masterplan, the following uses at the EZ will be supported:</p> <p>a. Target sectors comprising energy industry, advanced manufacturing and engineering, aviation and aerospace, food and drink manufacture and the digital and creative sector;</p> <p>b. Outside the target sectors other B2,B8 and E(g) uses will be considered where this promotes job creation and industry diversification provided it does not compromise the development of the target sectors.</p>	<p>and the works are not considered to impact the requirements of this policy.</p> <p>The design of the Transmission Assets has taken into account key existing land uses, including Blackpool Airport and Volume 3, Chapter 11: Aviation and radar (document reference F3.11) includes an assessment regarding the potential impacts from Transmission Assets to Blackpool Airport and its Enterprise Zone. It is concluded that, with secondary mitigations as provided within Table 11.21 of Volume 3, Chapter 11: Aviation and radar (document reference F3.11), Volume 4, Chapter 2: Socio-economics of the ES (document reference F4.2) and Volume 3, Chapter 6: Land use and recreation of the ES (document reference F3.6), there will be no significant effects arising from the Transmission Assets during the construction, operation and maintenance phase.</p> <p>Furthermore, Change 3 of the Change Request amends and reduces the proposed Order Limits to remove an operational access (OAR_MGMC_3 identified on Sheet 1 of the Access to Works Plan (APP-157)) and its associated access route across Blackpool Airport operational land (Work Nos. 34A34B identified on Sheets 1, 3 and 4 of the Works Plans – Onshore and Intertidal – Part 1 of 2 (REP3-007)). Due to commitments made by the Applicants via the negotiations with Blackpool Airport, operational access to the Transmission Assets and onshore export cables will be taken via Access OAR_MGMC_5 from Leach Lane, as identified within Change 2. Therefore, access via OAR_MGMC_3 from Squires Gate Lane is no longer required.</p> <p>The Change Request removes the access route and operational access from the Blackpool Airport Enterprise Zone, and relocates this to Leach Lane.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
			As such, Transmission Assets has complied with Policy DM8 of Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2022.
Design Principles	DM17	<p>1. All development should be of a high quality, and should enhance and respond to any positive character of the local area to create well designed, attractive and distinctive neighbourhoods in Blackpool.</p> <p>2. Development should have regard to the following characteristics of the local area:</p> <ul style="list-style-type: none"> a. the topography and landscape features; b. heritage assets and their setting; c. the pattern, size and arrangement of streets, buildings and building lines; d. the scale, height, massing and roofscapes; e. vertical and horizontal rhythms created by windows and other architectural features; f. materials, boundary treatments and landscaping. <p>4. The materials used in developments should:</p> <ul style="list-style-type: none"> a. be appropriate to the location and context in terms of their colour, texture, pattern and elements of detailing; b. maintain a high quality visual appearance in the long term; c. wherever possible be re-used or recycled and be re-usable or recyclable. 	<p>As set out at 1.1.1.4 the Order Limits have very limited interaction with the Blackpool Council administrative area and the works are not considered to impact the requirements of this policy.</p> <p>Notwithstanding this, compliance with Policy DM17 is illustrated within the Planning Statement (document reference J28) Section 5.20. Of relevance, measures adopted as part of the Transmission Assets to mitigate potential impacts on landscape and visual resources are provided in section 10.8 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10).</p> <p>An outline landscape design is set out within the Outline Landscape Management Plan (document reference J2) and Outline Design Principles document (document reference J3 F02) is also provided to address the delivery of good design for the Transmission Assets project including a record of design process and design delivery. These have been developed by the Applicants through the examination in discussion with Fylde Borough Council to ensure a robust process is in place for the development and approval of the detailed design of the substations.</p>
Strategic Views	DM19	<p>1. Development should protect and enhance views of the following buildings and features of strategic importance:</p> <ul style="list-style-type: none"> a. Blackpool Tower – views from the seafront, from the piers and along main transport corridors leading into the Town Centre; b. along the seafront and coastline; 	<p>As set out at 1.1.1.4 the Order Limits have very limited interaction with the Blackpool Council administrative area and the works are not considered to impact the requirements of this policy.</p> <p>Notwithstanding this, Section 10.12 of Volume 3, Chapter 10; Landscape and Visual Resources of the ES (document reference F3.10) provides an assessment of</p>

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		2. Development that has a detrimental impact on these strategic views will not be permitted.	<p>the impacts of the construction, operation and maintenance and decommissioning of the Transmission Assets both at day and night.</p> <p>In relation to the strategic views from Blackpool Tower and along the seafront and coastline, the construction activities associated with the landfall and onshore export cable corridor will generally only cause disruption during the temporary construction phase. Once operational, the cable will be buried underground with only surface inspection covers visible at the joint bays and link boxes. The existing habitats and features affected by the construction of the onshore export cable corridor will be reinstated following completion with no significant landscape effects likely to persist post-construction.</p> <p>As such, Transmission Assets has complied with Policy DM19 of Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2022.</p>
Landscaping	DM21	<p>Development proposals are expected to contribute towards green and blue infrastructure and where appropriate, planning applications should include details of hard and soft landscaping. Development must:</p> <p>a. ensure that the design and layout of the site retains and protects the distinguishing landscape features, trees and hedgerows and wherever possible enhances them through increased tree and shrub cover including soft edge and transitional areas of planting, prioritising the use of native species. Where the loss of trees (category A, B or C of BS 5837) is unavoidable, at least two replacement trees of a suitable species and level of maturity will be required for each tree felled, over and above other tree planting requirements. Where replacement trees would be inappropriate on site, a contribution towards the provision of trees off-site will be required;</p> <p>b. where appropriate, include a landscaped buffer of appropriate depth and length which prioritises native species, unless there are site specific</p>	<p>As set out at 1.1.1.4 the Order Limits have very limited interaction with the Blackpool Council administrative area and the works are not considered to impact the requirements of this policy.</p> <p>Nevertheless, measures adopted as part of the Transmission Assets to mitigate potential impacts on landscape and visual resources are provided in section 10.8 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10).</p> <p>An Indicative Landscape Strategy is set out within the outline Landscape Management Plan for each substation (document reference J2 F03) and outline Design Principles document (document reference J3 F02) is also provided to address the delivery of good design for the Transmission Assets project including a record of design process and proposed post consent design delivery and requirements discharge. These have been developed by</p>

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		<p>constraints which indicate this requirement cannot be achieved. In such cases, the use of green walls and green roofs will be encouraged;</p> <p>c. use landscaping to screen and soften the appearance of hard surfaced areas, including surface level car parks and servicing areas;</p> <p>d. provide appropriate, high quality boundary treatments which encourage and enables the passage of wildlife and consider the inclusion of hedges rather than impenetrable fencing and walls</p> <p>e. where appropriate, contribute towards tree planting in the town</p> <p>f. demonstrate, where appropriate, how the landscaping scheme connects to the wider green infrastructure and ecological networks in Blackpool and the neighbouring Authorities.</p> <p>2. Financial contributions towards creating and enhancing green and blue infrastructure in Blackpool will be sought from all development where adequate onsite provision is not possible, in accordance with the Greening Blackpool SPD (or any subsequent update).</p> <p>3. Proposals involving the hard surfacing of more than 50% of a residential garden will not normally be permitted.</p> <p>4. Proposals for major development and public spaces which will attract large crowds should include well designed Hostile Vehicle Mitigation (HVM) measures which are integrated sensitively and seamlessly into the townscape.</p>	<p>the Applicants through the examination in discussion with Fylde Borough Council to ensure a robust process is in place for the development and approval of the detailed design of the substations.</p> <p>These have been informed Volume 3, Annex 10.5 Tree Survey and arboricultural impact assessment (document reference F3.10.5 Parts 1 and 2).</p> <p>Full consideration to the transport network has been provided in Volume 3, Chapter 7: Traffic and Transport</p>
Non-designated heritage assets	DM28	<p>1. Proposals which would retain, reuse and repair the significance of Blackpool's non-designated heritage assets will be supported.</p> <p>2. There will be a presumption in favour of their retention when considering development proposals. Development which would remove, harm or undermine the significance of a non-designated heritage asset will only be permitted where robust evidence can demonstrate that the benefits of the development clearly outweigh the harm.</p> <p>3. Proposals must be accompanied by a heritage statement, the detail of which is proportionate to the heritage asset affected. Where a heritage</p>	<p>As set out at 1.1.1.4 the Order Limits have very limited interaction with the Blackpool Council administrative area and the works are not considered to impact the requirements of these policies.</p> <p>Notwithstanding this. the impact of the Transmission Assets on the significance of heritage assets is assessed within section 5.11 of Volume 3, Chapter 5: Historic environment (document reference F3.5).</p> <p>All of the impacts on designated heritage assets identified with regard to the Transmission Assets represent less</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>statement fails to adequately explain and justify the proposal and its impact on the significance of the heritage asset this may be used by the Council as grounds to justify refusal of the scheme.</p> <p>4. Where the loss of a non-designated heritage asset is proposed, the following information will be considered:</p> <p>a. The significance of the heritage asset, in isolation and as part of a group as appropriate, its contribution to the character or appearance of the area, and the degree of harm that would result;</p> <p>b. An appropriate level of survey and recording which may also include archaeological investigations;</p> <p>c. The condition of the asset and the cost of any repairs and enhancement works that need to be undertaken;</p> <p>d. The adequacy of efforts made to sustain existing uses or find viable new uses</p> <p>e. The reuse of materials and architectural features in the new development; and</p> <p>f. The public benefit arising from the proposals for the site;</p> <p>g. Demonstration that the design of the new proposal is of an increased quality than the one it is replacing.</p> <p>5. Where permission is granted for development which would result in the loss of a non-designated heritage asset, approval will be conditional upon the asset being fully recorded and the information deposited with the Local Planning Authority and the Historic Environment Record.</p>	<p>than substantial harm to the significance of those assets. None of the identified impacts would represent substantial harm as this is a particularly high test as explained in the NPPG (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2023).</p> <p>The only potential significant effects on the historic environment arising from the Transmission Assets would arise from loss of, or harm to, buried archaeological remains and deposits of geoarchaeological and palaeoenvironmental interest during construction. This assessment is based on a precautionary approach.</p> <p>A programme of further archaeological and geoarchaeological investigation is set out in the Outline Onshore and Intertidal Written Scheme of Investigation (document reference J9). This includes reference to the publication of evidence and the deposition of information with the Lancashire HER.</p> <p>As such, Transmission Assets has complied with Policy DM28 and DM30 of Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2022.</p>
Archaeology	DM30	<p>1. Development which would result in harm to or loss of the significance of a scheduled monument (or a site of national significance) will not be permitted unless it can be demonstrated that the public benefits which cannot be met in any other way would clearly outweigh the harm.</p> <p>2. Where there is knowledge of archaeological remains or reasonable grounds for the potential of archaeology, proposals will be expected to be accompanied by an assessment of the significance of any</p>	

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>archaeology prior to the determination of an application for the site and how it will be affected by the proposed development.</p> <p>Where this demonstrates that it is of national significance (equal significance to a Scheduled Monument), proposals which cause harm to or loss will not be supported unless it can be demonstrated that the public benefits which cannot be met in any other way would clearly outweigh the harm.</p> <p>3. Where proposals affect non-designated archaeology of local significance, this will be a material consideration when determining any planning applications for development.</p>	
Surface water management	DM31	<p>1. Surface water from development sites will be discharged via the most sustainable drainage option available. The discharge of surface water should be in line with the following order of priority, in accordance with National Planning Practice Guidance:</p> <ul style="list-style-type: none"> a. into the ground (infiltration); b. to a surface water body; c. to a surface water sewer, highway drain, or another drainage system; d. to a combined sewer. <p>2. On greenfield sites applicants will be required to demonstrate that the current natural discharge rate is replicated as a minimum. The starting point for this will be a maximum greenfield run-off rate for greenfield sites.</p> <p>3. On previously developed sites applicants should target a reduction from pre-existing discharges of surface water to a target of greenfield rates and volumes so far as reasonably practicable, with a starting point of a maximum of a 30% reduction in run- off rates. In critical drainage areas the greenfield standard will be expected, with a minimum of a 50% reduction in run-off rates.</p> <p>4. All new development should:</p> <ul style="list-style-type: none"> a. include the use of sustainable drainage systems, unless demonstrated to be inappropriate; and 	<p>As set out at 1.1.1.4 the Order Limits have very limited interaction with the Blackpool Council administrative area and the works are not considered to impact the requirements of this policy.</p> <p>Notwithstanding this, an assessment of climate change is incorporated within Volume 3, Annex 2.3: Flood risk assessment of the ES (document reference F3.2.3). This has been undertaken in line with NPPF and PPG guidelines (refer to the Outline Operational Drainage Management Plan: document reference J10).</p> <p>A conceptual drainage strategy for each onshore substation has been undertaken in line with local policy and includes SuDS.</p> <p>In addition, the onshore Water Framework Directive surface water and groundwater assessment provided in Volume 3, Annex 2.1 of the ES (document reference F3.2.1) has considered the Transmission Assets in the context of the environmental objectives of Water Framework Directive surface water bodies. This has considered the potential impact on onshore receptors and the proposed mitigation measures have taken into account the requirements of the river basin management</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		b. reduce areas of existing impermeable surfaces. 5. Approved development proposals will be required to be supplemented by appropriate maintenance and management regimes for surface water drainage schemes.	plan to ensure all potential impacts on the water environment are mitigated to within acceptable levels. As such, Transmission Assets has complied with Policy DM31 of Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2022.
Coast and Foreshore	DM33	Development proposals will be supported which secure further improvements to bathing water quality or flood protection. Development proposals that would adversely affect the appearance, integrity or environmental quality of the beach and foreshore will be resisted. The Coast and Foreshore is identified on the Policies Map.	As set out at 1.1.1.4 the Order Limits have very limited interaction with the Blackpool Council administrative area and the works are not considered to impact the requirements of this policy. Notwithstanding this, the WFD coastal waters assessment (document reference F2.2.2) has considered the different activities associated with the Transmission Assets in the context of the environmental objectives of any affected WFD surface water body. This has considered the potential impact on WFD transitional and coastal receptors and the proposed mitigation measures have also taken into account the requirements of the river basin management plan and WFD to ensure all potential impacts on the water environment are mitigated to within acceptable levels. As such, Transmission Assets has complied with Policy DM33 of Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2022.
Biodiversity	DM35	1. Development proposals will be required to: a. result in no loss or harm to biodiversity through avoidance, adequate mitigation either on site or off site or, as a last resort, compensatory measures secured through the establishment of a legally binding agreement; b. minimise the impact on biodiversity and provide net biodiversity gains through good design by incorporating	As set out at 1.1.1.4 the Order Limits have very limited interaction with the Blackpool Council administrative area and the works are not considered to impact the requirements of this policy. Notwithstanding this, the details of nationally and regionally important sites are set out in section 1.6.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The potential impacts to these sites of geological interest are set out in section 1.11.2 of Volume 3, Chapter 1: Geology,

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>biodiversity enhancements and habitat creation where opportunities exist in line with relevant legislation and guidance.</p> <p>SSSIs</p> <p>2. Development will not be permitted in or adjacent to a Site of Special Scientific Interest where it would adversely affect, directly or indirectly, its wildlife and nature conservation importance. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest.</p> <p>Other sites of nature conservation value (including Local Nature Reserve and Biological Heritage Sites)</p> <p>3. Development will not be permitted where it would adversely affect County Heritage Sites – biological or geological - and other sites of importance to nature 108 conservation interests, including all ponds in the Borough. Where in exceptional circumstances the benefits of development proposals clearly outweigh the extent of ecological or geological harm, developers will be required to compensate for such harm to the fullest practicable extent compatible with the conservation interests of the site.</p> <p>Protected Species</p> <p>4. Development will not be permitted if after mitigation or compensation it would have an adverse impact on animal or plant species protected under national or international legislation. Development proposals should ensure that species and habitats set out in the UK and Local Biodiversity</p>	<p>hydrogeology and ground conditions of the ES (document reference F3.1). The design of the Transmission Assets seeks to avoid harm to designated sites of geological interest and the approach to site selection and consideration of alternatives is set out in Volume 1, Chapter 4 (document reference F1.4).</p> <p>Where practicable, the Applicants have looked to provide a coordinated approach to the design and development of mitigation and enhancement measures. This has included, for example, a coordinated approach to the design at the onshore substation sites to incorporate ecological, drainage and landscape considerations, that will result in wider environmental gains.</p> <p>In addition, the level of importance of ecological features is discussed in section 3.6 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and summarised in Table 3.15 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and existing habitat networks relevant to the assessment of effects on ornithological receptors have been considered in developing the design of the Transmission Assets. These have been taken into account in developing mitigation measures or Commitments, as set out in section 4.8 of Volume 3, Chapter 4: Onshore and intertidal ornithology (document reference F3.4). This includes measures to conserve biodiversity in terms of ornithological interests. It also includes opportunities for biodiversity benefit. The significance of an effect is determined by the importance and sensitivity of a site or other ecological feature, as well the magnitude of the impact as summarised in Table 3.22 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). Impacts on important ecological features and mitigation for adverse effects, including those on ecological networks, are</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>Action Plans will be protected and where possible enhanced. Where development is permitted, adequate compensatory measures must be undertaken to sustain and enhance the species and its habitat.</p> <p>Agricultural Land</p> <p>5. Development which is likely to lead to the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a) will not be permitted unless supported by other policies in the plan or it is demonstrated that the loss is outweighed by other planning considerations.</p>	<p>discussed in section 3.11 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and Land use and recreation (document reference F3.6).</p> <p>The Habitats Regulations Assessment (HRA) Stage 1 Screening Report (document reference E3) identifies direct or indirect effects on designated sites which could be affected, and those sites are assessed in the HRA Stage 2 ISAA (document reference E2.1 – E2.3). The HRA Stage 1 ISAA concludes that there will be no adverse effect on integrity of any European site as a result of the Transmission Assets alone or in-combination with other projects.</p> <p>No best and most versatile agricultural land within Blackpool will be affected.</p> <p>As such, Transmission Assets has complied with Policy DM35 of Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2022.</p>
Controlling pollution and contamination	DM36	<p>1. Development will be permitted where in isolation or in conjunction with other planned or committed developments it can be demonstrated that the development:</p> <p>a. Will be compatible with adjacent existing uses and would not lead to unacceptable adverse effects on health, amenity, safety and the operation of surrounding uses and for occupants, users of the development itself or designated sites of importance for biodiversity, with reference to noise, vibration, odour, light, dust, other pollution or nuisance. Applications will be required to be accompanied, where appropriate by relevant impact assessments and mitigation proposals;</p> <p>b. In the case of previously developed, other potentially contaminated or unstable land, a land remediation scheme can be secured which will ensure that the land is remediated to a standard which provides a safe</p>	<p>As set out at 1.1.1.4 the Order Limits have very limited interaction with the Blackpool Council administrative area and the works are not considered to impact the requirements of this policy.</p> <p>Notwithstanding this, the ES submitted as part of this application for Development Consent includes the baseline and assessment of the proposals regarding land use (See Volume 3, Chapter 9: Land use and recreation, document reference F3.9).</p> <p>Allowance has been made for climate change within Volume 3, Annex 2.3: Flood Risk Assessment of the ES (document reference F3.2.3).</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>environment for occupants and users and does not displace contamination;</p> <p>c. Will not give rise to a deterioration of air quality in the defined Air Quality Management Area in Blackpool Town Centre or result in the declaration of a new AQMA. Where appropriate an air quality impact assessment will be required to support development proposals;</p> <p>d. Where development will result in, or contribute to, a deterioration in air quality, permission will only be granted where any such harm caused is significantly and demonstrably outweighed by other planning considerations and appropriate mitigation measures are provided to minimise any such harm. 112</p> <p>e. Will not pose a risk of pollution to controlled waters (surface or ground water) and will, where required, include mitigation and/or remediation to prevent any unacceptable levels of water pollution.</p> <p>2. Proposals for the development of hazardous installations/pipelines, modifications to existing sites, or development in the vicinity of hazardous installations or pipelines, will be permitted where it has been demonstrated that the amount, type and location of hazardous substances would not pose unacceptable health and/or safety risks</p>	<p>Noise is assessed under Volume 3, Chapter 8: Noise and vibration (document reference F3.8). Construction noise and vibration control measures are outlined in the Outline Construction Noise and Vibration Management Plan (document reference J1.3).</p> <p>In addition, the air quality impacts during the construction and decommissioning phases of the Transmissions Assets have been described and considered within section 9.11.2 (dust) and section 9.11.3 (emissions from traffic) with mitigation proposed at Table 9.15 of Volume 3, Chapter 9: Air quality of the ES (document reference F3.9).</p> <p>Appropriate mitigation measures have been provided where required. These can be found in the following documents:</p> <ul style="list-style-type: none"> - Outline Construction Noise and Vibration Management Plan (document reference J1.3). - Outline Design Principles document (document reference J3) - Outline Operational Drainage Management Plan (document reference J10) - Outline Surface Water and Groundwater Management Plan (document reference J1.9) - Outline Code of Construction Practice (document reference J1) - Outline Pollution Prevention Plan (document reference J1.4) - Outline Spillage and Emergency Response Plan (document reference J1.8) - Outline Dust Management Plan (document reference J1.2)

Section/topic	Policy	Policy requirement	Accordance with the policy
			<ul style="list-style-type: none"> - Outline Bentonite Breakout Plan (document reference J1.13) - Outline Contaminated Land and Groundwater Discovery Strategy (document reference J1.14). - Outline Construction Traffic Management Plan (document reference J5) - Outline Soil Management Plan (document reference J1.7) - Outline Public Rights of Way Management Plan (document reference J1.5) - Outline Ecological Management Plan (document reference: J6) - Outline Landscape Management Plan (document reference: J2) - Outline Open Space Management Plan (Annex A to document reference: J1.5) <p>As such, Transmission Assets has complied with Policy DM36 of Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2022.</p>
Transport requirements for new development	DM41	<p>1. New development will only be permitted where the access, travel and safety needs of all affected by the development are met. Proposals must ensure that:</p> <ul style="list-style-type: none"> a. safe and appropriate connection to the road network is secured for all transport modes requiring access to and within the development; b. convenient, safe and pleasant pedestrian access and cycle routes are provided. Where existing public rights of way, or cycle routes are severed, effective alternative routes must be provided; c. appropriate provision is made for public transport; 	<p>As set out at 1.1.1.4 the Order Limits have very limited interaction with the Blackpool Council administrative area and the works are not considered to impact the requirements of this policy.</p> <p>Notwithstanding this, Volume 3, Chapter 7: Traffic and transport (document reference F3.7) contains an integrated transport assessment (TA) throughout to consider the potential impacts and effects on the operation of the highway network arising from the Transmission Assets in accordance with guidance and best practice.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>d. traffic management measures are incorporated to reduce traffic speeds; give pedestrians, people with impaired mobility and cyclists priority; and allow the efficient provision of public transport;</p> <p>e. car, cycle and motorcycle parking is provided in accordance with the parking standards set out in Appendix G1; including the provision of electric vehicle (EV) charging infrastructure; and the layout provides for sufficient levels of servicing and operational space where required;</p> <p>f. additional mitigation measures are factored into the proposal where traffic generated will impact on the surrounding highway network.</p> <p>2. Transport Assessments and Travel Plans will be required having regard to the thresholds set out in Appendix G2 of the LP.</p>	<p>Travel plan measures including vehicle routeing and construction vehicle management measures have been included within an Outline Construction Traffic Management Plan (OCTMP) (document reference J5).</p> <p>Existing sustainable transport infrastructure is considered within section 7.6.7 of Volume 3, Chapter 7: Traffic and transport (document reference F3.7) and Volume 3, Figures 7.2 to 7.3 and includes an analysis of public transport services and pedestrian and cycle infrastructure.</p> <p>As such, Transmission Assets has complied with Policy DM41 of Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2022.</p>
Aerodrome safeguarding	DM42	The Blackpool Airport Authority and the Ministry of Defence (MOD) will be consulted on all development proposals as appropriate within the aerodrome safeguarding area/zones shown on the Policies Map to ensure there is no adverse impact on airport safety at Blackpool Airport or Warton Aerodrome.	<p>Both Blackpool Airport Council (the owners of Blackpool Airport) and the Ministry of Defence have been consulted at each consultation stage as the development proposals have progressed. Please see Aviation and Radar ES chapter (document reference F3.11)</p> <p>A summary of key consultation comments and the Applicants' corresponding responses are presented in Table 11.5 of Volume 3, Chapter 11: Aviation and radar (document reference F3.11) of the ES.</p> <p>Through the Transmission Assets examination the Applicants have agreed an outline Wildlife Hazard Management Plan with Blackpool Airport that is secured via Requirement 27 of the draft DCO (document reference C1/F08), alongside also agreeing the wording of Requirements 4 and 5 with Blackpool Airport as recorded in the Joint Policy Statement (document reference S_D6_7) submitted by the Applicants and Blackpool Airport at Deadline 6. This confirms that the parties consider that the Transmission Assets do not present any risks in respect of national security or physical safety in relation to Blackpool Airport.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
			<p>The Applicants have also agreed the wording of Requirements 4,5 and 27 with BAE/DIO in respect of Warton Aerodrome however they have maintained their objection. The Applicants' maintain that the agreed Requirement allows for any further engagement to be carried out post-consent by the way of approval of the detailed Wildlife Hazard Management Plan (which will be in accordance with the outline Wildlife Hazard Management Plan submitted at Deadline 3, document reference S_D3_8 F03) and that taking this into account, it can be safely concluded that the Transmission Assets would not impede or compromise the safe and effective use of Warton Aerodrome.</p> <p>As such, Transmission Assets has complied with Policy DM42 of Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2022 as the Applicants' position is that there is no adverse impact on airport safety at either aviation site.</p>

Table 1.2: Local planning policy tracker – Fylde Council

Section/topic	Policy	Policy requirement	Accordance with the policy
Adopted Fylde Local Plan to 2032 (incorporating Partial Review) (Fylde Council, 2021) – Strategic Policies			
The Fylde-Blackpool Periphery Strategic Location for Development	SL2	A number of locations for strategic and non-strategic sites identified on the Policies Map (including inset plans) are listed in the policy, including the Blackpool Airport Enterprise Zone.	<p>On 23 July 2025, the Applicants submitted a Change Request (AS-081) to make changes to the Transmission Assets DCO Application, which can be summarised as follows:</p> <ul style="list-style-type: none"> Relocation of Access TAT_MGMC_9 for Morgan OWL and Morecambe OWL and Relocation of access OAR_MGMC_10 for Morgan OWL; and the provision of

Section/topic	Policy	Policy requirement	Accordance with the policy
			<p>an additional construction access TAT_MGMC_9B for both Morgan OWL and Morecambe OWL;</p> <ul style="list-style-type: none"> • Identification of Blackpool Airport operational access alignment through Work Nos. 10A10B, 12A12B and 14A14B; • Removal of operational access OAR_MGMC_3 from Squires Gate Lane into Blackpool Airport; and • Reduction to Order Limits within Blackpool Airport (Work No. 13A13B), Blackpool Road Recreation Ground (Work Nos. 15A15B, 53A53B and 54A54B) and to the east of the Queensway (Work Nos. 16A16B). <p>Change 3 amends and reduces the proposed Order Limits to remove an operational access (OAR_MGMC_3 identified on Sheet 1 of the Access to Works Plan (APP-157)) and its associated access route across Blackpool Airport operational land (Work Nos. 34A34B identified on Sheets 1, 3 and 4 of the Works Plans – Onshore and Intertidal – Part 1 of 2 (REP3-007)). Due to commitments made by the Applicants via the negotiations with Blackpool Airport, operational access to the Transmission Assets and onshore export cables will be taken via Access OAR_MGMC_5 from Leach Lane, as identified within Change 2. Therefore, access via OAR_MGMC_3 from Squires Gate Lane is no longer required.</p> <p>In relation to REP1-078 13.3.3 in the Fylde Local Impact Report (discussed at Paragraph 5.27.1.4 above), the Change Request removes the access route and operational access from designated site ES5, and relocates this to Leach Lane. Due to this change request, there is no impact on designated site ES5 either during construction or operation.</p>
Non-Strategic Policy	GD1	Settlement Boundaries	Landfall and initial sections of the cable corridor are within Lytham St Annes settlement boundary. The proposed Onshore Substation sites are located within the Green Belt.

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>The boundaries of settlements in Fylde are shown on the Policies Map including Inset Plans and in Neighbourhood Development Plans where these have been made.</p> <p>Development proposals on sites within settlement boundaries will be assessed against all relevant Local Plan policies.</p> <p>Development proposals outside settlement boundaries will be in accordance with Policies GD2, GD3, GD4 and/or GD5 as applicable.</p>	<p>The proposal has been assessed against the relevant local policies in Section 6 of the Planning Statement (document reference J28).</p> <p>As such, Transmission Assets has complied with Policy GD1 of Fylde Local Plan to 2032.</p>
Green Belt	GD2	<p>The Green Belt within Fylde is shown on the Policies Map. Within that area national policy for development in the Green Belt will be applied.</p>	<p>Figure 4.1 of the Planning Statement (document reference J28) shows that the Transmission Assets cabling, and proposed onshore substation sites, would be within the Green Belt.</p> <p>The Applicants acknowledge the primary function of the area of Green Belt between Kirkham and Freckleton is to protect the area of land which extends north-south between these two settlements and their settlement boundaries.</p> <p>Consideration of the Transmission Assets regarding Green Belt is presented in Section 5.25 of the Planning Statement (document reference J28) and a case for very special circumstances is put forward which concludes that these very special circumstances exist and that the benefits of the Transmission Assets outweigh the harm to the Green Belt and any other harm.</p> <p>The Green Belt Technical Note (document reference D_D3_12) addresses which elements of the Transmission Assets comprise 'engineering operations' for the purposes of paragraph 154 of the NPPF 2025 (and 5.11.2 of EN-1) and the extent to which the Transmission Assets will impact the Green Belt in Section 1.6.4.</p> <p>Further consideration to the Green Belt in relation to Transmission Assets has been provided in the Green Belt</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
			<p>Technical Note (document reference D_D3_12 F02) against the NPPF 2024 which concludes that:</p> <ul style="list-style-type: none"> • There are no reasonable means by which the Green Belt could have been avoided particularly having regard to the siting of the two proposed substations and all reasonably practicable effort has been made to avoid, minimise and mitigate impacts in accordance with mitigation hierarchy. • The resulting harm on fundamental aim and relevant purposes of Green Belt, will be limited and general performance of Green Belt would remain effective, by virtue of the Green Belt being sufficiently robust; that 'any other harm' is limited based on judgements relating to visual impact (including reference to visual openness) and landscape character change. Harm caused during construction would be temporary and will result in no permanent harm to the Green Belt. It is not considered that harms caused by temporary works should carry much, if any, weight, given Green Belt policy is directed towards consideration of development that is permanent. • The Applicants consider that there are robust very special circumstances (VSC) which clearly outweigh the identified limited short and longer terms harms arising from the proposals by reason of inappropriate development for the location of the substations within this area given the need for the Transmission Assets and their role in delivering almost 2GW of new offshore wind generating capacity. . • Regardless of the VSC case, the Transmission Assets are correctly considered to comprise a Critical National Priority (CNP) infrastructure – and having demonstrated that that tests for Green Belt are met and mitigation hierarchy has been applied, on this basis, Green Belt should not be considered a constraint to the proper consideration of the merits of the proposals.

Section/topic	Policy	Policy requirement	Accordance with the policy
			<p>The Transmission Assets are considered to constitute CNP infrastructure. As such, the starting point for decision making is that CNP infrastructure is to be treated as if it has met any tests which are set out within the NPSS, or any other planning policy, which requires a clear outweighing of harm, exceptionality, or very special circumstances where the mitigation hierarchy has been applied. Sections 1.3, 1.4 and 1.5 of the Green Belt Technical Note (D_D3_12 F02), demonstrate how the Applicants have applied the mitigation hierarchy to avoid, minimise and mitigate impacts and harm to the Green Belt as far as practicable. Consequently, the starting point for determination should be that the test for very special circumstances is presumed to have been met, meeting the requirements of paragraph 160 of the NPPF.</p> <p>The Applicants consider that there is a compelling case that the harm to the Green Belt would be clearly outweighed by the very special circumstances (VSC) required to justify the proposed development and as Critical National Priority infrastructure the starting point for decision making is that any harm is outweighed by the critical need for the Transmission Assets. Regardless of the CNP status of the Transmission Assets and the appropriate application of the Mitigation Hierarchy, robust very special circumstances have been demonstrated given the need for transmission infrastructure of this nature as set out in paragraphs 3.3.65 to 3.3.83 of NPS EN-1 and the Transmission Asset's role in delivering the new renewable energy generation from two offshore wind NSIPs, which clearly outweigh any harms to be caused to the Green Belt. As such, Transmission Assets has complied with Policy GD2 of Fylde Local Plan to 2032.</p>
Areas of Separation	GD3	<p>Areas of Separation shown on the Policies Map are designated between:</p> <p>Kirkham and Newton; and</p> <p>Wrea Green and Kirkham.</p>	<p>Figure 4.1 of the Planning Statement (document reference J28) illustrates that the Transmission Assets do not cross the designated Area of Separation however access would adjoin this designation.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		Development will be assessed in terms of its impact upon the Area(s) of Separation, including any harm to the effectiveness of the gap between the settlements and, in particular, the degree to which the development proposed would compromise the function of the Area(s) of Separation in protecting the identity and distinctiveness of settlements.	<p>Following changes to the scheme design and siting refinements following the statutory consultation phase, where concerns were raised about the potential for infrastructure with the Area of Separation between Kirkham and Newton with Scales, no part of the Transmission Assets now lie within the Area of Separation designation.</p> <p>The Applicants consider that to affect the policy area a development proposal needs to be within it as the Areas of Separation do not have an undefined and unidentified exclusion zone beyond the borders of the policy area, as defined in the Local Plan Policies Map. No part of the Transmission Assets will enter the Area of Separation between Kirkham and Newton with Scales.</p> <p>The Applicants consider that the location of the substations does not therefore impact on the Area of Separation and therefore there is no compromise to the function of the AoS in protecting the identity and distinctiveness between Kirkham and Newton or Wrea Green and Kirkham. To the extent it may be argued by FBC that the policy area is affected, the Applicants disagree as the proposal would not impact the identity and distinctiveness of settlements.</p> <p>Therefore, Transmission Assets complies with Policy GD3 of Fylde Local Plan to 2032.</p>
Development in the Countryside	GD4	<p>Development in the Countryside, shown on the Policies Map including Inset Plans, will be permitted in the following circumstances:</p> <p>where it is needed for the purposes of meeting local business and community needs; for the purposes of agriculture, horticulture or forestry; or other uses appropriate to a rural area, including uses which would help to diversify the rural economy, including small-scale tourist accommodation, holiday caravan sites and very exceptionally, larger scale tourism development. The development must be sensitive to its surroundings, must</p>	<p>Justification for the location of the Transmission Assets is provided within Volume 1, Chapter 4: Site selection (document reference F1.4) and is expanded upon in the Green Belt Technical Note. A 'needs' assessment is included within Section 4 of the Planning Statement (document reference J28) which identifies and demonstrates the requirements for the location of the Transmission Assets.</p>

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		<p>not have an unacceptable impact on local roads and should offer opportunities to make the location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport).</p> <p>d) development essentially needed for the continuation of an existing enterprise, facility or operation, of a type and scale which would not harm the character of the surrounding countryside;</p>	<p>It is acknowledged that the Transmission Assets are located within the Countryside, as defined by the Local Plan Policies Map.</p> <p>Volume 3, Chapter 10: Landscape and visual amenity (document reference F3.10) concludes the development would not have significant detrimental effects upon the overall character and appearance of the area.</p>
Achieving Good Design in Development	GD7	<p>Design and Access Statements</p> <p>Where required, all development proposals should be accompanied by a Design and Access Statement that fully explains and justifies the design approach for the scheme.</p> <p>General Principles of Good Designs</p> <p>Development will be expected to be of a high standard of design, taking account of the character and appearance of the local area, including the following requirements:</p> <p>...</p> <p>d) Ensuring the siting, layout, massing, scale, design, materials, architectural character, proportion, building to plot ratio and landscaping of the proposed development, relate well to the surrounding context</p> <p>e) Taking account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.</p> <p>f) Conserving and enhancing the built and historic environment</p> <p>h) Being sympathetic to surrounding land uses and occupiers, and avoiding demonstrable harm to the visual amenities of the local area.</p> <p>i) Taking the opportunity to make a positive contribution to the character and local distinctiveness of the area</p>	<p>Compliance with Policy GD7 is illustrated within the Planning Statement Section 5.20 (document reference J28). Of relevance, measures adopted as part of the Transmission Assets to mitigate potential impacts on landscape and visual resources are provided in section 10.8 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10).</p> <p>An Indicative Landscape Strategy is set out within the Outline Landscape Management Plan (document reference J2 F03) and Outline Design Principles (oDP) document (document reference J3 F02) is also provided to demonstrate compliance with best practice and policy guidance on good design for the Transmission Assets project, including a record of design process and proposed post consent design delivery and requirements discharge. The oDP forms part of the certified suite of documents supporting the DCO application and provides a central, clear, and enforceable framework for post-consent detailed design with the discharging planning authority. The principles of the oDP seek to guide the design process towards design outcomes that ensure that the substation sites would fit sensitively into the local context; mitigate (as far as possible) adverse environmental effects and respects local communities.</p> <p>These have been developed by the Applicants through the examination in discussion with Fylde Borough Council to</p>

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		<p>through high quality new design that responds to its context and using sustainable natural resources where appropriate.</p> <p>p) Ensuring that the quality of approved development is not materially diminished between permission and completion.</p> <p>Highway Safety</p> <p>r) The development should not prejudice highway safety, pedestrian safety, and the efficient and convenient movement of all highway users (including bus passengers, cyclists, pedestrians and horse riders). The development should not reduce the number of on-site parking spaces available, unless there are other material considerations which justify the reduction.</p> <p>s) All development proposals will need to show that appropriate provision is made for public transport services; appropriate measures are provided to facilitate access on cycle or foot; where practicable, ensure existing pedestrian, cycle and equestrian routes are protected and extended; and the needs of specific groups in the community such as the elderly and those with disabilities are fully provided for.</p> <p>Existing Land Users</p> <p>v) The development should not prejudice or prevent the operation of existing land uses.</p> <p>Flood Risk</p> <p>z) Inappropriate development in Flood Risk Zones 2 and 3 will not be permitted.</p>	<p>ensure a robust process is in place for the development and approval of the detailed design of the substations.</p> <p>The Applicants' design approach has been informed by the National Infrastructure Commission's Design Principles for National Infrastructure (2020), updated during Examination to reflect the Project-Level Design Principles (May 2024), alongside lessons learned from recently consented DCO precedent projects. This structured approach ensures that the Transmission Assets respond directly to the key elements of good design. The Applicants believe that the Transmission Assets' application has strongly responded to the criteria for good design, as illustrated by the following:</p> <ul style="list-style-type: none"> • The Transmission Assets have been designed to be fit for purpose and efficient in delivering their operational role of connecting offshore generation to the national electricity transmission system. The Maximum Design Scenario (MDS), prepared in accordance with Advice Note Nine: Rochdale Envelope, establishes clear parameters that provide sufficient certainty for the EIA process while retaining appropriate flexibility, beneath the parameters set in the MDS, to accommodate final procurement, design and technology selection during post - consent detailed design. Functionality has been embedded from the outset of the Projects as part of the iterative site selection and refinement process, ensuring that the substation sites can be delivered safely, efficiently and with resilience. • The design approach incorporates measures to minimise environmental impacts, as set out in the EIA. Embedded mitigation has been integrated, insofar as possible at this stage of the Projects, into the substation sites and their immediate contexts. Both the strategic and project -level design principles, as outlined in the oDP (J3), promote sustainable construction methods and adaptability to technological innovation, thereby supporting the

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			<p>overarching vision for the Transmission Assets and contributing to national decarbonisation objectives. Consideration has also been given to energy efficiency, climate resilience and biodiversity enhancement as part of the iterative design process.</p> <ul style="list-style-type: none"> The Applicants are committed to ensuring that the final appearance of the substations is sensitively designed insofar as possible. Through the oDP (J3) and its Project - Level Design Principles and Design Codes, discussed and informed by engagement with the local planning authorities, the Applicants are committed to delivering in collaboration with the discharging local authority, designs that reflect and integrate, as far as practicable, the key characteristics of the receiving landscape. Whilst recognising the primarily functional nature of electrical substation infrastructure, the project -level design principles will continue to guide the post-consent detailed design process, ensuring consistency with the principles secured through the DCO, while retaining flexibility to respond to technical and environmental considerations. Design flexibility in relation to layout will be explored during detailed design development with FBC and the propsoed Working Group, subject to the appointment of Delivery Partners, working with the Applicants' Design Champions providing oversight. Appearance and landscape integration are treated as core design considerations. The illustrative landscape proposals, as documented in the oLMP (J2/F04), incorporate embedded landscape mitigation and proportionate design measures that are responsive to their setting, informed by consultation feedback and environmental constraints. As stated above, the oDP establishes central, clear, and enforceable framework for detailed design of the form, scale and landscape treatment (within the Order Limits), with final detailed designs to be reviewed and approved

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			<p>by the relevant planning authority in accordance with the relevant requirements of the DCO.</p> <ul style="list-style-type: none"> The Applicants' consenting strategy has been developed to provide appropriate flexibility in the design of the Transmission Assets, ensuring that the substations remain resilient and adaptable to future requirements. As stated above, the MDS establishes a robust framework for environmental assessment while accommodating the input of technology providers during the detailed design stage. This flexibility might encompass construction methods, final extent and layout, allowing the Transmission Assets to respond to advances in technology and supply chain input without undermining the principles of good design. <p>An assessment of potential impacts arising from noise is contained in section 5.18 of the Planning Statement (document reference J28), as well as a detailed assessment within the Noise and Vibration chapter of the ES (document reference F3.8).</p> <p>Highways safety has been considered within Volume 3, Chapter 7 Traffic and Transport (document reference F3.7). Outline plans that support this include: Outline Construction Traffic Management Plan (document reference J5), Outline Highway Access Management Plan (Document Reference J8), Outline Code of Construction Practice (document reference J1) and Outline Construction Traffic Management Plan (document reference J5).</p> <p>An assessment of potential impacts arising from flooding is contained within Volume 3, Chapter 2: Hydrology and flood risk (document reference F3.2). Outline plans that support this include: Outline Operational Drainage Management Plan (document reference J10), Outline Surface Water and Groundwater Management Plan (document reference J1.9), Outline Onshore Drainage Management Plan (document</p>

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			<p>reference J10), Outline Code of Construction Practice (document reference J1), Outline Pollution Prevention Plan (document reference J1.4), Outline Spillage and Emergency Response Plan (document reference J1.8), Outline Bentonite Breakout Plan (document reference J1.13), Outline Dust Management Plan (document reference J1.2) and Outline Contaminated Land and Groundwater Discovery Strategy (document reference J1.14).</p> <p>An assessment of potential impacts arising from the historic environment is contained within Volume 3, Chapter 5 Historic environment (document reference F3.5). Outline plans that support this include: Outline Onshore and Intertidal Written Scheme of Investigation (document reference J9), Outline Bentonite Breakout Plan (document reference J1.13), Outline Landscape Management Plan (document reference J2), Outline Code of Construction Practice (document reference J1), Outline Construction Traffic Management Plan (document reference J5), Outline Construction Noise and Vibration Management Plan (document reference F3.8.2), Outline Construction Artificial Light Emissions Management Plan (document reference J1.11) and Outline Ecological Management Plan (document reference J6).</p> <p>Land use has been considered within volume 3, chapter 6 Land use and recreation (document reference F3.6). Outline plans that support this include: Outline Soil Management Plan (document reference J1.7), Outline Public Rights of Way Management Plan (document reference J1.5), Outline Ecological Management Plan (document reference: J6), Outline Landscape Management Plan (document reference: J2), Outline Code of Construction Practice (document reference J1), Outline Pollution Prevention Plan (document reference J1.4) and Outline Operational Drainage Management Plan (document reference J10).</p>

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Contaminated Land	GD9	<p>There will be a presumption in favour of the re-development of previously developed land. Previously developed land can be subject to contamination. However, development will be encouraged on contaminated previously developed land subject to all of the following criteria being met:</p> <p>a) Applicants will be required to provide evidence of a satisfactory site investigation and show that any proposed remedial works are adequate to deal with any identified hazards, including the risk to human health and controlled waters from land contamination. Any remedial work should be undertaken to the satisfaction of the local authority, ahead of the commencement of development;</p> <p>b) Development should not have an adverse impact on the stability of surrounding areas; and</p> <p>c) Applicants will be required to provide details of remedial and mitigation measures to protect the high levels of biodiversity value on contaminated land and to protect conservation and heritage assets on the site.</p>	<p>No previously developed land was identified as suitable for the Transmission Assets development.</p> <p>Consultation with local authorities regarding records within the contaminated land register has been undertaken and responses received. Reported incidences of contaminated land within the study area have been characterised and assessed within section 1.6.6.7 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1), whilst any contamination discovered during construction will be dealt with in line with the Outline Contaminated Land and Groundwater Discovery Strategy (document reference J1.14) in compliance with Policy GD9 of Fylde Local Plan.</p>
Strategic Highway Improvements	T1	<p>Land within Fylde Borough is proposed for part of the route of the Preston Western Distributor Road which will link up to a new Junction 2 on the M55, and the Cottam Link Road. Planning permission will not be granted for any development in Fylde that would prejudice the construction of these roads, which are shown on the Policies Map including Inset Plans.</p>	<p>Preston Western Distributor Road was opened in July 2023 and the effect of this scheme upon traffic flows has been included within the base traffic flows collected in 2024 for relevant links. The M55 to Heyhouses (St Annes) Link Road is, at the time of preparing this ES, not yet open but has been incorporated when assessing the impact of construction vehicle movements arising from the Transmission Assets on the LRN and SRN in section 7.11 of Volume 3, Chapter 7: Traffic and transport (document reference F3.7) therefore the Transmission Assets complies with the requirements of this policy.</p> <p>Any mitigation required in relation to traffic and transport has been set out in section 7.8 of Volume 3, Chapter 7: Traffic and transport (document reference F3.7).</p>

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			As such, Transmission Assets has complied with Policy T1 of Fylde Local Plan to 2032.
Warton Airdrome	T2	<p>The Aerodrome at Warton is a key piece of strategic infrastructure. The Council places great importance on the retention and development of its aviation capabilities, particularly in relation to military aerospace and information.</p> <p>Development proposals within the defined safeguarded area at Warton Aerodrome will not be permitted, unless the applicant can demonstrate that there would not be any potential for adverse impacts on aviation operations, or on defence navigation systems and communications.</p> <p>Development proposals within the wider area surrounding Warton Aerodrome will be assessed for potential for adverse impacts on aviation operations, and on defence navigation systems and communications. Where such impact is identified, planning permission will be refused.</p> <p>Development proposals that could compromise the security of the Warton Aerodrome and wider BAE Systems site at Warton will not be permitted.</p>	<p>Potential impacts to Warton Aerodrome and applicable civil and defence assets are considered in section 11.11 of Volume 3, Chapter 11: Aviation and radar (document reference F3.11).</p> <p>Mitigation is discussed in section 11.8 of Volume 3, Chapter 11: Aviation and radar (document reference F3.11).</p> <p>The Applicants have agreed the wording of Requirements 4,5 and 27 of the draft DCO (document reference C1/F08) with BAE/DIO in respect of Warton Aerodrome however they have maintained their objection. In particular, Requirement 27 secures an Wildlife Hazard Management Plan (which will be in accordance with the outline Wildlife Hazard Management Plan submitted at Deadline 3, document reference S_D3_8 F03). The Applicants' maintain that the agreed Requirement allows for any further engagement to be carried out post-consent by the way of the approval of the detailed Wildlife Hazard Management Plan and that taking this into account, it can be safely concluded that the Transmission Assets would not impede or compromise the safe and effective use of Warton Aerodrome.</p> <p>It should be noted that a position has been agreed between the Applicants' and Blackpool Airport, which confirms that the parties consider that the Transmission Assets do not present any risks in respect of national security or physical safety in relation to Blackpool Airport.</p> <p>Subject to the proposed mitigation, the Transmission Assets will not result in significant impacts upon Warton Airdrome or compromise its safe and efficient use, therefore the proposal complies with this policy.</p> <p>As such, Transmission Assets has complied with Policy T2 of Fylde Local Plan to 2032.</p>

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Blackpool Airport	T3	The land designated as Green Belt within the airport will be safeguarded from non-airport related development and the continuing operation and viability of the airport as a sub-regional facility will be supported, unless there are overriding operational requirements that constitute very special circumstances and which justify development in the Green Belt	<p>The Applicants' Green Belt Technical Note (document reference S_D3_10 F02) considers this part of the Green Belt and concludes that the buried cables will not impact upon the operation of the Green Belt in this area.</p> <p>Whilst the proposal is not related to airport development, the proposed landfall and cabling at this location would not harm the operation and viability of the airport, as demonstrated in Volume 3, Chapter 11: Aviation and radar (document reference F3.11) and confirmed by Blackpool Airport Operations Limited. Therefore it is considered that the Transmission Assets complies with this policy.</p> <p>As such, Transmission Assets has complied with Policy T3 of Fylde Local Plan to 2032.</p>
Enhancing Sustainable Transport Choice	T4	All planning applications for developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment, prepared in accordance with the Planning Practice Guidance. Any mitigation identified in the Transport Assessment or Transport Statement that is required to make the development acceptable must be implemented in accordance with the requirements of the Highway Authority.	<p>Volume 3, Chapter 7: Traffic and transport (document reference F3.7) contains an integrated TA throughout to consider the potential impacts and effects on the operation of the highway network arising from the Transmission Assets in accordance with guidance and best practice.</p> <p>Travel plan measures including vehicle routeing and construction vehicle management measures have been included within an OCTMP (document reference J5) which has been developed and refined in consultation with Lancashire County Council as the Highway Authority..</p> <p>The Applicants have worked collaboratively with key highway stakeholders to provide additional clarifications and commitments. The Applicants' consider that there are adequate provisions in the DCO and associated Requirements to have addressed matters of detail post determination.</p>

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Parking Standards	T5	<p>Car parking should, wherever possible, be provided on site so as to ensure there is no detrimental effect on highway safety.</p> <p>A flexible approach to the level of car parking provision will be applied, dependent on the location of the development concerned.</p>	<p>Travel plan measures, details on staff parking including construction staff provided at temporary construction compounds and other relevant transport elements are included within the Outline Construction Traffic Management Plan (document reference J5).</p> <p>As such, Transmission Assets has complied with Policy T4 of Fylde Local Plan to 2032.</p>
Flood Alleviation, Water Quality and Water Efficiency	CL1	<p>Planning decisions should follow the sequential, risk-based approach to the location of development, as required by the Framework.</p> <p>All new development is required to minimise flood risk impacts on the environment, retain water quality and water efficiency, and mitigate against the likely effects of climate change on present and future generations.</p> <p>This will be achieved by:</p> <p>Ensuring that development incorporates the most sustainable form of managing surface water, subject to the requirement for approval from the drainage authority. This will be expected to be investigated and confirmed as part of any planning application submission. It will be necessary to attenuate any discharge of surface water through the incorporation of sustainable drainage systems (SuDS), following the SuDS hierarchy. This would be greenfield run-off rate on greenfield sites. On previously developed land, surface water betterment will be expected. The preference will be for no surface water to discharge to the public sewer, directly or indirectly, if more sustainable alternatives are available. The priority options for the management of surface water are set out in detail in the Infrastructure Delivery Plan.</p>	<p>To comply with Policy CL1 of Fylde LP, measures to protect groundwater resources from spillages and leakages during construction have been defined and provided within section 1.11.8 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). Also refer to the Outline Spillage and Emergency Response Plan (document reference J1.8) and Flood risk assessment (document reference F3.2.3).</p> <p>All matters agreed with EA and LCC to do with flood risk and operational drainage in relation to the substations.</p>

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		<p>Supporting the retrofitting of SuDS in locations that generate surface water run-off.</p> <p>Improving water efficiency standards by minimising the use of potable mains water in new development and incorporating measures to recycle and conserve water resources</p> <p>Ensuring that new development is directed away from areas at high risk of flooding and incorporating appropriate mitigation against flooding in areas of lower risk.</p> <p>Ensuring that watercourses, which require watercourse consent are protected from encroachment and adverse impacts and that water quality is maintained and improved.</p> <p>Seeking to maximise the potential of the Green Infrastructure network within developments to reduce the risk of flooding.</p> <p>Ensuring that new development does not adversely affect the quality of surface and groundwater resources in Source Protection Zones and where possible contributes towards improving it.</p> <p>Ensuring there is no risk of pollution to controlled waters from land contamination on previously developed sites.</p> <p>Ensuring that the layout of new sea defences and coastal protection measures are of an appropriately robust design and are fit for purpose.</p> <p>Ensuring that wherever necessary land is identified to be used for wetland or flood storage through negotiation with landowners.</p>	
Surface Water Run-Off and Sustainable Drainage	CL2	Discharge rates should be agreed as part of any pre-application negotiations between the relevant parties. New development must incorporate the following sequential attenuation measures:	A conceptual drainage strategy for each onshore substation has been undertaken in line with local policy and includes SuDS. An assessment of climate change is also incorporated within Volume 3, Annex 2.3: Flood risk assessment of the ES

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		<p>Store rainwater for later use; or The first 5mm of rainfall should infiltrate. In areas where infiltration rates are slow, e.g. soils with a high proportion of clay, then permeable surfaces may be under-drained. This will have the effect of slowed surface water run-off rates; or Attenuate rainwater in ponds or open features for gradual release into the watercourse; or Attenuate rainwater by storing in tanks or sealed water features for gradual release into a watercourse.</p> <p>Where compelling and detailed evidence demonstrates that the above measures are not feasible or would adversely affect viability, then the following national discharge (SuDS) hierarchy will be considered in priority order:</p> <p>Controlled discharge of rainwater direct to a watercourse; Controlled discharge of rainwater to a surface water drain; Controlled discharge of rainwater to the combined sewer.</p> <p>Development must utilise Sustainable Drainage Systems (SuDs) whenever practical; and reduce discharge to greenfield run-off rates wherever feasible.</p> <p>Proposals for development that will discharge surface water to a public sewer must provide compelling evidence that capacity exists in the public sewer including relevant authorisation from the appropriate infrastructure provider. Where there is no public sewer capacity the applicant must provide a detailed technical assessment of how surface drainage will be dealt with. Proposals may also need to</p>	<p>(document reference F3.2.3). This has been undertaken in line with NPPF and PPG ID7 guidelines (refer to the Outline Operational Drainage Management Plan: document reference J10). As such, Transmission Assets has complied with Fylde Local Plan to 2032 Policy CL2.</p> <p>All matters agreed with EA and LCC to do with flood risk and operational drainage in relation to the substations.</p>

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		<p>include an independent assessment of potential solutions, the cost of which must be met by the applicant.</p> <p>Proposals may also be required to provide a feasibility assessment for the use of SuDs including consideration of the potential design of any scheme and ongoing maintenance arrangements. The applicant and the Council will then agree on who should adopt the scheme and be responsible for ongoing maintenance. In the majority of cases the latter will rest with the applicant.</p> <p>New development will be subject to appropriate conditions or a legal agreement to secure the implementation of SuDS and to secure appropriate management and maintenance measures.</p>	
Renewable and Low Carbon Energy Generation – excluding onshore wind turbines	CL3	<p>Renewable and low carbon energy development potential – excluding onshore wind turbines - is significant within Fylde. Opportunities for renewable and low carbon development, including microgeneration, should be maximised, while ensuring that adverse impacts are addressed satisfactorily; including cumulative landscape and visual impacts. Proposed developments will be assessed in relation to the following criteria:</p> <p>a) The cumulative impact of the renewable and / or low carbon development within Fylde and across the boundary in Blackpool, Wyre and Preston;</p> <p>b) Singular or cumulative impacts on landscape and townscape character and value, and visual impact from a wide range of vantage points, in accordance with policy ENV1;</p> <p>c) Impact on local residents (including noise, odour, and reflected light;</p> <p>d) Compliance with policy ENV2, in particular ecological impact on mammals and birds on protected sites and on the migratory routes and functionally linked land. Project-</p>	<p>The Applicants have worked closely to identify how best to develop (and consent) aligned but electrically separate grid connection (and following the Holistic Network Design, projects have received separate grid connection agreements). In order to do so, the Applicants have identified and considered a number of consenting options. The output of this process has been to promote an unprecedented aligned grid connection whereby both wind farms:</p> <ul style="list-style-type: none"> consent their Generation Assets separately (so that they remain commercially and geographically distinct and subject to their individual agreements for lease with The Crown Estate); and pursue a joint consent for the Transmission Assets (covering both projects' offshore export cables and onshore transmission infrastructure). <p>Rather than requiring multiple separate consents from different decision-makers for these large scale, complex, and high value works (for example, the onshore works cover four local planning authority areas), the consenting strategy for the Transmission Assets provides for a single, consistent</p>

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		<p>specific Habitats Regulations Assessment of any renewable and low carbon energy developments near to the European-designated sites will be required, and these HRAs will need to demonstrate that there will be no likely significant effect on the qualifying features of these sites before they can be granted consent;</p> <p>e) Impacts on land resources, in particular that the development would not be sited on the best and most versatile agricultural land (grades 1, 2 and 3a), unless it is demonstrated that poorer quality land could not be used instead, and that the benefits of the development outweigh the economic and other benefits of the best and most versatile agricultural land and any other adverse impacts of the proposal. In the case of solar farms, the most compelling evidence must be provided to demonstrate the above. Impacts should also be considered on areas of deep peat which function as a carbon store;</p> <p>f) That the proposal for renewable and low carbon energy would not harm the significance of heritage assets and their settings unless the proposal meets the requirements of Policy ENV5;</p> <p>g) Community, economic and environmental benefits of the proposal;</p> <p>h) Impacts on aviation and defence navigation systems and communications, particularly Blackpool Airport, Warton Aerodrome and the DCSA Inskip radio communication facility.</p> <p>The avoidance of impacts on these strategically-important facilities should be given great weight in decision-making;</p> <p>i) Impacts on highway safety and capacity from movements associated with the development including construction and decommissioning; and</p>	<p>consent, particularly important for an aligned transmission connection as is required by the HND. This approach also avoids the proliferation of infrastructure across a wider area.</p> <p>Furthermore, given the intrinsic link with the Generation Assets, the Applicants believe that consideration and determination of the Transmission Assets under the Planning Act 2008 ensures alignment and consistency with the applications and any consents for the Generation Assets and to ensure that the NPSs be given appropriate consideration in the decision-making process, alongside local planning policy.</p> <p>Key reasons for selecting this consenting approach are to:</p> <ul style="list-style-type: none"> • allow for better consideration and assessment of potential impacts (including beneficial and cumulative impacts); • facilitate more efficient use of stakeholder resources to minimise stakeholder fatigue or confusion; • provide a formal structure for the projects to collaborate and align on transmission design, assessment and mitigation approach; • align with the NPSs for delivering major energy infrastructure (for example paragraphs 4.11.3 and 4.11.4 of NPS EN-1 (DESNZ, 2023); and • avoid separate complex consenting processes locally and nationally, enabling alignment and consistent consenting with timetabling certainty, reducing the potential for delays from the consenting of the necessary Transmission Assets to delay the delivery of two NSIP Generation Assets projects. <p>The design and siting of Transmission Assets has sought to reduce environmental impacts and to orientate the proposed onshore substations sites to respond to their landscape context as presented in Volume 1, Chapter 4: Site selection (document reference F1.4). A cumulative assessment is</p>

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		<p>j) Impacts on flood risk and drainage, in accordance with policies CL1 and CL2.</p> <p>The evidence will be required to demonstrate that any impacts can be avoided or satisfactorily mitigated but need only be proportional to the scale and type of development. However, any proposed mitigation must be in place prior to the start of development.</p> <p>Renewable and low carbon energy proposals within the Green Belt will need to demonstrate very special circumstances where elements of any proposed renewable energy project comprises inappropriate development. Renewable and low carbon energy proposals within Areas of Separation will be assessed in terms of its impact upon the effectiveness of the gap between the settlements in protecting the identity and distinctiveness of settlements.</p> <p>Applicants will not be required to justify the overall need for renewable and low carbon energy development, either in a national, regional or local context.</p>	<p>provided within each ES topic chapter and concludes that the Transmission Assets will not result in significant cumulative impacts.</p> <p>Impacts during construction, operation and maintenance and decommissioning of the Transmission Assets on landscape and visual resources are considered in section 10.11 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10).</p> <p>Noise is assessed under Volume 3, Chapter 8: Noise and vibration (document reference F3.8). Construction noise and vibration control measures are outlined in the Outline Construction Noise and Vibration Management Plan (document reference J1.3).</p> <p>In addition, the air quality impacts during the construction and decommissioning phases of the Transmissions Assets have been described and considered within section 9.11.2 (dust) and section 9.11.3 (emissions from traffic) with mitigation proposed at Table 9.15 of Volume 3, Chapter 9: Air quality of the ES (document reference F3.9).</p> <p>Appropriate mitigation measures have been provided where required and are secured by the DCO</p> <p>The Habitats Regulations Assessment (HRA) Stage 1 Screening Report (document reference E3) identifies direct or indirect effects on designated sites which could be affected, and those sites are assessed in the HRA Stage 2 ISAA (document reference E2.1 – E2.3). The HRA Stage 1 ISAA concludes that there will be no adverse effect on integrity of any European site as a result of the Transmission Assets alone or in-combination with other projects. The details of nationally and regionally important sites are set out in section 1.6.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The potential impacts to these sites of geological interest are set out in section 1.11.2 of Volume 3,</p>

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			<p>Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The design of the Transmission Assets seeks to avoid harm to designated sites of geological interest and the approach to site selection and consideration of alternatives is set out in Volume 1, Chapter 4 (document reference F1.4).</p> <p>See responses to Policies GD2 and GD3 above for the Applicants consideration of the Green Belt and Area(s) of Separation.</p> <p>Provisional ALC mapping indicates the study area predominantly comprises Grade 2 (very good) and Grade 3 (good to moderate) agricultural land and non-agricultural land. The potential impacts of the Transmission Assets with respect to agricultural land, including best and most versatile land are identified in section and assessed in the Land use and recreation ES chapter (document reference F3.6). Measures adopted as part of the Transmission Assets to mitigate potential impacts on land use and recreation are provided in the Land use and recreation ES chapter (document reference F3.6).</p> <p>All of the impacts on designated heritage assets identified with regard to the Transmission Assets represent less than substantial harm to the significance of those assets. None of the identified impacts would represent substantial harm as this is a particularly high test as explained in the NPPG (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2023).</p> <p>The Applicants' Response to ExQ2:1.1.6 – Mitigation Hierarchy (S_D5_5.2) provides a general summary of the mitigation hierarchy and measures taken, and the ten residual significant adverse effects which have been identified within the EIA, across all topics, these include:</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
			<ul style="list-style-type: none"> • There would be a permanent loss of best and most versatile agricultural land, which is an unavoidable consequence of the construction of the permanent onshore infrastructure on agricultural land and the temporary disruption caused to farm holdings during construction. Opportunities have and will continued to be explored to reduce temporary disruption as far as is reasonably practicable, however some temporary disruption is unavoidable. • In addition, loss of, or harm to, buried archaeological remains and deposits of geoarchaeological and palaeoenvironmental interest; however this is on a precautionary basis as it is not possible at this stage of the Transmission Assets' evolution to know where all buried and unknown archaeological features are located. The Historic Environment will be protected in accordance with the measures set out in the outline Onshore and Intertidal WSI (CoT40) and the Code of Construction Practice (CoT35) to avoid and minimise effects. • There would be temporary impacts on landscape character during construction on a range of receptors, including on visual receptors and users of public rights of way. Landscape Character Areas 19a: Fylde Coastal Dunes (in association with the landfall/onshore export cable corridor) and 15d: Coastal Plain (in relation to the onshore substations). Residual visual impacts have also been anticipated in relation to the landfall/onshore export cable corridor, 400kV grid connection cable (including impacts on those using the beach, Blackpool Road Recreation Ground and on nearby PRowS, National Cycle Routes and the occupiers of residential properties in close proximity to this work area) and the onshore substations (in relation to those using the nearby Bridleways and PRowS). Despite the iterative design approach, which includes landscape mitigation measures

Section/topic	Policy	Policy requirement	Accordance with the policy
			<p>to reduce the effects on the Transmission Assets, significant landscape and visual effects remain as these are an unavoidable consequence of the construction of the permanent onshore substations.</p> <p>The Applicants have updated the Statement of Reasons (Reference number D2 F03), which now includes information on local community benefits to be realised as a result of the Transmission Assets, in particular:</p> <ul style="list-style-type: none"> • Community Funds for Transmission Infrastructure • Outline Employment and Skills Plan and potential employment opportunities • Contracts for Difference (CfD) process • Biodiversity benefit <p>Potential impacts on aviation, particularly Blackpool Airport, Warton Aerodrome are considered within the Aviation and radar (document reference F3.11), with the applicable civil and defence assets assessed at section 11.11 of Volume 3, Chapter 11: Aviation and radar (document reference F3.11). See responses to Policies T2 (Warton Aerodrome) and T3 (Blackpool Airport) above for further detail regarding impacts and mitigation on aviation receptors.</p> <p>Compliance with highway safety, pedestrian safety, the free flow of traffic and on-site parking spaces is set out in Volume 3, Chapter 7: Traffic and Transport of the ES (document reference F3.7). Volume 3, Chapter 7: Traffic and transport (document reference F3.7) also contains an integrated Transport Assessment throughout to consider the potential impacts and effects on the operation of the highway network arising from the Transmission Assets in accordance with guidance and best practice.</p> <p>Travel plan measures including vehicle routeing and construction vehicle management measures have been</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
			<p>included within an oCTMP (document reference J5) which has been developed and refined in consultation with Lancashire County Council as the Highway Authority..</p> <p>The Applicants have worked collaboratively with key highway stakeholders to provide additional clarifications and commitments. The Applicants' consider that there are adequate provisions in the DCO and associated Requirement to have addressed matters of detail post determination.</p> <p>Impacts on flood risk and drainage are considered in the Hydrology and flood risk ES chapter (document reference F3.2).</p> <p>The Applicants have updated the Statement of Reasons (Reference number D2 F03), which now includes information on local community benefits to be realised as a result of the Transmission Assets, in particular:</p> <ul style="list-style-type: none"> • Community Funds for Transmission Infrastructure • Outline Employment and Skills Plan and potential employment opportunities • Contracts for Difference (CfD) process • Biodiversity benefit <p>Sections 4 and 6 of the Planning Statement (document reference J28) also evidence the need for the Transmission Assets in line with Government's net zero targets and how the proposal will significantly contribute to the transmission of offshore wind energy in line with this policy. This is reflected in the Green Belt Technical Note (document reference S_D3_10 F02) which provides a full assessment of any potential harms to the Green Belt and the identification of very special circumstances given their function in delivering almost 2GW of new offshore wind capacity.</p>

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			<p>As such, on balance, the Transmission Assets is at tension with this Policy, due to the residual impacts after the application of the mitigation hierarchy.</p> <p>The Planning Statement (document reference J28) details how the NPS is the primary policy (which overrides local policies) and none of these residual impacts are subject to the exceptions to the presumption in favour of consent for a CNP development as set out in Paragraph 4.1.7 of NPS EN-1. The overriding need for and considerable benefits that the Transmission Assets will deliver outweigh any non-compliance with local planning policy.</p>
Strategic Policies	DLF1	<p>Locations for Development</p> <p>The Local Plan Development Strategy is to direct the majority of future growth to the most sustainable locations, specifically to the four Strategic Locations for Development.</p> <p>The four Strategic Locations are:</p> <ul style="list-style-type: none"> • Lytham and St Annes; • Fylde-Blackpool Periphery; • Warton; and • Kirkham and Wesham. <p>Development of the Strategic Sites at these Strategic Locations is key to ensuring that the Development Strategy is achieved</p> <p>Non-strategic Locations for Development</p> <p>Other development will mainly be located in the Non-strategic Locations for Development, which comprise the Local Service Centre of Freckleton, the Tier 1 Larger Rural Settlements and the Tier 2 Smaller Rural Settlements.</p> <p>Existing Land uses</p> <p>Development will not be permitted which would prevent or undermine the operation of existing land uses, including</p>	<p>The design of the Transmission Assets has taken into account key existing land uses, including Blackpool Airport. Effects of the Transmission Assets with regards to safeguarded mineral resources are set out in section 1.11.11 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1) in line with the requirements of Policy DLF1 of Fylde LP.</p> <p>A justification for the location of the Transmission Assets is provided within Volume 1, Chapter 4: Site selection (document reference F1.4) and a 'needs' assessment is included within Section 4 of the Planning Statement (document reference J28).</p> <p>Development will not conflict with existing land uses and a very special circumstances assessment is provided in Section 6 of the Planning Statement (document reference J28). Measures adopted as part of the Transmission Assets to mitigate potential impacts on land use and recreation are provided in section 6.8 of Volume 3, Chapter 6: Land use and recreation of the ES (document reference).</p> <p>See Applicants consideration of Policies GD2, GD3, T2 and T3 in relation to the Green Belt, Area(s) of Separation, Blackpool Airport and Warton Aerodrome.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>hazardous installations and the ethylene pipeline and Mineral Safeguarding Areas, or prejudice airport safety at Blackpool Airport or at Warton Aerodrome.</p> <p>Development will contribute towards sustainable growth, the continuation and creation of sustainable communities, by their locations and accessibility and through the sustainable use of resources and construction materials.</p>	<p>As such, Transmission Assets has complied with Policy DLF1 of Fylde Local Plan to 2032.</p>
Landscape	ENV1	<p>Development will have regard to its visual impact within its landscape context and the landscape type in which it is situated. Development will be assessed to consider whether it is appropriate to the landscape character, amenity and tranquillity within which it is situated, as identified in the Lancashire Landscape Character Assessment, December 2000 or any subsequent update. In addition:</p> <p>A landscaped buffer of appropriate depth and species will be provided for development that impacts upon land in or adjacent to the Countryside, and wherever necessary includes advanced planting, in order to limit the visual impact of development;</p> <p>Development proposals will ensure that existing landscape features will be conserved, maintained, protected and wherever possible enhanced through increased tree and shrub cover including soft edge / transitional areas of planting;</p> <p>In the event of the loss of landscape features, the impact will be minimised or, where loss is unavoidable, their like-for-like replacements will be provided. Where such features, including trees, woodlands, hedgerows and field ponds, are lost and replaced, measures will be put in place to manage these new features;</p> <p>Suitable landscape planting of native species, appropriate to its context should be incorporated</p>	<p>The baseline and potential landscape and visual effects of the Transmission Assets are identified in section 10.6 and assessed in section 10.11 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10). This includes consideration of landscape character.</p> <p>Measures adopted as part of the Transmission Assets to mitigate potential impacts on landscape and visual resources are provided in section 10.8 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10). The Indicative Landscape Strategy, levels design and indicative substation layout are illustrated in the oDP section 5, to inform the pre consent examination. Planting proposals with reference to depth and species, are considered to be appropriate and aligned with policy ambition. Planting maintenance measures are set out in the Outline Landscape Management Plan (document reference J2 F04). Section 6 of the Outline Design Principles document (document reference J3) details the post consent design development process to support delivery in accordance with policy.</p> <p>As such, Transmission Assets has complied with Policy ENV1 of Fylde Local Plan to 2032.</p>

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		<p>within or, where appropriate, close to new development. Measures should be put in place for the management of such landscaping. Specific consideration should be given to how landscaping schemes will minimise the rate of surface water run-off;</p> <p>Details of the ongoing maintenance of all landscaping areas will be presented for approval by the Council.</p>	
Coastal Change Management Access	ENV1	<p>The open and coastal character of the Coastal Change Management Areas, which are identified on the Policies Map including Inset Plans, will be protected. Development in the Coastal Change Management Areas will only be permitted where the development meets all of the following criteria:</p> <p>Exceptionally requires a coastal location; Is appropriate and in keeping with the open character of the coastline; Promotes the conservation, restoration and enhancement of the coastline, predominantly the Ribble and Alt Estuaries SPA/Ramsar. Project specific Habitats Regulations Assessments (HRAs) will be required for any tourism and coastal defence developments near to the Ribble and Alt Estuaries SPA/Ramsar. The HRAs will need to demonstrate that there will be no likely significant effect upon European Sites before the tourism and coastal defence developments can be granted consent. Does not detract from the tourism value or facilities along the coastline ; Does not interfere with natural coastal processes, unless the development forms part of an agreed programme of sea defence enhancement, in</p>	<p>The proposed Landfall, is within a Coastal Change Management Areas as identified on the Policies Map. The impact on coastal processes and consideration of future baseline conditions are assessed in section 1.10 and section 1.5.5 of Volume 2, Chapter 1: Physical processes of the ES (document reference F2.1) respectively. Climate change and the impact of the proposed development are discussed in section 1.5.5 of Volume 2, Chapter 1: Physical processes of the ES (document reference F2.1).</p> <p>Visual receptors located within coastal areas have been considered in the assessment of landscape and visual resources. Visual receptors of the Transmission Assets are identified in section 10.6 and assessed in section 10.11 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10). Measures adopted as part of the Transmission Assets to mitigate potential impacts on visual resources are provided in section 10.8 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10).</p> <p>The Habitats Regulations Assessment (HRA) Stage 1 Screening Report (document reference E3) identifies direct or indirect effects on designated sites which could be affected, and those sites are assessed in the HRA Stage 2 ISAA (document reference E2.1 – E2.3). The HRA Stage 1 ISAA concludes that there will be no adverse effect on</p>

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		<p>accordance with the Fylde Coast Shoreline Management Plan; Does not impede the function of any existing sea defence structures and wherever possible enhances the coastal protection measures; and</p> <p>Accords with the Development Strategy of this Local Plan. Where development does occur in these areas, developer contributions will be sought for the conservation, management and enhancement of important wildlife habitats and the creation of new habitats. This will include the improvement and management of Starr Hills Local Nature Reserve and the creation of new Local Nature Reserves. Contributions will be made through S106 Agreements and / or the Community Infrastructure Levy.</p>	<p>integrity of any European site as a result of the Transmission Assets alone or in-combination with other projects.</p> <p>Within the HRA three mitigation area were proposed to reduce the effects, and throughout the examination process the issue of compensation vs mitigation has been tested by the ExA In response to ExA Q2:9.1.9 Natural England state: “Lytham Moss and Newton-with-Scales were proposed by the Applicant to avoid or reduce impacts to FLL impacted by the temporary activities along the terrestrial cable route, they were not proposed to compensate for unavoidable residual impacts within the SPA. Therefore, our view is that it is acceptable to consider Lytham Moss and Newton-with-Scales as mitigation rather than compensation areas.”</p> <p>In addition, Natural England have been able to rule out AEol for impacts at the landfall, therefore the remaining mitigation area at Fairhaven Saltmarsh is now considered as an alleviation measure with no need for compensatory measures.</p> <p>Tourism impact has been considered in Volume 3, Chapter 6: Land use and recreation (document reference F3.6) and Volume 4, Chapter 2: Socio-economics (document reference F4.2) of the ES and supplemented by the local tourism assessment [S_D5_8] which concludes that the Transmission Assets will not impact on Blackpool's tourism offering.</p> <p>As such, Transmission Assets has complied with Policy ENV1 of Fylde Local Plan to 2032.</p>
Biodiversity	ENV2	<p>Section 1. Nature Conservation Sites and Ecological networks</p> <p>a) Hierarchy of nature conservation sites</p>	<p>The details of nationally and regionally important sites are set out in section 1.6.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The potential impacts to these sites of</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>The Council is committed to ensuring the protection and enhancement of Fylde's biodiversity and geological assets and interests. In order to do this, the Council will have regard to the following hierarchy of nature conservation sites when making planning decisions, according to their designation:</p> <p>International Ramsar Sites, SAC, SPA, Candidate SAC/SPA</p> <p>The strongest possible protection will be given to sites of international importance, predominantly the Ribble and Alt Estuaries SPA / Ramsar site.</p> <p>NNR, SSSI, MCZ Local Geodiversity Sites, County Biological Heritage Sites, Local Nature Conservation Sites, Local Nature Reserve</p> <p>Development that would directly or indirectly affect any sites of local importance will be permitted only where it is necessary to meet an overriding local public need or where it is in relation to the purposes of the nature conservation site.</p> <p>b) Development within or affecting nature conservation sites and ecological networks</p> <p>In addition to the provisions of National and European law, and in accordance with national planning policy, proposals for development within or affecting the above nature conservation sites must adhere to all of the following principles:</p> <p>Development that would directly or indirectly affect any sites of local importance including ancient woodland or ancient and veteran trees will be permitted only where it is necessary to meet an</p>	<p>geological interest are set out in section 1.11.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The design of the Transmission Assets seeks to avoid harm to designated sites of geological interest and the approach to site selection and consideration of alternatives is set out in Volume 1, Chapter 4 (document reference F1.4).</p> <p>Where practicable, the Applicants have looked to provide a coordinated approach to the design and development of mitigation and enhancement measures. This has included, for example, a coordinated approach to the design at the onshore substation sites to incorporate ecological, drainage and landscape considerations, that will result in wider environmental gains.</p> <p>In addition, the level of importance of ecological features is discussed in section 3.6 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and summarised in Table 3.15 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and existing habitat networks relevant to the assessment of effects on ornithological receptors have been considered in developing the design of the Transmission Assets. These have been taken into account in developing mitigation measures or Commitments, as set out in section 4.8 of Volume 3, Chapter 4: Onshore and intertidal ornithology (document reference F3.4). This includes measures to conserve biodiversity in terms of ornithological interests. It also includes opportunities for biodiversity benefit. The significance of an effect is determined by the importance and sensitivity of a site or other ecological feature, as well the magnitude of the impact as summarised in Table 3.22 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). Impacts on important ecological features and mitigation for adverse effects, including those on ecological networks, are</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>overriding local public need or where it is in relation to the purposes of the nature conservation, or mitigation can avoid affecting site integrity. Proposals which primarily seek to enhance or conserve biodiversity will be supported in principle, subject to the consideration of other Local Plan policies;</p> <p>Consideration should be given to the impact of development proposals on the County-wide Lancashire Ecological network and, where possible, opportunities to support the network by incorporating biodiversity in and around the development should be encouraged;</p> <p>Where development is considered necessary, adequate mitigation measures and compensatory habitat creation will be required through planning conditions and / or obligations, in order to secure measurable net gains for biodiversity. Measures should be put in place for the ongoing management of such features.</p> <p>Where it has been demonstrated that significant harm cannot be avoided appropriate mitigation or, as a last resort, replacement or other compensation will be required. The location of appropriate mitigation, replacement or other compensation will be targeted, using a sequential approach:</p> <ul style="list-style-type: none"> • Within the development site; • In the immediate locality; • Within a Nature Improvement Area within the Borough; • Within a Nature Improvement Area elsewhere in the Fylde Coast; and lastly, • Elsewhere. 	<p>discussed in section 3.11 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). Assessment of the impacts and effects of the Transmission Assets on species, including priority species and mitigation measures (Commitments) are discussed in Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3).</p> <p>Also, of relevance is the information contained with the Information to Support Appropriate Assessment (ISAA) (document references E2.1, E2.2 and E2.3) which concludes that there will be no adverse effects on site integrity to any European designated sites caused by the construction, operation and maintenance, and decommissioning of the Transmission Assets, either alone or in combination with other projects.</p> <p>As such, Transmission Assets has complied with Policy ENV2 of Fylde Local Plan to 2032.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>Where significant harm resulting from development cannot be avoided, adequately mitigated or, as a last resort, replaced or compensated, then planning permission will be refused.</p> <p>c) Damage to nature conservation sites and ecological networks</p> <p>The following definition of what constitutes damage to nature conservation sites and other ecological assets will be used in assessing developments likely to impact upon them:</p> <ul style="list-style-type: none"> loss of the undeveloped open character of a part, parts or the entire nature conservation site or ecological network; reducing the width of part of an ecological network or causing direct or indirect severance of any part of the ecological network or of any part of a nature conservation site including the flight path of migratory birds; restricting the potential for movement of wildlife within or through an ecological network or nature conservation site; causing the degradation of the ecological functions of any part of the ecological network or nature conservation site; directly or indirectly damaging or severing links between nature conservation sites, green spaces, wildlife corridors and the countryside; and impeding links to the wider ecological network and nature conservation sites that are recognised by neighbouring planning authorities. <p>Section 1 (Nature Conservation Sites and Ecological networks) of this policy applies to all presently designated nature conservation sites, which are identified on the</p>	

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>Policies Map including Inset Plans and to any nature conservation sites or ecological networks that may be designated in the future by appropriate agencies. The Fylde Ecological Network, comprising the Grassland Network, the Wetland and Heath Network and the Woodland Network has been identified and mapped by LCC and Lancashire Wildlife Trust, in compliance with the Framework and is accessible on the Planning Policy website.</p> <p>Section 2 Priority Species Protection</p> <p>Planning permission will not be granted for development which would have an adverse effect on a priority species or its habitat, unless the benefits of the development outweigh the need to maintain the population of the species in situ. Should development be permitted that might have an adverse effect on a priority species or its habitat, planning conditions or agreements will be used to:</p> <ul style="list-style-type: none"> a) Ensure the survival of the individual species affected; and where this cannot be achieved: b) Reduce the disturbance to a minimum; c) Provide adequate alternative habitats to enhance the viability of the local population of that species; and d) Promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity. 	
Protecting Existing Open Space (Part of the Green Infrastructure Network)	ENV3	<p>Existing Open Space is identified on the Policies Map including Inset Plans.</p> <p>The areas of Existing Open Space provide a critically important part of the Green Infrastructure network within Fylde. Existing Open Space will be protected from</p>	Volume 3, Annex 6.3: Published recreational resources plan technical report (document reference F3.6.3) identifies the published recreational resources within or in proximity to the Transmission Asset Order Limits. Volume 3, Chapter 6: Land use and recreation of the ES (document reference F3.6) assess the identified recreational resources and demonstrates that the Transmission Assets will not have a

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>inappropriate development, having particular regard to the multi-functional benefits of open spaces, as follows:</p> <p>a) Existing Open Space, including sports and playing pitches (subject to policy HW3: Protection and Provision of Indoor and Outdoor Sports Facilities), will be protected unless the requirements of paragraph 99 of the Framework are met and the findings of any published and adopted needs assessment are met.</p> <p>b) Existing Open Space, including sports and playing pitches (subject to policy HW3: Protection and Provision of Indoor and Outdoor Sports Facilities), will be protected unless it can be demonstrated that any proposal will not have adverse effects contrary to the landscape, biodiversity and water management requirements of the Local Plan and the requirements set out in the other criteria in this policy are met.</p> <p>c) Development will not be permitted on Existing Open Space which is considered essential to the setting, character, recreational benefits for residents, or visual amenities of Key Service Centres, Local Service Centres and rural settlements.</p> <p>d) Development will not be permitted on Existing Open Space that makes a positive contribution to the historic environment including the character, appearance and setting of conservation areas and listed buildings, unless the proposal meets the requirements of Policy ENV5.</p> <p>(...)</p> <p>f) Fylde's Public Rights of Way network, comprising footpaths, byways, cycleways and bridleways will be protected and opportunities to extend the network will be safeguarded from development and supported where this improves access to key Green Infrastructure assets, including areas of Green Belt, the two Areas of Separation,</p>	<p>significant effect on recreational resources. Some temporary, minor adverse residual effect may occur during construction and decommissioning, however no permanent loss of a recreational resource is proposed.</p> <p>The Applicants are committed to mitigating the temporary impact that they have identified at Blackpool Road Recreation Ground during the construction of the Transmission Assets and have shared a section 106 agreement with Fylde Borough Council and Lytham Town Trust, which includes contributions to mitigate the construction impacts and support St Anne's Football club to manage the temporary disruption. For full details see S106 memorandum (document reference S_D4_16 F02).</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		the Coastal Change Management Areas and the Lancaster Canal towpath.	
Historic Environment	ENV5	<p>Proposals for development should conserve, protect and, where appropriate, enhance the character, appearance, significance, and historic value of Fylde's designated and undesignated heritage assets, in particular:</p> <p>The classic seaside resort of St Annes with its seafront, Victorian and Edwardian architecture and pier, together with the Promenade and Ashton Gardens;</p> <p>The formal resort of Lytham with the Windmill and Green, and the cultural assets based around Lowther Pavilion and Garden, Lytham Hall and its historic parkland;</p> <p>The historic market town of Kirkham and;</p> <p>The two planned model rural settlements of Singleton and Thistleton.</p> <p>Scheduled Monuments and archaeological remains</p> <p>Development which would result in harm to the significance of a scheduled monument or other nationally important archaeological sites will not be permitted unless it can be demonstrated that the public benefits which cannot be met in any other way would clearly outweigh the harm.</p> <p>Proposals within or affecting the setting of any of the ten designated conservation areas in Fylde, or within any additional conservation areas designated during the lifetime of the Local Plan, should conserve or enhance those elements that make a positive contribution to their special character and appearance and setting.</p> <p>Where there is known or potential non-designated archaeology, developers will be expected to investigate the significance of any archaeology prior to the determination of an application for the site. Where this demonstrates that the</p>	<p>Conservation and protection of non-designated heritage assets and their settings has been achieved where possible, through the design of the Transmission Assets as described in section 5.8 of Volume 3, Chapter 5: Historic environment (document reference F3.5).</p> <p>Nearby listed buildings and conservation areas (including Marton Moss Conservation Area) are described in Table 10.12 and are assessed in the context of visual amenity in section 10.11 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10). Impacts on cultural heritage are assessed in Volume 3, Chapter 5: Historic environment of the ES (document reference F3.5).</p> <p>The only potential significant effects on the historic environment arising from the Transmission Assets would arise from loss of, or harm to, buried archaeological remains and deposits of geoarchaeological and palaeoenvironmental interest during construction. This assessment is based on a precautionary approach.</p> <p>DCO Schedules 2A & 2B, Requirement 11 (onshore archaeology) within the draft DCO (document reference C1) establishes that detailed site specific archaeological written schemes of investigation will be prepared in accordance with the Outline Onshore and Intertidal Written Scheme of Investigation (document reference J9) and agreed with the appropriate stakeholders.</p> <p>As such, Transmission Assets has complied with Policy ENV5 of Fylde Local Plan to 2032.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		significance is equivalent to that of designated archaeology, proposals which cause harm to or loss will not be supported. Where proposals affect non-designated archaeology of local significance, this will be a material consideration when determining any planning applications for development. Developers need to undertake research at an appropriate early stage to establish whether or not archaeology exists or whether there is the potential for it to exist in order to inform decisions in respect of the site. Where it can be demonstrated that the substantial public benefits of any proposals outweigh the harm, the Council will need to consider the significance of remains and seek to ensure mitigation of damage through preservation of the remains in situ as a preferred solution. Where this is not justified, the developer will be required to make adequate provision for excavation and recording before and / or during development. Proposals should also demonstrate how the public understanding and appreciation of such sites could be improved.	
Overall provision of Employment Land and Existing Employment Sites	EC1	The policy lists a number of sites equating to 62 ha of new employment land to be delivered during the plan period, including land within the Blackpool Airport Enterprise Zone.	<p>On 23 July 2025, the Applicants submitted a Change Request (AS-081) to make changes to the Transmission Assets DCO Application, which can be summarised as follows:</p> <ul style="list-style-type: none"> • Relocation of Access TAT_MGMC_9 for Morgan OWL and Morecambe OWL and Relocation of access OAR_MGMC_10 for Morgan OWL; and the provision of an additional construction access TAT_MGMC_9B for both Morgan OWL and Morecambe OWL; • Identification of Blackpool Airport operational access alignment through Work Nos. 10A10B, 12A12B and 14A14B; • Removal of operational access OAR_MGMC_3 from Squires Gate Lane into Blackpool Airport; and

Section/topic	Policy	Policy requirement	Accordance with the policy
			<ul style="list-style-type: none"> Reduction to Order Limits within Blackpool Airport (Work No. 13A13B), Blackpool Road Recreation Ground (Work Nos. 15A15B, 53A53B and 54A54B) and to the east of the Queensway (Work Nos. 16A16B). <p>Change 3 amends and reduces the proposed Order Limits to remove an operational access (OAR_MGMC_3 identified on Sheet 1 of the Access to Works Plan (APP-157)) and its associated access route across Blackpool Airport operational land (Work Nos. 34A34B identified on Sheets 1, 3 and 4 of the Works Plans – Onshore and Intertidal – Part 1 of 2 (REP3-007)). Due to commitments made by the Applicants via the negotiations with Blackpool Airport, operational access to the Transmission Assets and onshore export cables will be taken via Access OAR_MGMC_5 from Leach Lane, as identified within Change 2. Therefore, access via OAR_MGMC_3 from Squires Gate Lane is no longer required.</p> <p>In relation to REP1-078 13.3.3 in the Fylde Local Impact Report (discussed at Paragraph 5.27.1.4 above), the Change Request removes the access route and operational access from designated site ES5, and relocates this to Leach Lane. Due to this change request, there is no impact on designated site ES5 either during construction or operation.</p>
Lancashire Advanced Engineering and Manufacturing (AEM) Enterprise Zone at BAE Systems, Warton	EC3	<p>a. The Lancashire Enterprise Zone at BAE Systems, Warton</p> <p>The Council continues to support the specialised activity at BAE Systems, Warton, in line with the company's operations. The boundary of the site, which includes both the BAE Systems Core Area and the Enterprise Zone, are identified on the Policies Map. The designation of the Lancashire Enterprise Zone at BAE Systems, Warton will help create more businesses, jobs and attract international investment, with positive benefits across the wider</p>	<p>Potential impacts to Warton Aerodrome and applicable civil and defence assets are considered in section 11.11 of Volume 3, Chapter 11: Aviation and radar (document reference F3.11).</p> <p>Mitigation is discussed in section 11.8 of Volume 3, Chapter 11: Aviation and radar (document reference F3.11).</p> <p>The Applicants have agreed the wording of Requirements 4,5 and 27 of the draft DCO (document reference C1/F08) with BAE/DIO in respect of Warton Aerodrome however they have maintained their objection. In particular, Requirement 27 secures an Wildlife Hazard Management Plan (which will be</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		economic area. It will help improve the local economy and also increase the contribution to national growth.	<p>in accordance with the outline Wildlife Hazard Management Plan submitted at Deadline 3, document reference S_D3_8 F03). The Applicants' maintain that the agreed Requirement allows for any further engagement to be carried out post-consent by the way of the approval of the detailed Wildlife Hazard Management Plan and that taking this into account, it can be safely concluded that the Transmission Assets would not impede or compromise the safe and effective use of Warton Aerodrome.</p> <p>It should be noted that a position has been agreed between the Applicants' and Blackpool Airport, which confirms that the parties consider that the Transmission Assets do not present any risks in respect of national security or physical safety in relation to Blackpool Airport.</p> <p>Subject to the proposed mitigation, the Transmission Assets will not result in significant impacts upon Warton Airdrome or compromise its safe and efficient use, therefore the proposal complies with this policy.</p>
Blackpool Airport Enterprise Zone	EC4	<p>a. The Blackpool Airport Enterprise Zone</p> <p>The boundary of the Enterprise Zone is identified on the Policies Map. The designation of the Blackpool Airport Enterprise Zone will help create more businesses, jobs and attract international investment, with positive benefits across the wider economic area. Fylde Council supports the sustainable development of Blackpool Airport, including working to explore the potential to develop commercial aeronautical activity and to relocate operational buildings and facilities closer to the main runway, in the areas outside the greenbelt, unless there are overriding operational requirements that constitute very special circumstances and which justify development in the Green Belt. The Enterprise Zone will help improve the local economy and also increase the contribution to national growth through targeting the energy industry, advanced manufacturing and engineering,</p>	<p>On 23 July 2025, the Applicants submitted a Change Request (AS-081) to make changes to the Transmission Assets DCO Application, which can be summarised as follows:</p> <ul style="list-style-type: none"> • Relocation of Access TAT_MGMC_9 for Morgan OWL and Morecambe OWL and Relocation of access OAR_MGMC_10 for Morgan OWL; and the provision of an additional construction access TAT_MGMC_9B for both Morgan OWL and Morecambe OWL; • Identification of Blackpool Airport operational access alignment through Work Nos. 10A10B, 12A12B and 14A14B; • Removal of operational access OAR_MGMC_3 from Squires Gate Lane into Blackpool Airport; and

Section/topic	Policy	Policy requirement	Accordance with the policy
		food and drink manufacture and the digital and creative sector.	<ul style="list-style-type: none"> Reduction to Order Limits within Blackpool Airport (Work No. 13A13B), Blackpool Road Recreation Ground (Work Nos. 15A15B, 53A53B and 54A54B) and to the east of the Queensway (Work Nos. 16A16B). <p>Change 3 amends and reduces the proposed Order Limits to remove an operational access (OAR_MGMC_3 identified on Sheet 1 of the Access to Works Plan (APP-157)) and its associated access route across Blackpool Airport operational land (Work Nos. 34A34B identified on Sheets 1, 3 and 4 of the Works Plans – Onshore and Intertidal – Part 1 of 2 (REP3-007)). Due to commitments made by the Applicants via the negotiations with Blackpool Airport, operational access to the Transmission Assets and onshore export cables will be taken via Access OAR_MGMC_5 from Leach Lane, as identified within Change 2. Therefore, access via OAR_MGMC_3 from Squires Gate Lane is no longer required.</p>
Leisure, Culture and Tourism Development	EC6	<p>The Council will plan for leisure, culture and tourism by:</p> <p>(...)</p> <p>f) Protecting tourism, cultural, heritage and leisure assets, such as golf courses and the seaside resort facilities, with a view to helping them to adapt to new challenges by the use of development briefs.</p> <p>(...)</p> <p>h) Promoting beach leisure activities, coastal tourism and recreational events.</p>	<p>This is largely a Council facing policy. However, Tourism impact has been considered in Volume 3, Chapter 6: Land use and recreation (document reference F3.6) and Volume 4, Chapter 2: Socio-economics (document reference F4.2) of the ES and supplemented by the local tourism assessment [S_D5_8] which concludes that the Transmission Assets will not impact on Fylde's tourism offering. In addition, the Local Tourism Assessment (document reference S_D5_8 F02) concludes that there are no significant effects on tourism in the Local Study Area arising from the Transmission Assets during construction.</p> <p>This finding is consistent with ES Volume 4, Chapter 2: Socio-economics (document reference F4.2), which concluded that potential residual effects on tourism at the regional level are likely to be negligible.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
			<p>It is also assessed there are no significant effects on tourism in any individual local authority arising from the Transmission Assets during construction.</p> <p>It is expected that cumulative effects on tourism will not differ from those assessed for the Transmission Assets alone.</p> <p>It is expected that the identified non-significant effects for each asset category would not interact in a manner which generates significant adverse effects on tourism within the local study area. This is also the case at individual local authority level.</p> <p>Key mitigation measures include the outline Construction Traffic Management Plan (document reference J5/F06) which sets out traffic incident management measures to be adopted during identified events at Table 1.3. This measure is secured via DCO Schedules 2A & 2B, Requirement 9 (document reference C1/F09). Post consent, construction traffic management plans for the phases of the works (which must accord with the oCTMP) In addition, the outline Communications Plan (document reference J1.1/F05) makes specific allowance for tourism-related businesses to be included within the liaison committee process.</p>
Health and Wellbeing	HW1	<p>The Council will integrate public health principles and planning to help reduce health inequalities by:</p> <p>(...)</p> <p>b. Working with the Lancashire Public Health Service and the Health and Wellbeing Board on planning and health issues, to take account of the... goals in the Lancashire Health and Wellbeing Strategy...:</p> <p>1. Better health – improve healthy life expectancy, and narrow the health gap.</p> <p>(...)</p>	<p>Policy HW1 is a policy directed at the Council for their undertaking. Nevertheless, it has been considered within Volume 1, Annex 5.1: Human Health of the ES (document reference F1.5.1), where the effects on health and wellbeing have been considered, and are inherent to all the assessments undertaken. Section 1.12 of that annex provides an assessment of the potential impacts arising from the construction, operation and maintenance and decommissioning of the Transmission Assets. Whilst it is anticipated there will be some minor adverse impacts on health arising from transport, open space and recreation, air quality, water quality, noise and radiation in relation to risk perception of EMF largely during construction and</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
			<p>decommissioning, there are also beneficial effects arising from employment and socio-economics and water quality (during operation and maintenance). None of the impacts identified are considered significant in EIA terms.</p> <p>On balance, it is considered that Transmission Assets complies with Policy HW1 of the Fylde Local Plan, despite this being a policy directed at the Council.</p>
Community Facilities	HW2	<p>(...)</p> <p>The loss of any community facilities will be resisted unless it can be demonstrated that the facility's continued operation is no longer viable or needed, or can be relocated elsewhere in a location that is equally accessible by the community.</p>	<p>The Applicants are committed to mitigating the temporary impact that they have identified at Blackpool Road Recreation Ground during the construction of the Transmission Assets and have shared a section 106 agreement with Fylde Borough Council and Lytham Town Trust, which includes contributions to mitigate the construction impacts and support St Anne's Football club to manage the temporary disruption. For full details see S106 memorandum (document reference S_D4_16 F02).</p>
Protection and Provision of Indoor and Outdoor Sports Facilities	HW3	<p>In order to provide appropriate indoor and outdoor sports facilities for the communities of Fylde, the Council will:</p> <p>1. Protect existing indoor and outdoor sports facilities, unless:</p> <p>a) They are proven to be surplus to need, as identified in an adopted and up to date Needs Assessment 1; and/or</p> <p>b) An equivalent or better quality and quantity replacement sports facility will be created in a location well related to the functional requirements of the relocated use and its existing and future users. This would be over and above any provision made available through CIL ;and/or</p> <p>c) The development is for an alternative indoor or outdoor sports facility the benefits of which clearly outweigh the loss of the existing sports facility, (see additional footnote below);</p> <p>And in all cases:</p>	<p>See response to Policy HW2 above</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		d) The proposal would not result in the loss of an area important for its amenity or contribution to the character of the area in general.	
Service Accessibility and Infrastructure	INF1	<p>In order for Fylde to protect and create sustainable communities, proposals for development should:</p> <ul style="list-style-type: none"> a) Make the most of existing infrastructure by focusing on sustainable locations with the best infrastructure capacity; b) Minimise any negative impacts on the quality of the existing infrastructure as a result of new development; c) Mitigate any environmental impacts of new infrastructure provision; d) Use sustainable natural resources where appropriate; e) Where appropriate, contribute towards improvements to existing infrastructure and provision of new infrastructure, as required to meet the needs of the development; f) Where appropriate, demonstrate how access to services will be achieved by means other than the car, and where appropriate, demonstrate how the range of local social and community services and facilities available will be suitable and accessible for the intended occupiers or user(s) of the development; and g) In considering development proposals, it may be necessary to co-ordinate the timescales for delivery of development with the timescales for the delivery of infrastructure. <p>For large development sites, which may be constructed over a number of years and by various developers, it will be necessary to ensure a co-ordinated and holistic approach to the delivery of infrastructure, especially drainage infrastructure through the requirement for site wide strategies through masterplanning which establish principles to be adhered to during the construction process.</p>	<p>Section 7.9.4 of Volume 3, Chapter 7: Traffic and transport (document reference F3.7) sets out how construction vehicles generated by Transmission Assets have been distributed and assigned to make best use of the LRN and SRN.</p> <p>Section 7.12 of Volume 3, Chapter 7: Traffic and transport (document reference F3.7) considers the cumulative impact of construction vehicle movements arising from the Transmission Assets and other cumulative developments on the LRN and SRN whereas Section 7.11 of Volume 3, Chapter 7: Traffic and transport (document reference F3.7) assesses the impact of construction vehicle movements arising from the Transmission Assets on the LRN and SRN.</p> <p>Volume 3, Chapter 7: Traffic and transport (document reference F3.7) contains an integrated TA throughout to consider the potential impacts and effects on the operation of the highway network arising from the Transmission Assets in accordance with guidance and best practice.</p> <p>Travel plan measures including vehicle routeing and construction vehicle management measures have been included within the OCTMP (document reference J5). In relation to mitigation of environmental impacts of new infrastructure provision, each topic chapter and annexe of the ES provides a full list of measures proposed to avoid, prevent, reduce or, if possible, offset the identified significant adverse effects. See also Volume 1, Annex 5.3 Commitments Register (document reference F1.5.3). Furthermore, the Applicants have prepared a clarification note, The Applicants' response to ExQ2: 1.1.6 - Mitigation Hierarchy (S_D5_5.2). This confirms that, as set out in Volume 1, Chapter 5: Environmental assessment</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		Fylde Council will work with Lancashire County Council to ensure the delivery of a new secondary school in Fylde during the lifetime of the Local Plan. The Council will support the delivery of high-speed fibre broadband through the Lancashire Superfast Broadband project and communications technology to all parts of the Borough and will encourage and facilitate its use in line with national policy.	<p>methodology (APP-034) that mitigation measures have been applied where possible, although some residual significant adverse effects remain during construction. The Planning Statement (document reference J28/F03) details how these do not dis-engage the presumption in favour of CNP as set out in NPS EN-1.</p> <p>Section 5.2.5 of the Planning Statement (document reference J28/F03) also highlights how the Transmission Assets have unprecedentedly coordinated and aligned the site selection process to coordinate the location of infrastructure, which has led to a reduction in environmental impacts (compared to if each Generation Assets were seeking independent Pols and associated infrastructure), one DCO application and one set of application documents (including management plans) being submitted and a coordinated approach to consultation, to avoid confusion and consultation fatigue.</p> <p>The Applicants' approach of not seeking independent and separate radial connections and coordinating site selection and location of the onshore substations, has resulted in minimising environmental and community impacts, and avoids a proliferation of infrastructure.</p> <p>The Applicants are committed to mitigating the temporary impact that they have identified at Blackpool Road Recreation Ground during the construction of the Transmission Assets and have shared a section 106 agreement with Fylde Borough Council and Lytham Town Trust, which includes contributions to mitigate the construction impacts and support St Anne's Football club to manage the temporary disruption. For full details see S106 memorandum (document reference S_D4_16 F02).</p> <p>As such, Transmission Assets has complied with Policy INF1 of Fylde Local Plan to 2032.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
Developer Contributions	INF2	Subject to viability, development will normally be expected to contribute towards the mitigation of its impact on infrastructure, services and the environment and contribute towards the requirements of the community. Contributions may be secured through a planning obligation and through the Community Infrastructure Levy (CIL), at such time as the Council has prepared a Standard Charging Schedule. (...)	Please see response to Policy INF1 above.
Saint Anne's on the Sea Neighbourhood Development Plan 2016 – 2031			
Settlement Boundary	GP1	<p>The settlement boundary for St. Anne's is shown on the policies map. Development will be directed towards the existing settlement and, within the settlement boundary, development on previously developed land will be encouraged, subject to other relevant development plan policies being satisfied.</p> <p>Development proposals on greenfield sites within the settlement boundary will be assessed against all relevant development plan policies applying to the site.</p> <p>Development outside the settlement boundary will be assessed against national policy (including that related to development on previously developed land) and any relevant development plan policies.</p>	<p>A limited section of the Order Limits in the vicinity of Blackpool Road recreation ground lie within the settlement boundary as defined on the policies map. There are no above ground features proposed in this area and the proposed operational accesses will not impact on the purposes of the policy.</p> <p>A justification for the location of the Transmission Assets is provided within Volume 1, Chapter 4: Site selection (document reference F1.4) and a 'needs' assessment is included within Section 4 of the Planning Statement (document reference J28).</p> <p>Development will not conflict with existing land uses and a very special circumstances assessment is provided in Section 6 of the Planning Statement (document reference J28).</p> <p>As such, Transmission Assets has complied with Policy GP1 of Saint Anne's on the Sea Neighbourhood Development Plan 2016 – 2031.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
Sites of biological and geological importance	EN1	<p>Development likely to result in the loss, deterioration or harm to habitats, species or features of importance to biodiversity or geological conservation interests, either directly or indirectly, will not be permitted unless:</p> <p>a) the need for, and benefits of, the development in the proposed location outweighs the adverse effect on the relevant biodiversity interest,</p> <p>b) it can be demonstrated that it could not reasonably be located on an alternative site that would result in less or no harm to the biodiversity interests, and</p> <p>c) measures can be provided (and secured through planning conditions or legal agreements), that would avoid, mitigate against or, as a last resort, compensate for the adverse effects likely to result from development.</p> <p>The habitats and species of importance to biodiversity and sites of geological interest considered in relation to points a) to c) comprise:</p> <ul style="list-style-type: none"> • Special Protection Areas • Ramsar sites • Sites of Special Scientific Interest (SSSIs) • Legally protected species • Sites of Importance for Nature Conservation (SINCs) and Local Nature Reserves (LNRs) • Biological Heritage sites and Farmland Conservation Areas • Priority habitats and species listed in the national and local Biodiversity Action Plans • Habitats and species of principal importance for the conservation of biodiversity in England 	<p>The details of nationally and regionally important sites are set out in section 1.6.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The potential impacts to these sites of geological interest are set out in section 1.11.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The design of the Transmission Assets seeks to avoid harm to designated sites of geological interest and the approach to site selection and consideration of alternatives is set out in Volume 1, Chapter 4 (document reference F1.4).</p> <p>Where practicable, the Applicants have looked to provide a coordinated approach to the design and development of mitigation and enhancement measures. This has included, for example, a coordinated approach to the design at the onshore substation sites to incorporate ecological, drainage and landscape considerations, that will result in wider environmental gains.</p> <p>In addition, the level of importance of ecological features is discussed in section 3.6 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and summarised in Table 3.15 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and the Information to Support Appropriate Assessment (ISAA) (document references E2.1, E2.2 and E2.3) and existing habitat networks relevant to the assessment of effects on ornithological receptors have been considered in developing the design of the Transmission Assets. These have been taken into account in developing mitigation measures or Commitments, as set out in section 4.8 of Volume 3, Chapter 4: Onshore and intertidal ornithology (document reference F3.4). This includes measures to conserve biodiversity in terms of ornithological interests. It also includes opportunities for biodiversity benefit. The significance of an effect is determined by the</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<ul style="list-style-type: none"> • Trees, and woodlands, (including seminatural and replanted woodland), aged and veteran trees, and hedgerows • Sites of national or local geological importance • Features of the landscape that function as a wider network of sites by virtue of their coherent ecological structure or function or are of importance for the migration, dispersal and genetic exchange of wild species. <p>The level of protection and mitigation should be proportionate to the status of the habitat or species and should give appropriate weight to their importance, individually and as part of the contribution they make to the wider ecological network.</p> <p>Development that is likely to result in a significant effect, either alone or in combination, on an international or European nature conservation designation, or a site proposed for such designation, will need to satisfy the requirements of the Habitat Regulations.</p>	<p>importance and sensitivity of a site or other ecological feature, as well the magnitude of the impact as summarised in Table 3.22 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). Impacts on important ecological features and mitigation for adverse effects, including those on ecological networks, are discussed in section 3.11 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). Also, of relevance is the information contained with the Information to Support Appropriate Assessment (ISAA) (document references E2.1, E2.2 and E2.3) which concludes that there will be no adverse effects on site integrity to any European designated sites caused by the construction, operation and maintenance, and decommissioning of the Transmission Assets, either alone or in combination with other projects.</p> <p>As such, Transmission Assets has complied with Policy EN1 of Saint Anne's on the Sea Neighbourhood Development Plan 2016 – 2031.</p>
Bryning with Warton Neighbourhood Development Plan 2011 - 2032			
Protecting and enhancing local wildlife and habitats	BWNE1	<p>Development proposals that impact on local wildlife and habitats should demonstrate how biodiversity will be protected and enhanced. Development should retain and where possible, enhance existing coastal features, watercourses, wetlands, ponds, native trees and hedgerows. The creation of new habitats, new linkages between open spaces and habitats and for improvements to the existing public rights of way network will be supported.</p> <p>Development, where appropriate, should seek to incorporate the following:</p>	<p>The details of nationally and regionally important sites are set out in section 1.6.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The potential impacts to these sites of geological interest are set out in section 1.11.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The design of the Transmission Assets seeks to avoid harm to designated sites of geological interest and the approach to site selection and consideration of alternatives is set out in Volume 1, Chapter 4 (document reference F1.4).</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>Retention of existing coastal features, watercourses, wetlands, ponds, mature native trees and hedgerows.</p> <p>Improved access to the countryside by improving the network of existing public rights of way.</p> <p>Preservation of existing areas of public open space and Local Green Spaces in order to promote social interaction, community activity and active play.</p>	<p>Where practicable, the Applicants have looked to provide a coordinated approach to the design and development of mitigation and enhancement measures. This has included, for example, a coordinated approach to the design at the onshore substation sites to incorporate ecological, drainage and landscape considerations, that will result in wider environmental gains.</p> <p>In addition, the level of importance of ecological features is discussed in section 3.6 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and summarised in Table 3.15 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and existing habitat networks relevant to the assessment of effects on ornithological receptors have been considered in developing the design of the Transmission Assets. These have been taken into account in developing mitigation measures or Commitments, as set out in section 4.8 of Volume 3, Chapter 4: Onshore and intertidal ornithology (document reference F3.4). This includes measures to conserve biodiversity in terms of ornithological interests. It also includes opportunities for biodiversity benefit. The significance of an effect is determined by the importance and sensitivity of a site or other ecological feature, as well the magnitude of the impact as summarised in Table 3.22 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). Impacts on important ecological features and mitigation for adverse effects, including those on ecological networks, are discussed in section 3.11 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3).</p> <p>Impacts on and the access to public open space is discussed within Land Use and Recreation chapter of the ES (document reference F3.6).</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
			As such, Transmission Assets has complied with Policy BWNE1 of Bryning with Warton Neighbourhood Development Plan 2011 - 2032.
Protecting and enhancing local character and landscape	BWNE2	Development proposals should demonstrate good design, respect local character and where possible, reinforce local distinctiveness.	<p>Measures adopted as part of the Transmission Assets to mitigate potential impacts on landscape and visual resources are provided in section 10.8 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10).</p> <p>An outline landscape design is set out within the Outline Landscape Management Plan (document reference J2 F03) and Outline Design Principles document (document reference J3 F02) is also provided to address the delivery of good design for the Transmission Assets project including a record of design process and proposed post consent design delivery and requirements discharge. These have been developed by the Applicants through the examination in discussion with Fylde Borough Council to ensure a robust process is in place for the development and approval of the detailed design of the substations.</p> <p>-</p> <p>As such, Transmission Assets has complied with Policy BWNE2 of Bryning with Warton Neighbourhood Development Plan 2011 - 2032.</p>
Design to reduce surface water run off	BWNE3	<p>The provision of sustainable urban drainage (SuDS) will be supported.</p> <p>Where appropriate the design of new buildings and infrastructure should take account of existing topography to manage the flow of water along specific flow routes away from property and into appropriate storage facilities; and water attenuation facilities such as lagoons, ponds and swales should be provided.</p>	<p>An assessment of climate change is incorporated within Volume 3, Annex 2.3: Flood Risk Assessment of the ES (document reference F3.2.3). This has been undertaken in line with NPPF and PPG guidelines (refer to the Outline Operational Drainage Management Plan: document reference J10).</p> <p>A conceptual drainage strategy for each onshore substation has been undertaken in line with local policy and includes SuDS.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>Sustainable design of buildings which support rain water harvesting are supported. Storage of rain water for non-drinking water purposes such as watering gardens and flushing toilets is encouraged.</p> <p>Areas of hard standing such as driveways and parking areas should be minimised and porous materials used where possible.</p>	<p>In addition, the onshore Water Framework Directive surface water and groundwater assessment provided in Volume 3, Annex 2.1 of the ES (document reference F3.2.1) has considered the Transmission Assets in the context of the environmental objectives of Water Framework Directive surface water bodies. This has considered the potential impact on onshore receptors and the proposed mitigation measures have taken into account the requirements of the river basin management plan to ensure all potential impacts on the water environment are mitigated to within acceptable levels.</p> <p>As such, Transmission Assets has complied with Policy BWNE3 of Bryning with Warton Neighbourhood Development Plan 2011 - 2032.</p>

Table 1.3: Local planning policy tracker – Preston City Council

Section/topic	Policy	Policy requirement	Accordance with the policy
The Preston Local Plan 2012-26 (Site Allocations and DPD (Preston City Council, 2015))			
Model Policy	V1	<p>When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the Framework. The Council will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</p> <p>Planning applications that accord with the policies in this Local Plan (and where relevant, policies in neighbourhood</p>	<p>Development within Preston City Council is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary.</p> <p>Compliance with Policy V1 is illustrated in the Planning Statement (document reference J28). Section 6 as an 'on balance' assessment is carried out to demonstrate how the Transmission Assets achieves sustainable development goals, meaning that development should be approved without delay.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>plans) will be approved without delay, unless material considerations indicate otherwise.</p> <p>Where there are no statutory development plan policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:</p> <p>a) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole and those contained in the Core Strategy; or</p> <p>b) specific policies in the Framework and Core Strategy indicate that development should be restricted.</p>	
Parking Standards	ST1	<p>All development proposals will provide car parking and servicing space in accordance with the Parking Standards adopted by the Council (Appendix B).</p> <p>Locations that are accessible to services and well served by public transport may be considered appropriate for lower levels of provision.</p> <p>Proposals for provision above the adopted standards will need to be supported by evidence detailing the local circumstances that justify deviation from the standard.</p>	<p>Development within Preston City Council is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary.</p> <p>Travel plan measures, details on staff parking including construction staff provided at temporary construction compounds and other relevant transport elements are included within the Outline Construction Traffic Management Plan (document reference J5).</p> <p>As such, Transmission Assets has complied with Policy ST1 of Preston Local Plan 2012-2026.</p>
General Transport Considerations	ST2	<p>All development proposals will need to show that:</p> <p>a) road safety and the efficient and convenient movement of all highway users (including bus passengers, cyclists, pedestrians and equestrians) is not prejudiced.</p> <p>d) where practicable, ensure existing pedestrian, cycle and equestrian routes are protected and extended;</p> <p>The supporting text (para 7.27) states that Transport Assessments should be submitted in support of major</p>	<p>Development within Preston City Council is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary.</p> <p>Section 7.6.6 of Volume 3, Chapter 7 of the ES (document reference F3.7) assesses the current road safety environment along the LRN and SRN. The impact of Transmission Assets on road safety is included in section 7.11 and the cumulative impact on road safety is assessed in section 7.13 of Volume 3, Chapter 7.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		developments and any other proposals which would have significant transport implications. A Travel Plan should be submitted alongside any planning applications, outlining how these are to be managed in order to ensure the minimum environmental, social and economic impacts.	Existing sustainable transport infrastructure is considered within section 7.6.7 of Volume 3, Chapter 7 and Volume 3, Figures 7.2 to 7.3 and includes an analysis of public transport services and pedestrian and cycle infrastructure. Section 7.11 of Volume 3, Chapter 7 assesses the impact of construction vehicle movements arising from the Transmission Assets on the LRN and SRN. As such, Transmission Assets has complied with Policy ST2 of Preston Local Plan 2012-2026.
Development within (or in close proximity to) the Existing Residential Area	AD1(a)	Development within (or in close proximity to) the Existing Residential Area will be permitted provided that it meets with the criteria listed below: a) the design and scale of development is sensitive to, and in keeping with, the character and appearance of the area; b) there would be no adverse impact on residential amenity, particularly by reason of noise, general disturbance and loss of privacy due to the activity under consideration or the vehicular/pedestrian movement it generates; c) the proposal would not lead to an over-concentration of non-residential uses, detrimental to residential character and amenity, and; d) the proposal would not lead to an over-intensification of use of the site.	The onshore substations for Transmission Assets are not located within the Preston City Council boundary. Once construction is complete and cables are buried, the only above ground infrastructure in this area will be limited to inspection covers visible at the joint bays and link boxes in the longer term. Therefore, there are no proposed buildings arising from Transmission Assets to be located in Preston and the Applicants considers Policy AD1(a) to not be of relevance.
Development in the Open Countryside	EN1	Development in the Open Countryside, as shown on the Policies Map, other than that permissible under policies HS4 and HS5, will be limited to: a) that needed for purposes of agriculture or forestry or other uses appropriate to a rural area including uses which help to diversify the rural economy; b) the re-use or re-habitation of existing buildings;	Development within Preston City Council is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary. The onshore substations for Transmission Assets are not located within the Preston City Council boundary. Once construction is complete and cables are buried, the only above ground infrastructure in this area will be limited to inspection covers visible at the joint bays and link boxes in the longer term.

Section/topic	Policy	Policy requirement	Accordance with the policy
		c) infilling within groups of buildings in smaller rural settlements.	<p>Therefore, there are no proposed buildings arising from Transmission Assets to be located in Preston.</p> <p>Nevertheless, a justification for the location of the Transmission Assets is provided within Volume 1, Chapter 4: Site selection (document reference F1.4) and a 'needs' assessment is included within Section 4 of the Planning Statement (document reference J28) which identifies and demonstrates the requirements for the location of the Transmission Assets.</p> <p>Whilst the proposed development in Preston City Council is not in strict accordance with the forms of limited development considered acceptable under Policies HS4, HS5 and EN1, development (which is limited to the laying of cables) will not conflict with existing land uses as discussed within the Land use and recreation chapter of the ES (document reference F3.6).</p> <p>As such, Transmission Assets has broadly complied with Policy EN1 of Preston Local Plan 2012-2026.</p>
Protection and enhancement of Green Infrastructure	EN2	<p>Development proposals should seek to protect and enhance existing green infrastructure as identified on the Policies Map. Proposals which would involve the loss of green infrastructure will only be granted planning permission where:</p> <ul style="list-style-type: none"> it can be clearly shown that the site is surplus to requirements; the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development itself is for alternative green infrastructure provision, the needs for which clearly outweigh the loss; and 	<p>Development within Preston City Council is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary.</p> <p>No green infrastructure in Preston will be lost as a result of the development. As such, the Transmission Assets has complied with Policy EN2 of the Preston Local Plan 2012-2026.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		policy EN10 is adhered to where the site is part of an ecological network.	
Future Provision of Green Infrastructure	EN3	All developments will where necessary: a) provide appropriate landscape enhancements; b) conserve and enhance important environmental assets, natural resources and biodiversity including the City's ecological network; c) make provision for the long-term use and management of these areas; and d) provide access to well designed cycleways, bridleways and footpaths (both off and on road), to help link local services and facilities.	Development within Preston City Council is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary. No new green infrastructure is proposed within Preston City Council boundary. Therefore, the Applicants considers Policy EN3 to not be of relevance.
Land Quality	EN7	New development should demonstrate that: a) any existing contamination of the land will be addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area; and b) the proposed development will not cause the land to become contaminated, to the detriment of future use or restoration of the site or so that it would cause pollution in the surrounding area.	Consultation with local authorities regarding records within the contaminated land register has been undertaken and responses received. Reported incidences of contaminated land within the study area have been characterised and assessed within section 1.6.6.7 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The Outline Contaminated Land and Groundwater Discovery Strategy (document reference J1.14) sets out how contamination will be deal with if discovered during construction. As such, Transmission Assets has complied with Policy EN7 of Preston Local Plan 2012-2026.
Development and Heritage Assets	EN8	A) Proposals affecting a heritage asset or its setting will be permitted where they: i) accord with national policy on the historic environment and the relevant Historic England guidance; ii) take full account of the information and guidance in the Council's Conservation Area Appraisals and Management	Development within Preston City Council is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary The impact of the Transmission Assets on the significance of heritage assets is assessed within section 5.11 of Volume 3, Chapter 5: Historic environment (document reference F3.5).

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>Plans and other relevant policy guidance on the historic environment;</p> <p>iii) make a positive contribution to the character and local distinctiveness through high quality new design that responds to its context;</p> <p>iv) act as a catalyst for the regeneration of the area in accordance with the Council's objectives for regeneration;</p> <p>v) are accompanied by a satisfactory Heritage Statement that fully explains the impact of the proposal on the significance of the heritage asset and;</p> <p>vi) sustain, conserve and, where appropriate, enhance the significance, appearance, character and setting of the heritage asset itself and the surrounding historic environment and where they have consideration for the following:</p> <p>(a) the scale, layout, and appearance to the heritage asset and its setting;</p> <p>(...)</p>	<p>All of the impacts on designated heritage assets identified with regard to the Transmission Assets represent less than substantial harm to the significance of those assets. None of the identified impacts would represent substantial harm as this is a particularly high test as explained in the NPPG (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2023).</p> <p>The only potential residual significant effect on the historic environment arising from the Transmission Assets would arise from loss of, or harm to, buried archaeological remains and deposits of geoarchaeological and palaeoenvironmental interest during construction. This assessment is based on a precautionary approach.</p> <p>A programme of further archaeological and geoarchaeological investigation is set out in the Outline Onshore and Intertidal Written Scheme of Investigation (document reference J9 F03). This includes reference to the publication of evidence and the deposition of information with the Lancashire HER.</p> <p>As such, Transmission Assets has complied with Policy EN8 of the Preston Local Plan, noting that the potential significant effect in relation to buried archaeology and deposits is precautionary and subject to further investigations.</p>
Design of New Development	EN9	<p>A) All new development proposals, including extensions to existing buildings, should be designed with regard to the following principles as set out and explained in the Central Lancashire Design Guide SPD:</p> <ul style="list-style-type: none"> • Movement and Legibility • Space and Enclosure • Mix of Uses and Tenures • Adaptability and Resilience 	<p>Development within Preston City Council is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary. Once construction is complete and cables are buried, the only above ground infrastructure in this area will be limited to inspection covers visible at the joint bays and link boxes in the longer term. Therefore, there are no proposed buildings arising from Transmission Assets to be located in Preston and the Applicants considers Policy EN9 to not be of relevance.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<ul style="list-style-type: none"> • Resources and Efficiency • Architecture and Townscape <p>B) Applications will be approved where they:</p> <ul style="list-style-type: none"> • Accord with the principles and guidance set in the Design SPD, the relevant policies in the Core Strategy, national policy on the historic environment and the relevant Design Council Cade guidance; and • Take the opportunity to make a positive contribution to the character and local distinctiveness of the area through high quality new design that responds to its context; and, • Are accompanied by a satisfactory Design and Access Statement that fully explains and justifies the design approach for the scheme. 	
Biodiversity and Nature Conservation	EN10	<p>In Preston, Biodiversity and Ecological Network resources will be protected, conserved, restored and enhanced: Priority will be given to:</p> <p>i. Protecting and safeguarding all designated sites of international, national, regional, county and local level importance including all Ramsar sites, Special Protection Areas, Special Areas of Conservation, national nature reserves, sites of special scientific interest and biological heritage sites, S41 Habitats of Principal Importance, geological heritage sites, local nature reserves and wildlife corridors together with any ecological network approved by the Council;</p> <p>ii. Protecting, safeguarding and enhancing habitats for European, nationally and locally important species;</p> <p>iii. The ecology of the site and the surrounding area (safeguarding existing habitats/features such as but not</p>	<p>The Order Limits of the Transmission Assets interact with a designation under Policy EN10 on the Preston Local Plan policies map (Wildlife Corridor).</p> <p>As such, details of nationally and regionally important sites are set out in section 1.6.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The potential impacts to these sites of geological interest are set out in section 1.11.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The design of the Transmission Assets seeks to avoid harm to designated sites of geological interest and the approach to site selection and consideration of alternatives is set out in Volume 1, Chapter 4 (document reference F1.4).</p> <p>Where practicable, the Applicants have looked to provide a coordinated approach to the design and development of mitigation and enhancement measures. This has included, for example, a coordinated approach to the design at the onshore substation sites to incorporate ecological, drainage</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>exclusive to trees, hedgerows, ponds and streams), unless justified otherwise.</p> <p>iv. When considering applications for planning permission, protecting, conserving, restoring and enhancing Preston's ecological network and providing links to the network from and/or through the proposed development site.</p> <p>In addition development must adhere to the provisions set out below:</p> <p>a. The production of a net gain in biodiversity where possible by designing in wildlife and by ensuring that any adverse impacts are avoided or if unavoidable are reduced or appropriately mitigated and/or compensated;</p> <p>b. The provision of opportunities for habitats and species to adapt to climate change;</p> <p>c. The support and encouragement of enhancements which contribute to habitat restoration;</p> <p>d. Where there is reason to suspect that there may be protected habitats/ species on or close to a proposed development site, the developer will be expected to carry out all necessary surveys in the first instance; planning applications must then be accompanied by a survey assessing the presence of such habitats/species and, where appropriate, make provision for their needs;</p> <p>e. In exceptional cases, where the need for development in social or economic terms is considered to significantly outweigh the impact on the natural environment, appropriate and proportionate mitigation measures and/ or compensatory habitat creation and/or restoration of at least</p>	<p>and landscape considerations, that will result in wider environmental gains.</p> <p>In addition, the level of importance of ecological features is discussed in section 3.6 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and summarised in Table 3.15 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and existing habitat networks relevant to the assessment of effects on ornithological receptors have been considered in developing the design of the Transmission Assets. These have been taken into account in developing mitigation measures or Commitments, as set out in section 4.8 of Volume 3, Chapter 4: Onshore and intertidal ornithology (document reference F3.4). This includes measures to conserve biodiversity in terms of ornithological interests. It also includes opportunities for biodiversity benefit. The significance of an effect is determined by the importance and sensitivity of a site or other ecological feature, as well the magnitude of the impact as summarised in Table 3.22 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). Impacts on important ecological features and mitigation for adverse effects, including those on ecological networks, are discussed in section 3.11 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3).</p> <p>The Habitats Regulations Assessment (HRA) Stage 1 Screening Report (document reference E3) identifies direct or indirect effects on designated sites which could be affected, and those sites are assessed in the HRA Stage 2 ISAA (document reference E2.1 – E2.3). The HRA Stage 1 ISAA concludes that there will be no adverse effect on integrity of any European site as a result of the Transmission Assets alone or in-combination with other projects.</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
		<p>equal area, quality and diversity will be required through planning conditions and/or planning obligations. The following definition of what constitutes damage to natural environment assets will be used in assessing applications potentially impacting upon assets:</p> <ol style="list-style-type: none"> 1. Loss of the undeveloped open character of a part, parts or all of the ecological network; 2. Reducing the width or causing direct or indirect severance of the ecological network or any part of it; 3. Restricting the potential for lateral movement of wildlife; 4. Causing the degradation of the ecological functions of the ecological network or any part of it; 5. Directly or indirectly damaging or severing links between green spaces, wildlife corridors and the open countryside; and 6. Impeding links to ecological networks recognised by neighbouring planning authorities. 	<p>The Transmission Assets are being advanced in a context where BNG is not yet a statutory requirement for NSIPs. Nevertheless, the Applicants have proactively committed to delivering measurable biodiversity benefits that align with legislation and national and local policy.</p> <p>The Biodiversity Benefit Supporting Statement (S_D5_11) highlights that in addition to biodiversity benefit being delivered for all permanent above ground infrastructure (outwith Central Lancashire), Lea Marsh Fields (located within Central Lancashire) is also to be subject to ecological enhancements and provides a strategically located opportunity to deliver substantial additional biodiversity gains, strengthen ecological connectivity between designated sites and contribute to the Lancashire Local Nature Recovery Strategy. In addition, a hierarchy of biodiversity benefit delivery options ensures that biodiversity benefit can be achieved even if constraints arise, whether through on-site provision, reduced off-site delivery, funding of local biodiversity projects, or the purchase of biodiversity credits.</p> <p>This voluntary approach, which reflects emerging best practice, is supported by a robust 30-year management and monitoring framework and ensure that biodiversity benefit will not only offset permanent land take but also contribute to wider ecological resilience and the delivery of strategic environmental outcomes in Lancashire. Further details can be found within the outline Biodiversity Benefit Management Plan (J11/F06).</p> <p>The Transmission Assets can deliver biodiversity benefit, exceed the minimum 10% target where feasible, and provide a long-term positive legacy for nature in the local area alongside the delivery of NSIP energy infrastructure.</p> <p>The Outline Landscape Management Plan (document reference J2) considered damage to natural environment</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
			<p>assets and the management of these, considering the loss of the underdeveloped open character of the ecological network.</p> <p>As such, Transmission Assets has complied with Policy EN10 of Preston Local Plan 2012-2026.</p>
Species Protection	EN11	<p>Planning permission will not be granted for development which would have an adverse effect on a protected species unless the benefits of the development outweigh the need to maintain the population of the species in situ. Should development be permitted that might have an effect on a protected species planning conditions or agreements will be used to:</p> <ul style="list-style-type: none"> a) Facilitate the survival of the individual species affected; b) Reduce the disturbance to a minimum; and c) Provide adequate alternative habitats to sustain the viability of the local population of that species. 	<p>The details of nationally and regionally important sites are set out in section 1.6.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The potential impacts to these sites of geological interest are set out in section 1.11.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The design of the Transmission Assets seeks to avoid harm to designated sites of geological interest and the approach to site selection and consideration of alternatives is set out in Volume 1, Chapter 4 (document reference F1.4).</p> <p>Where practicable, the Applicants have looked to provide a coordinated approach to the design and development of mitigation and enhancement measures. This has included, for example, a coordinated approach to the design at the onshore substation sites to incorporate ecological, drainage and landscape considerations, that will result in wider environmental gains.</p> <p>In addition, the level of importance of ecological features is discussed in section 3.6 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and summarised in Table 3.15 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and existing habitat networks relevant to the assessment of effects on ornithological receptors have been considered in developing the design of the Transmission Assets. These have been taken into account in developing mitigation measures or Commitments, as set out in section 4.8 of Volume 3, Chapter 4: Onshore and intertidal ornithology</p>

Section/topic	Policy	Policy requirement	Accordance with the policy
			<p>(document reference F3.4). This includes measures to conserve biodiversity in terms of ornithological interests. It also includes opportunities for biodiversity benefit. The significance of an effect is determined by the importance and sensitivity of a site or other ecological feature, as well the magnitude of the impact as summarised in Table 3.22 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). Impacts on important ecological features and mitigation for adverse effects, including those on ecological networks, are discussed in section 3.11 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3).</p> <p>The Habitats Regulations Assessment (HRA) Stage 1 Screening Report (document reference E3) identifies direct or indirect effects on designated sites which could be affected, and those sites are assessed in the HRA Stage 2 ISAA (document reference E2.1 – E2.3). The HRA Stage 1 ISAA concludes that there will be no adverse effect on integrity of any European site as a result of the Transmission Assets alone or in-combination with other projects.</p> <p>As such, Transmission Assets has complied with Policy EN11 of Preston Local Plan 2012-2026.</p>
<p>Preston City Council is also covered by joint plan:</p> <p>Central Lancashire Adopted Core Strategy – Local Development Framework (Preston City Council, South Ribble Borough Council and Chorley Council, 2012).</p> <p>Please see Table 1.5 for an outline of these policies.</p>			

Table 1.4: Local planning policy tracker – South Ribble Borough Council

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
South Ribble Local Plan 2012-2026 (South Ribble Borough Council, 2015)			
Developer Contributions	A1	<p>New development will be expected to contribute to mitigating its impact on infrastructure, services and the environment and to contribute to the requirements of the community. This may be secured as a planning obligation through a Section 106 agreement, where the development would otherwise be unacceptable and through the Community Infrastructure Levy (CIL) by way of a Charging Schedule.</p> <p>The types of infrastructure that developments may be required to provide contributions for include, but are not limited to:</p> <ul style="list-style-type: none"> a) Utilities and waste (where the provision does not fall within the utility providers' legislative obligations); b) Flood prevention and sustainable drainage measures; c) Transport (highway, rail, bus and cycle/footpath/bridleway networks, canal and any associated facilities); d) Community infrastructure (such as health, education, libraries, public realm); e) Green infrastructure (such as outdoor sports facilities, open space, parks, allotments, play areas, enhancing and conserving biodiversity); f) Climate change and energy initiatives through allowable solutions; g) Affordable housing; and, h) Leyland Town Centre regeneration. <p>Where appropriate, the Council will permit developers to provide the necessary infrastructure themselves as part of</p>	<p>Development within South Ribble is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary.</p> <p>Compliance with Policy A1 is defined within the Planning Statement (document reference J28) Section 6 which shows that Transmission Assets has taken due regard to the need for infrastructure and services required for this development to go ahead and a comprehensive package of mitigation and commitments is included in the Commitments Register (document reference F1.5.3).</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		their development proposals, rather than making financial contributions.	
Existing Built-Up Areas	B1	<p>Within the existing built-up areas, as defined on the Policies Map, proposals for the re-use of undeveloped and unused land and buildings, or for redevelopment, will be permitted provided that the development:</p> <ul style="list-style-type: none"> a) Complies with the requirements for access, parking and services, as set out elsewhere in this Plan; b) Is in keeping with the character and appearance of the area; and c) Will not adversely affect the amenities of nearby residents. 	<p>Compliance with Policy B1 is illustrated in the Planning Statement (document reference J28) Section 6. Justification for the need of the project is presented in Section 4 of the Planning Statement (document reference J28) and alongside the assessment made under Volume1, Chapter 4: Site selection (document reference F1.4), the project has identified the most suitable location for this type of development taking into account a number of environmental, engineering and financial constraints.</p> <p>Volume 3, Chapter 10: Landscape and visual amenity (document reference F3.10) concludes the development would not have significant detrimental effects upon the character and appearance of the area or neighbouring amenity as a result of lighting, loss of outlook or loss of privacy.</p> <p>Volume 3, Chapter 8: Noise and vibration (document reference F3.8) concludes there would be no significant impacts upon neighbouring amenity resulting from noise.</p>
Parking Standards	F1	<p>All development proposals will be required to provide car parking and servicing space in accordance with the parking standards adopted by the Council (see Appendix 4). In general, parking requirements will be kept to the standards as set out unless there are significant road safety or traffic management implications related to the development of the site.</p> <p>The parking standards should be seen as a guide for developers and any variation from these standards should be supported by local evidence in the form of a transport statement.</p>	<p>Development within South Ribble is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary.</p> <p>Travel plan measures, details on staff parking including construction staff provided at temporary construction compounds and other relevant transport elements are included within the Outline Construction Traffic Management Plan (document reference J5).</p> <p>As such, Transmission Assets has complied with Policy F1 of South Ribble Local Plan 2012-2026.</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		Where appropriate, some flexibility will be factored into the standards in relation to the specific local circumstances.	
Green Belt	G1	<p>The area covered by Green Belt is shown on the Policies Map. As set out in the NPPF, planning permission will not be given for the construction of new buildings unless there are very special circumstances.</p> <p>Exceptions to this are:</p> <ul style="list-style-type: none"> a) buildings for agriculture and forestry; b) provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it; c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building; d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces; e) limited infilling in villages, and limited affordable housing for local community needs under policies set out in this Local Plan; or f) limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. There are a number of major developed employment sites within the Green Belt. These sites can be developed within their curtilage. These major developed employment sites should continue to secure jobs and prosperity without further 	<p>Development within South Ribble is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary.</p> <p>Figure 4.1 of the Planning Statement (document reference J28) shows that the Transmission Assets cabling and compounds would be within the Green Belt of South Ribble. A very special circumstances and 'on balance' planning assessment is provided within Section 6 of the Planning Statement (document reference J28).</p> <p>Any harm caused during the construction phase as a result of the construction compounds would occur over a relatively short period and will result in no permanent harm to the Green Belt. It is not considered that harms caused by temporary works should carry much, if any, weight, given Green Belt policy is directed towards consideration of development that is permanent.</p> <p>The Green Belt Technical Note (document reference S_D3_10 F02) provides a full assessment of any potential harms to the Green Belt. This includes how the mitigation hierarchy has been applied to avoid, minimise and mitigate impacts and harm to the Green Belt as far as practicable. This Technical Note also demonstrates the robust very special circumstances that exist, which justify and outweigh the harms to be caused to the Green Belt, by reason of inappropriateness and any other harms.</p> <p>The Applicants consider that there is a compelling case that the harm to the Green Belt would be clearly outweighed by the very special circumstances (VSC) required to justify the proposed development and as Critical National Priority infrastructure the starting point for decision making is that any harm is outweighed by the critical need for the Transmission Assets. Regardless of the CNP status of the Transmission</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		prejudicing the Green Belt. Such development is considered appropriate in the terms of the NPPF.	Assets and the appropriate application of the Mitigation Hierarchy, robust very special circumstances have been demonstrated given the need for transmission infrastructure of this nature as set out in paragraphs 3.3.65 to 3.3.83 of NPS EN-1 and the Transmission Asset's role in delivering the new renewable energy generation from two offshore wind NSIPs, which clearly outweigh any harms to be caused to the Green Belt. As such, Transmission Assets has complied with Policy G1 of South Ribble Local Plan 2012-2026.
Protected Open Land	G4	Protected Open Land is shown on the Policies Map. There is a presumption against inappropriate development on Protected Open Land. Planning permission will only be permitted where: a) It is required for the purposes of agriculture; or b) Uses are appropriate to a rural area; or c) It involves the re-use of existing buildings.	Development within South Ribble is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary. The Transmission Assets would have a temporary impact on protected open land adjoining Penwortham substation in the form of access through this land. Justification for the need of the project is presented in Section 4 of the Planning Statement (document reference J28) and alongside the assessment made under Volume1, Chapter 4: Site selection and alternatives of the ES (document reference F1.4), the project has identified the most suitable location for this type of development taking into account a number of environmental, engineering and financial constraints. Given the impact on this designation relates to a temporary impact related to a use which is demonstrated to be appropriate to a rural area, the Applicants consider that the proposal complies with Policy G4(b). Volume 3, Chapter 6: Land Use and Recreation of the ES (document reference F3.6) also provides the information relevant to this policy. As such, Transmission Assets has complied with Policy G4 of South Ribble Local Plan 2012-2026.

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
Green Infrastructure - Existing Provision	G7	<p>Green Infrastructure is defined in the introduction to this chapter. Development proposals should seek to protect and enhance the existing Green Infrastructure. Development which would involve the loss of Green Infrastructure (as identified on the Policies Map) will not be permitted unless:</p> <p>a) Alternative provision of similar and/or better facilities for the community will be implemented on another site or within the locality; or</p> <p>b) It can be demonstrated that the retention of the site is not required to satisfy a recreational need in the local area; and</p> <p>c) The development would not detrimentally affect the amenity value and the nature conservation value of the site.</p>	<p>Development within South Ribble is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary. No green infrastructure, as defined on the policies map, will be lost as a result of the development.</p> <p>The details of nationally and regionally important sites are set out in section 1.6.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The potential impacts to these sites of geological interest are set out in section 1.11.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The design of the Transmission Assets seeks to avoid harm to designated sites of geological interest and the approach to site selection and consideration of alternatives is set out in Volume 1, Chapter 4 (document reference F1.4).</p>
Green Infrastructure – Future Provisions	G8	<p>All developments should provide:</p> <p>(...)</p> <p>b) Conservation of important environmental assets, natural resources, biodiversity and geodiversity;</p> <p>(...)</p>	<p>Volume 3, Chapter 6: Land Use and Recreation of the ES (document reference F3.6) further addresses the requirements of policy G7, demonstrating the developments effects on the recreational needs of the local area and the sites amenity and nature conservation value.</p> <p>Where practicable, the Applicants have looked to provide a coordinated approach to the design and development of mitigation and enhancement measures. This has included, for example, a coordinated approach to the design at the onshore substation sites to incorporate ecological, drainage and landscape considerations, that will result in wider environmental gains (refer to the Outline Ecological Monitoring Plan (document reference J6) and Outline Landscape Management Plan (document reference J2).</p> <p>In addition, the level of importance of ecological features is discussed in section 3.6 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and summarised in Table 3.15 of Volume 3, Chapter 3:</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
			<p>Onshore ecology and nature conservation (document reference F3.3) and existing habitat networks relevant to the assessment of effects on ornithological receptors have been considered in developing the design of the Transmission Assets. These have been taken into account in developing mitigation measures or Commitments, as set out in section 4.8 of Volume 3, Chapter 4: Onshore and intertidal ornithology (document reference F3.4). This includes measures to conserve biodiversity in terms of ornithological interests. It also includes opportunities for biodiversity benefit. The significance of an effect is determined by the importance and sensitivity of a site or other ecological feature, as well the magnitude of the impact as summarised in Table 3.22 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). Impacts on important ecological features and mitigation for adverse effects, including those on ecological networks, are discussed in section 3.11 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3).</p> <p>As such, Transmission Assets has complied with Policies G7 and G8 of South Ribble Local Plan 2012-2026.</p>
Green Corridors/Green Wedge	G12	<p>Development will not be permitted in areas designated as green corridors (as shown on the Policies Map), which would prejudice their open character, visual amenity and purpose.</p> <p>Development may be permitted, in very exceptional circumstances, if it can be demonstrated that the proposal would have significant community and environmental benefits and measures can be provided to compensate for the loss of the area of green corridor within the locality.</p> <p>New development should provide new green corridors to the existing/neighbouring communities and built-up area. Green corridors can be in the form of linear areas of Green Infrastructure, such as footpaths and cycleways, with the</p>	<p>The Applicants are not aware that the Transmission Assets Order Limits are located in a Green Corridor/Green Wedge and therefore considers Policy G12 of the South Ribble Local Plan not of relevance to Transmission Assets.</p> <p>Policy G12 was included as relevant in Lancashire County Council Local Impact Report [REP1-085]. However, development within South Ribble largely relates to the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary. The works do not impact on the requirements of the policy and therefore the Applicants do not consider this policy of relevance to the Transmission Assets.</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		appropriate landscaping features such as trees, hedges and woodland.	
Trees, Woodlands and Development	G13	<p>a) Planning permission will not be permitted where the proposal adversely affects trees, woodlands and hedgerows which are:</p> <ul style="list-style-type: none"> i Protected by a Tree Preservation Order (TPO); ii Ancient Woodlands including individual ancient and veteran trees and those defined in Natural England's inventory of ancient woodlands; iii In a Conservation Area; or iv Within a recognised Nature Conservation Site. <p>b) There will be a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover on site;</p> <p>c) Where there is an unavoidable loss of trees on site, replacement trees will be required to be planted on site where appropriate at a rate of two new trees for each tree lost;</p> <p>d) Tree survey information should be submitted with all planning applications, where trees are present on site. The tree survey information should include protection, mitigation and management measures;</p> <p>e) Appropriate management measures will be required to be implemented to protect newly planted and existing trees, woodlands and/or hedgerows.</p>	<p>Development within South Ribble is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary.</p> <p>Information on tree retention and replacement is provided in Volume 3, Annex 10.5: Tree survey and arboricultural impact assessment of the ES (document reference F3.10.5). Of note, there would be no impacts on trees protected by a TPO, ancient woodland or ancient and veteran trees as described in section 3.11 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) where impacts on recognised nature conservation sites are also assessed.</p> <p>When referring to tree protection and removal, survey information and an assessment of the impact of the Transmission Assets on trees is provided in Volume 3, Annex 10.5: Tree survey and arboricultural impact assessment of the ES (document reference F3.10.5). In relation to TPO's, several un-surveyed TPO's are within Temporary Construction Compound Areas however tree protection fencing has been proposed to ensure their retention. These will be re-assessed at the detailed design stage, with detailed to be provided in a providing Detailed Arboricultural Method Statement(s) which the LPA will be able to comment on.</p> <p>As such, Transmission Assets has complied with Policy G13 of South Ribble Local Plan 2012-2026.</p>
Unstable or Contaminated Land	G14	There will be a presumption in favour of the redevelopment of previously developed land. Previously developed land can be unstable and subject to contamination. However, development will be encouraged on unstable or contaminated brownfield land subject to the following:	No previously developed land was identified as suitable for the Transmission Assets development. Development within South Ribble is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary. The works do not impact on the requirements of the policy

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		<p>a) Applicants will be required to provide evidence of a satisfactory site investigation and show that any proposed remedial works are adequate to deal with any identified hazards;</p> <p>b) Development should not have an adverse impact on the stability of surrounding areas;</p> <p>c) Applicants should address the physical capability of the land, the adverse effects of instability on the development, or of adjoining development on unstable land, and the effects on (amongst other things) local amenities and conservation interests of the development and any remedial measures.</p>	<p>Nevertheless, consultation with local authorities regarding records within the contaminated land register has been undertaken and responses received. Reported incidences of contaminated land within the study area have been characterised and assessed within section 1.6.6.7 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1) in compliance with Policy G14 of South Ribble LP. Furthermore, the Outline Contaminated Land and Groundwater Discovery Strategy (document reference J1.14) sets out how contamination will be dealt with if discovered during construction.</p> <p>As such, Transmission Assets has complied with Policy G14 of South Ribble Local Plan 2012-2026.</p>
Biodiversity and Nature Conservation	G16	<p>The borough's Biodiversity and Ecological Network resources will be protected, conserved and enhanced. The level of protection will be commensurate with the site's status and proposals will be assessed having regard to the site's importance and the contribution it makes to wider ecological networks:</p> <p>Regard will be had to:</p> <ul style="list-style-type: none"> Protecting and safeguarding all designated sites of international, national, regional, county and local level importance including all Ramsar, Special Protection Areas, Special Areas of Conservation, national nature reserves, Sites of Special Scientific Interest and Biological Heritage Sites, Geological Heritage Sites, Local Nature Reserves, wildlife corridors together with any ecological network approved by the Council; Protecting, safeguarding and enhancing habitats for European, nationally and locally important species; When considering applications for planning permission, protecting, conserving and enhancing the borough's ecological network and providing links to 	<p>Development within South Ribble is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary. The works do not impact on the requirements of the policy.</p> <p>Nevertheless, the location of nationally and regionally important sites are set out in section 1.6.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The potential impacts to these sites of geological interest are set out in section 1.11.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The design of the Transmission Assets seeks to avoid harm to designated sites of geological interest and the approach to site selection and consideration of alternatives is set out in Volume 1, Chapter 4 (document reference F1.4).</p> <p>The likely impacts and effects of the Transmission Assets on onshore ecology and nature conservation during the construction, operation and maintenance and decommissioning phases are presented in Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). All relevant designated sites and areas for</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		<p>the network from and/or through a proposed development site.</p> <p>In addition development should have regard to the provisions set out below:</p> <p>a) The need to minimise impacts on biodiversity and providing net gains in biodiversity where possible by designing in wildlife and by ensuring that significant harm is avoided or, if unavoidable, is reduced or appropriately mitigated and/or, as a last resort, compensated;</p> <p>b) The need to promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations;</p> <p>c) Where there is reason to suspect that there may be protected habitats/species on or close to a proposed development site, planning applications must be accompanied by a survey undertaken by an appropriate qualified professional;</p> <p>d) Where the benefits for development in social or economic terms are considered to outweigh the impact on the natural environment, appropriate and proportionate mitigation measures and/or compensatory habitat creation of an equal or greater area will be required through planning conditions and/or planning obligations.</p>	<p>wildlife conservation and species afforded extra protections under The Conservation of Habitats and Species Regulations 2017 and Schedule 5 of the Wildlife and Countryside Act 1981 are discussed in: Volume 3, Annexes 3.1 to 3.14 of the ES. This information is summarised in section Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). Assessment of the impacts and effects of the Transmission Assets relevant for onshore ecology and mitigation measures (commitments) are discussed in Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3).</p> <p>The Transmission Assets are being advanced in a context where BNG is not yet a statutory requirement for NSIPs. Nevertheless, the Applicants have proactively committed to delivering measurable biodiversity benefits that align with legislation and national and local policy.</p> <p>The Biodiversity Benefit Supporting Statement (S_D5_11) highlights that in addition to biodiversity benefit being delivered for all permanent above ground infrastructure (outwith Central Lancashire), Lea Marsh Fields (located within Central Lancashire) is also to be subject to ecological enhancements and provides a strategically located opportunity to deliver substantial additional biodiversity gains, strengthen ecological connectivity between designated sites and contribute to the Lancashire Local Nature Recovery Strategy. In addition, a hierarchy of biodiversity benefit delivery options ensures that biodiversity benefit can be achieved even if constraints arise, whether through on-site provision, reduced off-site delivery, funding of local biodiversity projects, or the purchase of biodiversity credits.</p> <p>This voluntary approach, which reflects emerging best practice, is supported by a robust 30-year management and monitoring framework and ensure that biodiversity benefit will not only offset permanent land take but also contribute to wider ecological resilience and the delivery of strategic</p>

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			<p>environmental outcomes in Lancashire. Further details can be found within the outline Biodiversity Benefit Management Plan (J11/F06).</p> <p>The Transmission Assets can deliver biodiversity benefit, exceed the minimum 10% target where feasible, and provide a long-term positive legacy for nature in the local area alongside the delivery of NSIP energy infrastructure.</p> <p>The Habitats Regulations Assessment (HRA) Stage 1 Screening Report (document reference E3) identifies direct or indirect effects on designated sites which could be affected, and those sites are assessed in the HRA Stage 2 ISAA (document reference E2.1 – E2.3). The HRA Stage 1 ISAA concludes that there will be no adverse effect on integrity of any European site as a result of the Transmission Assets alone or in-combination with other projects.</p> <p>The Applicants' Response to ExQ2:1.1.6 – Mitigation Hierarchy (S_D5_5.2) provides a general summary of the mitigation hierarchy and measures taken, and the ten residual significant adverse effects which have been identified within the EIA, across all topics. This includes the partial, temporary loss (c.1.78ha) of Mill Brook Valley BHS and temporary habitat loss of 2.24ha of Priority Habitat within Mill Brook Valley BHS . However, in accordance with the outline Onshore Biodiversity Benefit Management Plan Statement (document reference J11), there would also be some potential for long term benefits associated with onshore biodiversity, specifically, the onshore substations, associated access tracks and biodiversity benefit area at Lea Marsh Fields. However, these effects are temporary and there is an demonstrable over-riding need for the Transmission Assets which will deliver essential transmission infrastructure and over 2GW in new offshore wind energy, in accordance with NPS EN-1 which is the primary policy for decision making. As a whole, it is considered the Transmission Assets provides benefits which outweigh the impact on the natural environment (specifically</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
			the temporary residual impact on the BHS) alongside provide additional biodiversity benefit in accordance with the policy.
Design Criteria for New Development	G17	<p>Planning permission will be granted for new development, including extensions and free standing structures, provided that, where relevant to the development:</p> <p>a) The proposal does not have a detrimental impact on the existing building, neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, or use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect;</p> <p>b) The layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and will provide an interesting visual environment which respects the character of the site and local area;</p> <p>c) The development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1, unless there are other material considerations which justify the reduction such as proximity to a public car park. Furthermore, any new roads and/or pavements provided as part of the development should be to an adoptable standard;</p> <p>d) The proposal would sustain, conserve and where appropriate enhance the significance, appearance, character and setting of a heritage asset itself and the surrounding historic environment. Where a proposed development would lead to substantial harm or loss of significance of a designated heritage asset, planning permission will only be granted where it can be demonstrated that the substantial</p>	<p>Development within South Ribble is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary. The works do not impact on the requirements of the policy</p> <p>Compliance with Policy G17 is illustrated within the Planning Statement (document reference J28) Section 5.20. Of relevance, measures adopted as part of the Transmission Assets to mitigate potential impacts on landscape and visual resources are provided in section 10.8 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10).</p> <p>An outline landscape design is set out within the Outline Landscape Management Plan (document reference J2) and Outline Design Principles document (document reference J3) is also provided to ensure adequate visual amenity can be achieved from the development.</p> <p>Information on tree retention and replacement is provided in Volume 3, Annex 10.5: Tree survey and arboricultural impact assessment of the ES (document reference F3.10.5).</p> <p>There would be no impacts on ancient woodland or ancient and veteran trees as demonstrated in section 3.11 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) where impacts on recognised nature conservation sites are also assessed.</p> <p>An assessment of potential impacts arising from noise is contained in section 5.18 of the Planning Statement (document reference J28).</p> <p>Compliance with highway safety, pedestrian safety, the free flow of traffic and on-site parking spaces is set out in Volume</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		<p>public benefits of the proposal outweigh the harm or loss to the asset; and</p> <p>e) The proposal would not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site.</p>	<p>3, Chapter 7: Traffic and Transport of the ES (document reference F3.7).</p> <p>An assessment of heritage assets, the surrounding historic environment and impacts on these are set out within Volume 3, Chapter 5: Historic environment of the ES (document reference F3.5).</p>
Penwortham Town Neighbourhood Development Plan 2016 – 2026			
Penwortham Cycle and Walking Route	Policy 7	The route shown on the plan below will be safeguarded for a dedicated circular route for cyclists and walkers. Proposals for development within the Neighbourhood Area that would prejudice the delivery of the route will be resisted.	<p>Existing sustainable transport infrastructure is considered within section 7.6.7 of Volume 3, Chapter 7: Traffic and transport (document reference F3.7) and Volume 3, Figures 7.2 to 7.3 and includes an analysis of public transport services and pedestrian and cycle infrastructure which demonstrates that the Transmission Assets will not significantly impact the delivery of this cycle/pedestrian route.</p> <p>As such, Transmission Assets has complied with Policy 7 of Penwortham Town Neighbourhood Development Plan 2016 – 2026.</p>
<p>South Ribble Borough Council is also covered by joint plan:</p> <p>Central Lancashire Adopted Core Strategy – Local Development Framework (Preston City Council, South Ribble Borough Council and Chorley Council, 2012).</p> <p>Please see Table 1.5 for an outline of these policies.</p>			

Table 1.5: Local planning policy tracker – Central Lancashire Adopted Core Strategy

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
Central Lancashire Adopted Core Strategy – Local Development Framework (Preston City Council, South Ribble Borough Council and Chorley Council, 2012)			
Presumption in Favour of Sustainable Development	MP	When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with the policies in this Local Plan (and, where relevant with policies in the neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.	Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary. Compliance with policy MP is illustrated in the Planning Statement Section 6 as an 'on balance' assessment is carried out to demonstrate how the Transmission Assets achieves sustainable development goals, meaning that development should be approved without delay.
Locating Growth	1	Focus growth and investment on well located brownfield sites and the Strategic Location of Central Preston, the Key Service Centres of Chorley and Leyland and the other main urban areas in South Ribble, whilst protecting the character of suburban and rural areas. Some Greenfield development will be required on the fringes of the main urban areas. To promote vibrant local communities and support services, an appropriate scale of growth and investment will be encouraged in identified Local Service Centres, providing it is in keeping with their local character and setting, and at certain other key locations outside the main urban areas. Growth and investment will be concentrated in: (a) The Preston/South Ribble Urban Area comprising: i. The Central Preston Strategic Location and adjacent inner city suburbs, focussing on regeneration opportunities in Inner	Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary. Policy 1 was included as relevant in Lancashire County Council Local Impact Report [REP1-085]. However, development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary. The works do not impact on the requirements of the policy and therefore the Applicants do not consider this policy of relevance to the Transmission Assets.

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		<p>East Preston, the Tithebarn Regeneration Area and the New Central Business District Area in particular.</p> <p>ii. The northern suburbs of Preston, focussing on Local Centres, with greenfield development within the Cottam Strategic Site and the North West Preston Strategic Location.</p> <p>iii. The settlements south of the River Ribble, comprising:</p> <ul style="list-style-type: none"> • Penwortham, focussing on the regeneration of the District Centre*, but with some greenfield development at the South of Penwortham and North of Farington Strategic Location. • Lostock Hall, focussing on the regeneration of brownfield sites. • Bamber Bridge, focussing on the regeneration of the District Centre* and brownfield sites. • Walton-le-Dale, Higher Walton, focussing on brownfield sites. <p>(b) The Key Service Centres of:</p> <p>i. Leyland / Farington, focussing on regeneration of Leyland Town Centre* and brownfield sites.</p> <p>ii. Chorley Town, focussing on the regeneration of the Town Centre* but with some greenfield development.</p> <p>iii. Longridge, where land within Central Lancashire may be required to support the development of this Key Service Centre in Ribble Valley.</p> <p>(c) Strategic Sites allocated at:</p> <p>i. BAE Systems, Samlesbury – employment</p> <p>ii. Cuerden (Lancashire Central) – employment</p> <p>iii. Buckshaw Village – mixed use</p> <p>5. Spatial Strategy</p>	

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		<p>(d) Some growth and investment will be encouraged at the following Urban Local Service Centres to help meet housing and employment needs:</p> <ul style="list-style-type: none"> i. Adlington ii. Clayton Brook/Green iii. Clayton-le-Woods (Lancaster Lane) iv. Coppull v. Euxton vi. Whittle-le-Woods <p>(e) Limited growth and investment will be encouraged at the following Rural Local Service Centres to help meet local housing and employment needs and to support the provision of services to the wider area:</p> <ul style="list-style-type: none"> i. Brinscall / Withnell ii. Ecclestone iii. Longton <p>(f) In other places - smaller villages, substantially built up frontages and Major Developed Sites - development will typically be small scale and limited to appropriate infilling, conversion of buildings and proposals to meet local need, unless there are exceptional reasons for larger scale redevelopment schemes.</p>	
Skills and Economic Inclusion	15	<p>Improve Skills and Economic Inclusion by:</p> <p>(a) Working with existing and incoming employers to identify skills shortages.</p> <p>(b) Liaising with colleges, training agencies and major local employers to develop courses and life-long learning and increase access to training, particularly in local communities that are the most deprived in this respect.</p>	Volume 4, Chapter 2 Socio-economics of the ES and Volume 4, Annex 2.1: Socio-economics technical report (document reference F4.2 and F4.2.1) provide detail and assessment on the impact of Transmission Assets in socio-economic terms. In relation to job creation, Transmission Assts is assessed as having a moderate beneficial effect for the onshore study area, including in regard to employment, during construction, operation and maintenance.

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		(c) Encouraging knowledge based businesses and creative industries associated with the University of Central Lancashire to enable graduate retention.	The Applicants have committed to providing an Employment and Skills Plan through the inclusion of requirement 19 in Schedules 2A and 2B of the draft DCO [document reference C1/F08]. The outline Employment and Skills Plan (document reference J31 F02) provides the Applicants' approach to supporting employment and skills development in the offshore wind sector. The detailed Employment and Skills Plans will be developed through consultation with relevant stakeholders to support local communities to gain access to skills training and employment opportunities (either directly through the Transmission Assets or in the wider supply chain, where relevant).
Heritage Assets	16	<p>Protect and seek opportunities to enhance the historic environment, heritage assets and their settings by:</p> <p>a) Safeguarding heritage assets from inappropriate development that would cause harm to their significances.</p> <p>b) Supporting development or other initiatives where they protect and enhance the local character, setting, management and historic significance of heritage assets, with particular support for initiatives that will improve any assets that are recognised as being in poor condition, or at risk.</p> <p>c) Identifying and adopting a local list of heritage assets for each Authority.</p>	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary. The works do not impact on the requirements of the policy.</p> <p>All of the impacts on designated heritage assets identified with regard to the Transmission Assets represent less than substantial harm to the significance of those assets, as set out in Volume 3, Chapter 5: Historic environment of the ES (document reference F3.5). None of the identified impacts would represent substantial harm as this is a particularly high test as explained in the NPPG (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2023).</p> <p>The only potential significant effects on the historic environment arising from the Transmission Assets would arise from loss of, or harm to, buried archaeological remains and deposits of geoarchaeological and palaeoenvironmental interest during construction. This assessment is based on a precautionary approach.</p> <p>A programme of further archaeological and geoarchaeological investigation is set out in the Outline Onshore and Intertidal Written Scheme of Investigation (document reference J9).</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
			<p>This includes reference to the publication of evidence and the deposition of information with the Lancashire HER.</p> <p>As such, Transmission Assets has complied with Policy 16 of Central Lancashire Local Development Framework 2012.</p>
Design of New Buildings	17	<p>The design of new buildings will be expected to take account of the character and appearance of the local area, including the following:</p> <ul style="list-style-type: none"> (a) siting, layout, massing, scale, design, materials, building to plot ratio and landscaping. (b) safeguarding and enhancing the built and historic environment. (c) being sympathetic to surrounding land uses and occupiers, and avoiding demonstrable harm to the amenities of the local area. (d) ensuring that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa. (e) linking in with surrounding movement patterns and not prejudicing the development of neighbouring land, including the creation of landlocked sites. (f) minimising opportunity for crime, and maximising natural surveillance. (g) providing landscaping as an integral part of the development, protecting existing landscape features and natural assets, habitat creation, providing open space, and enhancing the public realm. (h) including public art in appropriate circumstances. (i) demonstrating, through the Design and Access Statement, the appropriateness of the proposal. (j) making provision for the needs of special groups in the community such as the elderly and those with disabilities. 	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary. The works do not impact on the requirements of the policy.</p> <p>Policy 17 was included as relevant in Lancashire County Council Local Impact Report [REP1-085]. However, development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the local authority boundary. The works do not impact on the requirements of the policy and therefore the Applicants do not consider this policy of relevance to the Transmission Assets.</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		<p>(k) promoting designs that will be adaptable to climate change, and adopting principles of sustainable construction including Sustainable Drainage Systems (SuDS); and</p> <p>(l) achieving Building for Life rating of 'Silver' or 'Gold' for new residential developments.</p> <p>(m) ensuring that contaminated land, land stability and other risks associated with coal mining are considered and, where necessary, addressed through appropriate remediation and mitigation measures.</p>	
Green Infrastructure	18	<p>Manage and improve environmental resources through a Green Infrastructure approach to:</p> <p>(a) protect and enhance the natural environment where it already provides economic, social and environmental benefits;</p> <p>(b) invest in and improve the natural environment, particularly;</p> <p>i. the river valley networks including:</p> <p style="padding-left: 40px;">The River Ribble at Penwortham and south to Lostock Hall and Bamber Bridge, to create a 'central park' area incorporating footpaths, cycleways and a Local Nature Reserve;</p> <p style="padding-left: 40px;">Savick Brook upstream of Preston;</p> <p style="padding-left: 40px;">The River Darwen between Roach Bridge and Walton-le-Dale; and</p> <p style="padding-left: 40px;">The Yarrow and Cuerden Valley Parks.</p> <p>ii. the canal networks including:</p> <p style="padding-left: 40px;">The Lancaster Canal into Preston; and</p>	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>HDD will be used to cross the River Ribble where the 400kV grid connection corridor is proposed (CoT90, Table 2.1 of Volume 2, Chapter 2), therefore avoiding impact on the Ribble Estuary SSSI.</p> <p>The details of nationally and regionally important sites are set out in section 1.6.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The potential impacts to these sites of geological interest are set out in section 1.11.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The design of the Transmission Assets seeks to avoid harm to designated sites of geological interest and the approach to site selection and consideration of alternatives is set out in Volume 1, Chapter 4 (document reference F1.4).</p> <p>Where practicable, the Applicants have looked to provide a coordinated approach to the design and development of mitigation and enhancement measures. This has included, for example, a coordinated approach to the design at the onshore substation sites to incorporate ecological, drainage and</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		<p>The Leeds and Liverpool Canal through Chorley and Adlington.</p> <p>iii. where it contributes to the creation of green wedges and the utilisation of other green open spaces that can provide natural extensions into the countryside.</p> <p>(c) secure mitigation and/or compensatory measures where development would lead to the loss of, or damage to, part of the Green Infrastructure network.</p>	<p>landscape considerations, that will result in wider environmental gains.</p> <p>In addition, the level of importance of ecological features is discussed in section 3.6 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and summarised in Table 3.15 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and existing habitat networks relevant to the assessment of effects on ornithological receptors have been considered in developing the design of the Transmission Assets. These have been taken into account in developing mitigation measures or Commitments, as set out in section 4.8 of Volume 3, Chapter 4: Onshore and intertidal ornithology (document reference F3.4). This includes measures to conserve biodiversity in terms of ornithological interests. It also includes opportunities for biodiversity benefit. The significance of an effect is determined by the importance and sensitivity of a site or other ecological feature, as well the magnitude of the impact as summarised in Table 3.22 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). Impacts on important ecological features and mitigation for adverse effects, including those on ecological networks, are discussed in section 3.11 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3).</p> <p>The Biodiversity Benefit Supporting Statement (S_D5_11) highlights that in addition to biodiversity benefit being delivered for all permanent above ground infrastructure (outwith Central Lancashire), Lea Marsh Fields (located within Central Lancashire) is also to be subject to ecological enhancements and provides a strategically located opportunity to deliver substantial additional biodiversity gains, strengthen ecological connectivity between designated sites and contribute to the Lancashire Local Nature Recovery Strategy. A hierarchy of biodiversity benefit delivery options ensures</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
			<p>that biodiversity benefit can be achieved whether through on-site provision, reduced off-site delivery, funding of local biodiversity projects, or the purchase of biodiversity credits.</p> <p>As such, Transmission Assets has complied with Policy 18 of Central Lancashire Local Development Framework 2012.</p>
Landscape Character Areas	21	New Development will be required to be well integrated into existing settlement patterns, appropriate to the landscape character type and designation within which it is situated and contribute positively to its conservation, enhancement or restoration or the creation of appropriate new features.	<p>The onshore substations for Transmission Assets are not located within the Central Lancashire Area. Once construction is complete and cables are buried, the only above ground infrastructure in this area will be limited to inspection covers visible at the joint bays and link boxes in the longer term. Therefore, there are no proposed buildings arising from Transmission Assets to be located in Central Lancashire and the Applicants considers Policy 21 to not be of relevance.</p> <p>Notwithstanding this, The baseline and potential landscape and visual effects of the Transmission Assets are identified in section 10.6 and assessed in section 10.11 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10). This includes consideration of valued landscapes and their character as well as light pollution on local amenity and intrinsically dark landscapes. The potential cumulative landscape and visual effects between the Transmission Assets and other plans and projects are considered in section 10.13 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10).</p> <p>Measures adopted as part of the Transmission Assets to mitigate potential impacts on landscape and visual resources are provided in section 10.8 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10). The outline landscape design is set out within the Outline Landscape Management Plan (document reference J2) and Outline Design Principles document (document reference J3). The approach to site selection and consideration of alternatives is set out Volume 1, Chapter 4:</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
			<p>Site selection and consideration of alternatives (document reference F1.4). As such, mitigation measures can be achieved to make any identified impacts acceptable and this would form part and be secured within the DCO.</p> <p>As such, Transmission Assets has complied with Policy 21 of Central Lancashire Local Development Framework 2012.</p>
Biodiversity and Geodiversity	22	<p>Conserve, protect and seek opportunities to enhance and manage the biological and geological assets of the area, through the following measures:</p> <p>(a) Promoting the conservation and enhancement of biological diversity, having particular regard to the favourable condition, restoration and re-establishment of priority habitats and species populations;</p> <p>(b) Seeking opportunities to conserve, enhance and expand ecological networks;</p> <p>(c) Safeguarding geological assets that are of strategic and local importance.</p>	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>The location of nationally and regionally important sites are set out in section 1.6.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The potential impacts to these sites of geological interest are set out in section 1.11.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The design of the Transmission Assets seeks to avoid harm to designated sites of geological interest and the approach to site selection and consideration of alternatives is set out in Volume 1, Chapter 4: Site selection and consideration of alternatives (document reference F1.4).</p> <p>The Habitats Regulations Assessment (HRA) Stage 1 Screening Report (document reference E3) identifies direct or indirect effects on designated sites which could be affected, and those sites are assessed in the HRA Stage 2 ISAA (document reference E2.1 – E2.3). The HRA Stage 1 ISAA concludes that there will be no adverse effect on integrity of any European site as a result of the Transmission Assets alone or in-combination with other projects.</p> <p>The Transmission Assets are being advanced in a context where BNG is not yet a statutory requirement for NSIPs. Nevertheless, the Applicants have proactively committed to</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
			<p>delivering measurable biodiversity benefits that align with legislation and national and local policy.</p> <p>The Biodiversity Benefit Supporting Statement (S_D5_11) highlights that in addition to biodiversity benefit being delivered for all permanent above ground infrastructure (outwith Central Lancashire), Lea Marsh Fields (located within Central Lancashire) is also to be subject to ecological enhancements and provides a strategically located opportunity to deliver substantial additional biodiversity gains, strengthen ecological connectivity between designated sites and contribute to the Lancashire Local Nature Recovery Strategy. In addition, a hierarchy of biodiversity benefit delivery options ensures that biodiversity benefit can be achieved even if constraints arise, whether through on-site provision, reduced off-site delivery, funding of local biodiversity projects, or the purchase of biodiversity credits.</p> <p>This voluntary approach, which reflects emerging best practice, is supported by a robust 30-year management and monitoring framework and ensure that biodiversity benefit will not only offset permanent land take but also contribute to wider ecological resilience and the delivery of strategic environmental outcomes in Lancashire. Further details can be found within the outline Biodiversity Benefit Management Plan (J11/F06).</p> <p>The Transmission Assets can deliver biodiversity benefit, exceed the minimum 10% target where feasible, and provide a long-term positive legacy for nature in the local area alongside the delivery of NSIP energy infrastructure.</p> <p>As such, Transmission Assets has complied with Policy 22 of Central Lancashire Local Development Framework 2012.</p>
Sport and Recreation	24	Ensure that everyone has the opportunity to access good sport, physical activity and recreation facilities (including children's play) by:	Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		<p>(...)</p> <p>(b) Protecting existing sport and recreation facilities, unless they are proven to be surplus to requirements or unless improved alternative provision is to be made.</p> <p>(...)</p>	<p>Volume 3, Annex 6.3: Published recreational resources plan technical report (document reference F3.6.3) identifies the published recreational resources within or in proximity to the Transmission Asset Order Limits. Volume 3, Chapter 6: Land use and recreation of the ES (document reference F3.6) assess the identified recreational resources and demonstrates that the Transmission Assets will not have a significant effect on recreational resources. Some temporary, minor adverse residual effect may occur during construction and decommissioning, however no permanent loss of a recreational resource is proposed.</p> <p>As such, Transmission Assets has demonstrated compliance with Policy 24 of the Central Lancashire Local Development Framework 2012.</p>
Renewable and Low Carbon Energy Schemes	28	<p>Proposals for renewable and low carbon energy schemes will be supported and planning permission granted where the following criteria are met:</p> <p>(a) The proposal would not have an unacceptable impact on landscape character and visual appearance of the local area, including the urban environment;</p> <p>(b) The reason for the designation of a site with statutory protection would not be compromised by the development;</p> <p>(c) Any noise, odour, traffic or other impact of development is mitigated so as not to cause unacceptable detriment to local amenity;</p> <p>(d) Any significant adverse effects of the proposal are considered against the wider environmental, social and economic benefits, including scope for appropriate mitigation, adaptation and/or compensatory provisions.</p>	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>The design and siting of Transmission Assets has sought to reduce environmental impacts and to orientate the proposed onshore substation sites to responds to its context as presented in Volume 1, Chapter 4: Site selection (document reference F1.4). A cumulative assessment is provided within each ES topic chapter and concludes that the Transmission Assets will not result in significant cumulative impacts.</p> <p>Impacts during construction, operation and maintenance and decommissioning of the Transmission Assets on landscape and visual resources are considered in section 10.11 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10).</p> <p>Noise is assessed under Volume 3, Chapter 8: Noise and vibration (document reference F3.8). Construction noise and vibration control measures are outlined in the Outline</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
			<p>Construction Noise and Vibration Management Plan (document reference J1.3).</p> <p>In addition, the air quality impacts during the construction and decommissioning phases of the Transmissions Assets have been described and considered within section 9.11.2 (dust) and section 9.11.3 (emissions from traffic) with mitigation proposed at Table 9.15 of Volume 3, Chapter 9: Air quality of the ES (document reference F3.9).</p> <p>Appropriate mitigation measures have been provided where required.</p> <p>The details of nationally and regionally important sites are set out in section 1.6.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The potential impacts to these sites of geological interest are set out in section 1.11.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The design of the Transmission Assets seeks to avoid harm to designated sites of geological interest and the approach to site selection and consideration of alternatives is set out in Volume 1, Chapter 4 (document reference F1.4).</p> <p>Some residual significant effects remain after the application of the Mitigation Hierarchy as detailed in The Applicant's Response to ExQ2: 1.1.6 - Mitigation Hierarchy (S_D5_5.2) however as detailed in the Planning Statement (document reference J28/F03), these are considered in the context of the pressing need for the Transmission Assets and the benefits that the Transmission Assets will deliver. In addition, none of these residual impacts are subject to the exceptions to the presumption in favour of consent as set out in Paragraph 4.1.7 of NPS EN-1. The majority of these residual significant effects are located outwith Central Lancashire.</p> <p>Sections 4 and 6 of the Planning Statement also evidence the need for the Transmission Assets in line with Government's</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
			<p>net zero targets and how the proposal will significantly contribute to the transmission of offshore wind energy in line with this policy.</p> <p>As such, Transmission Assets has complied with Policy 28 of Central Lancashire Local Development Framework 2012.</p>
Water Management	29	<p>Improve water quality, water management and reduce the risk of flooding by:</p> <p>(a) Minimising the use of potable mains water in new developments;</p> <p>(b) Working with the regional water company and other partners to promote investment in sewage water treatment works to reduce the risk of river pollution from sewage discharges;</p> <p>(c) Working with farmers to reduce run-off polluted with agricultural residues into watercourses;</p> <p>(d) Appraising, managing and reducing flood risk in all new developments, avoiding inappropriate development in flood risk areas particularly in Croston, Penwortham, Walton-le-Dale and southwest Preston;</p> <p>(e) Pursuing opportunities to improve the sewer infrastructure, particularly in Grimsargh, Walton-le-Dale and Euxton, due to the risk of sewer flooding;</p> <p>(f) Managing the capacity and timing of development to avoid exceeding sewer infrastructure capacity;</p> <p>(g) Encouraging the adoption of Sustainable Drainage Systems;</p> <p>(h) Seeking to maximise the potential of Green Infrastructure to contribute to flood relief.</p>	<p>The onshore substations for Transmission Assets are not located within the Central Lancashire Area. Once construction is complete and cables are buried, the only above ground infrastructure in this area will be limited to inspection covers visible at the joint bays and link boxes in the longer term. Therefore, there are no proposed buildings arising from Transmission Assets to be located in Central Lancashire.</p> <p>The Applicants confirm that once the projects are operational, normal agricultural practices and drainage works can continue without prior consent to a depth of 0.6m, as secured under Schedules 8A and 8B of the draft Development Consent Order (document reference C1 F08).</p> <p>As such, Transmission Assets has complied with Policy 29 of Central Lancashire Local Development Framework 2012.</p>
Air Quality	30	<p>Improve air quality through delivery of Green Infrastructure initiatives and through taking account of air quality when prioritising measures to reduce road traffic congestion.</p>	<p>Air quality impacts during the construction and decommissioning phases of the Transmissions Assets have been described and considered within section 9.11.2 (dust)</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
			<p>and section 9.11.3 (emissions from traffic) with mitigation proposed at Table 9.15 of Volume 3, Chapter 9: Air quality of the ES (document reference F3.9).</p> <p>Appropriate mitigation measures have been provided where required.</p> <p>As such, Transmission Assets has complied with Policy 30 of Central Lancashire Local Development Framework 2012.</p>
Agricultural Land	31	Protect the best and most versatile agricultural land, (Grades 1, 2 and 3a) that occurs in the west of Central Lancashire when considering both agricultural and other forms of development to avoid irreversible damage to, and instead achieve the full potential, of the soil.	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>The potential impacts of the Transmission Assets with respect to agricultural land, including best and most versatile soils are identified and assessed in Volume 3 Chapter 6 Land use and recreation chapter of the ES (Document reference F3.6).</p> <p>Measures adopted as part of the Transmission Assets to mitigate potential impacts on land use and recreation are provided in Volume 3 Chapter 6 Land use and recreation chapter of the ES (Document reference F3.6). This includes the preparation of Soil Management Plans in general accordance with the Outline Soil Management Plan (document reference J1.7). The measures to be implemented as part of the Soil Management Plan seek to minimise impacts on soil health and protect and maintain soil quality during construction of the Transmission Assets.</p> <p>Following the application of the Mitigation Hierarchy, there will be some unavoidable loss of Best and Most Versatile Land, in relation to the construction of the onshore substations and there will be temporary disruption to land holdings during construction. However, these residual significant effect are balanced by the overriding need for the Transmission Assets, as demonstrated in the Planning Statement (document reference J28). However this unavoidable loss is not located within Central Lancashire.</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
			As such, Transmission Assets has complied with Policy 31 of Central Lancashire Local Development Framework 2012.
Lancashire County Council Local Flood Risk Management Strategy for Lancashire 2021-2027 (Blackpool Council, Blackburn with Darwen Council and Lancashire County Council, 2021).			
Supporting Sustainable Flood Resilient Development	Theme 3	<p>The LFA will ensure that guiding principles for sustainable development are applied and inappropriate development is avoided in existing and future areas at risk of local flooding.</p> <p>They will continue to advise Local Planning Authorities to require the use of high quality sustainable drainage systems which meet industry standards and ensure appropriate maintenance arrangements are secured.</p> <p>They will encourage developers and planners to use sustainable drainage systems components, where possible, to enhance biodiversity and add amenity value to development in line with national and local planning requirements.</p>	<p>A conceptual drainage strategy for each onshore substation has been undertaken in line with local policy and includes SuDS. An assessment of climate change is also incorporated within Volume 3, Annex 2.3: Flood Risk Assessment of the ES (document reference F3.2.3). This has been undertaken in line with NPPF and PPG ID7 guidelines (refer to the Outline Operational Drainage Management Plan: document reference J10).</p> <p>As such, Transmission Assets has complied with Theme 3 of Lancashire County Council Local Flood Risk Management Strategy for Lancashire 2021-2027.</p>
Joint Lancashire Minerals and Waste Development Framework Core Strategy DPD: Managing our Waste and Natural Resources (Blackpool Council, Blackburn with Darwen Council and Lancashire County Council, 2009)			
Safeguarding Lancashire's Mineral Resources	CS1	<p>Minerals will be extracted only where they meet a proven need for materials with those particular specifications.</p> <p>Lancashire's mineral resources, including those shown on the Key Diagram, and including its former mineral workings, will be identified and conserved, where they have an economic, environmental or heritage value.</p> <p>Mineral resources with the potential for extraction now or in the future will be identified as Mineral Safeguarding Areas and protected from permanent sterilisation by other development.</p>	As detailed in Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1), the onshore export cable corridor crosses approximately 4.5 km of safeguarded mineral resource. The permanent elements of the onshore substations are situated generally outside of the MSAs (with the exception of a negligible overlap with the Morecambe onshore substation). The working compounds for the onshore substations would occupy approximately 4.25 ha of the MSA during the construction phase only. The 400 kV crosses approximately 13 km of safeguarded mineral

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		<p>Mineral consultation areas will be identified and reviewed regularly. District councils will consult with the minerals planning authority where proposals for developments fall within these areas.</p> <p>Extraction of mineral resources prior to other forms of development will be encouraged.</p> <p>The Mineral Planning Authorities will work with industry and others to ensure the best available information supports these principles.</p>	<p>resource. This MSA is extensive and occupies an area of approximately 950 hectares in total.</p> <p>The majority of the work across any MSA areas would be temporary in nature, and therefore would not sterilise the MSA resource.</p> <p>Section 1.11.11 (of F3.1) provides an assessment of effects on MSAs and considers that during construction, there will be an effect of minor adverse significance, which is not a significant effect. It also considers that once constructed, there will be no further impact on MSAs and decommissioning activities will be undertaken within the area used for construction.</p> <p>Due to the large amount of MSA area within the Order Limits, the Transmission Assets will not cause sterilisation to the MSAs.</p> <p>As such, Transmission Assets in in compliance with Policy CS1 of the Joint Lincolnshire Minerals and Waste Development Framework Core Strategy.</p>
Minimising the need for Mineral Extraction	CS2	<p>All new developments will be expected to maximise the use of recycled and secondary materials by including measures to:</p> <p>(i) reduce, reuse, recycle and recover the waste they produce during construction and demolition, where possible on-site;</p> <p>(ii) maximise the use of recycled and secondary materials, and the reuse of other building materials, within the development; and</p> <p>(iii) maximise the potential for recovering and recycling construction materials at the end of the development's life, through the design of, and specification of materials used in, the development.</p>	<p>Effects of the Transmission Assets with regards to safeguarded mineral resources are set out in section 1.11.11 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1).</p> <p>The Outline Code of Construction Practice (document reference J1) further addresses the requirements of policy CS2.</p> <p>As such, Transmission Assets has complied with Policy CS2 of Joint Lancashire Minerals and Waste Development Framework Core Strategy DPD 2009.</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		<p>25% of construction aggregates used in the Plan area will comprise recycled and secondary materials by 2021.</p> <p>A network of sites for fixed recycling facilities will be identified across the Plan area, with sufficient capacity and conveniently located to maximise recycling of construction, demolition, industrial and quarry wastes.</p> <p>Temporary recycling facilities will be located at larger sites of construction, demolition and highway projects with on-site re-use of these materials wherever possible.</p>	
Promoting waste minimisation and increasing waste awareness	CS6	<p>(...)</p> <p>All major development proposals will be required to include details of measures to minimise the potential amounts of waste generated during construction and to provide for the segregation of any waste arisings to be taken off-site.</p> <p>On-site waste management solutions will be encouraged during construction, particularly for the creation of green infrastructure, to minimise the amount of waste taken off-site.</p> <p>(...)</p> <p>Applicants will be encouraged to undertake early consultation with local communities to raise awareness and build consensus on their proposals.</p> <p>(...)</p>	<p>The outline Site Waste Management Plan (document reference J1.6 F02) sets out the measures for managing waste during the onshore site preparation works and construction of the Transmission Assets. It forms an appendix to the outline Code of Construction Practice (document reference J1 F03) and following the granting of the DCO, detailed Waste Management Plans will be prepared as part of the detailed Code of Construction Practice(s), prior to commencement of the relevant stage of works and will follow the principles outlined in the outline Site Waste Management Plan and secured via Requirement 8 in the draft DCO (document reference C1 F06). The details will be approved by the relevant planning authority following stakeholder consultation.</p> <p>In relation to consultation, this took place throughout the pre-application phase of Transmission Assets. See the Consultation Report (document reference E1) for further information.</p> <p>It is considered that Transmission Assets has complied with Policy CS6 of the Joint Lancashire Minerals and Waste Development Framework Core Strategy DPD.</p>
Managing waste as a resource	CS7	(...)	See response to Policy CS6 above.

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		Proposals for all new development, including commercial and industrial development, will be required to provide suitable facilities for the handling, storage and collection of segregated wastes arising from the permanent use of the development. (...)	
Joint Lancashire Minerals and Waste Local Plan: Site Allocation and Development Management Policies (Blackpool Council, Blackburn with Darwen Council and Lancashire County Council, 2013)			
Presumption in favour of sustainable development	NPPF1	<p>When considering development proposals the Council will take a positive approach that reflects the presumption in sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions of the area.</p> <p>Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.</p> <p>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking account of whether:</p> <ul style="list-style-type: none"> Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or Specific policies in that Framework indicate that development should be restricted. 	Compliance with policy NPPF1 is illustrated in the Planning Statement Section 6 (document reference J28 F02) as an 'on balance' assessment is carried out to demonstrate how the Transmission Assets achieves sustainable development goals, meaning that development should be approved without delay.

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
Management of Waste and Extraction of Minerals	DM1	<p>To achieve the Spatial Vision, and to provide for the level of need and spatial distribution for the provision of minerals and waste treatment and disposal as set out in the Core Strategy, developments will be supported in accordance with the site specific policies contained within this plan for;</p> <ul style="list-style-type: none"> • Safeguarding of mineral resources. • Provision of a network of sites for fixed recycling facilities. • Extraction of sufficient minerals to meet our subregional apportionment. • Increase in the sustainability of minerals operations and transport. • Provision of a network of new waste management facilities based on strategic locations and local sites. • Management of a limited and declining number of existing landfill facilities. <p>Subject to the developments not exceeding the overall capacity as set out in the Core Strategy, and for the individual catchment area as set out in Policy WM1.</p>	<p>Transmission Assets is not an application for a minerals and waste development and therefore the Applicants consider Policy DM1 not of relevance. Impacts of waste arising from Transmission Assets and any impacts on Mineral Safeguarding Areas have been considered under the relevant planning policies.</p>
Planning Obligations	DM3	<p>Where planning obligations are required to make a development acceptable in terms of its social, economic, and environmental impacts, the Minerals and Waste Planning Authority will seek to ensure the provision of, but not exclusively the following, where appropriate:</p> <ul style="list-style-type: none"> • Access or road improvements. • Long term aftercare or management. Provision of new or diverted footpaths. • Public access to restored sites. • Compensatory provision elsewhere for ecological mitigation. 	<p>The Applicants are not entering into a planning obligation agreement with Lancashire County Council and therefore consider this policy not of relevance to the Transmission Assets.</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		<ul style="list-style-type: none"> Wider transport improvements highlighted in the development's travel plans District heating infrastructure sought under Policy DM4 Time limiting the development <p>Ensuring full site restoration by a fixed date.</p>	
Safeguarding Minerals	M2	<p>Within the Plan area, Mineral Safeguarding Areas have been delineated on the Policies Map around all deposits of:</p> <p style="padding-left: 40px;">Limestone Sand and Gravel Gritstone [Sandstone] Shallow Coal Brickshales Salt</p> <p>Within these mineral safeguarding areas identified, planning permission will not be supported for any form of development that is incompatible by reason of scale, proximity and permanence with working the minerals, unless the applicant can demonstrate to the satisfaction of the local planning authority that:</p> <p style="padding-left: 40px;">The mineral concerned is no longer of any value or has been fully extracted. The full extent of the mineral can be extracted satisfactorily prior to the incompatible development taking place. The incompatible development is of a temporary nature and can be completed and the site returned to its original condition prior to the minerals being worked.</p>	<p>Effects of the Transmission Assets with regards to safeguarded mineral resources are set out in section 1.11.11 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1).</p> <p>As such, Transmission Assets has complied with Policy M2 of Joint Lancashire Minerals and Waste Local Plan: Site Allocation and Development Management Policies 2013.</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		<p>There is an overarching need for the incompatible development that outweighs the need to avoid the sterilisation of the mineral resource.</p> <p>That prior extraction of minerals is not feasible due to the depth of the deposit. Extraction would lead to land stability problems.</p>	

Table 1.6: Local planning policy tracker – Central Lancashire Local Plan 2023-2041 (Publication version)

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
Spatial Strategy, Development Patterns	SS1	<p>New housing, employment and commercial growth and associated infrastructure will be focused on the most sustainable locations in Central Lancashire where development can:</p> <ul style="list-style-type: none"> a) Benefit from, and/or provide, a range of facilities, services, open spaces, and jobs. b) Help regenerate our City and Town centres. c) Support and reinvigorate the role of centres as focal points for services, facilities, employment, and sustainable transport. d) Make the best use of well-located previously developed land and buildings. e) Provide the greatest opportunities to reduce greenhouse gas emissions and create climate resilient places. f) Facilitate active travel and the use of public transport. g) Harness and enhance local culture and heritage. 	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>Nevertheless, justification for the location of the Transmission Assets is provided within Volume 1, Chapter 4: Site selection (APP-030) and a 'needs' assessment is included within Section 4 of the Planning Statement (document reference F1.4) which identifies and demonstrates the requirements for the location of the Transmission Assets.</p> <p>Development will not conflict with existing land uses as discussed within the Land use and recreation chapter of the ES (document reference F3.6).</p> <p>Any harm caused during the construction phase as a result of the construction compounds would occur over a relatively short period and will result in no permanent harm to the Green Belt. It is not considered that harms caused by temporary works should carry much, if any, weight, given</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		<p>h) Support and enhance a network of accessible green and blue infrastructure and nature recovery.</p> <p>The Green Belt in Central Lancashire will continue to prevent urban sprawl by keeping land permanently open. The extent of the Green Belt is shown on the Policies Map and development proposals within the Green Belt will be determined in accordance with national policy and guidance to meet the national purposes of Green Belt.</p> <p>New development will be focussed within settlement boundaries and on allocated sites as shown on the Policies Map.</p> <p>Outside of settlement boundaries, allocated sites and the Green Belt, land will be regarded as open countryside, as shown on the Policies Map. Development in the open countryside to enable limited rural housing, support agriculture, the local rural economy and recreation will be supported where it is appropriate to a rural area.</p> <p>The character and distinct identity of settlements should be enhanced and protected. Areas of Separation will be maintained where there is a risk of settlement coalescence, as shown on the Policies Map.</p> <p>Development proposals should be sensitively integrated into their environments, including settlement pattern/historic context and landscape, demonstrating an understanding of the intrinsic qualities of the landscape setting and character type, and seeking to make a positive contribution to the enhancement of the local landscapes and the historic environment.</p>	<p>Green Belt policy is directed towards consideration of development that is permanent.</p> <p>The Green Belt Technical Note (document reference S_D3_10 F02) provides a full assessment of any potential harms to the Green Belt. This includes how the mitigation hierarchy has been applied to avoid, minimise and mitigate impacts and harm to the Green Belt as far as practicable. This Technical Note also demonstrates the robust very special circumstances that exist, which justify and outweigh the harms to be caused to the Green Belt, by reason of inappropriateness and any other harms. The Applicants consider that there is a compelling case that the harm to the Green Belt would be clearly outweighed by the very special circumstances (VSC) required to justify the proposed development and as Critical National Priority infrastructure the starting point for decision making is that any harm is outweighed by the critical need for the Transmission Assets. Regardless of the CNP status of the Transmission Assets, and the appropriate application of the Mitigation Hierarchy, robust very special circumstances have been demonstrated given the need for transmission infrastructure of this nature as set out in paragraphs 3.3.65 to 3.3.83 of NPS EN-1 and the Transmission Asset's role in delivering the new renewable energy generation from two offshore wind NSIPs, which clearly outweigh any harms to be caused to the Green Belt.</p> <p>As such, Transmission Assets has complied with Policy SS1 of the Central Lancashire Local Plan (Publication Version).</p>
Skills and Economic Inclusion	EC9	Development types specified by the Councils' Validation requirements should contribute to improving the equality of access to construction sector opportunities through the provision of employment, apprenticeships, work placements, training and skills opportunities generated during its	The Transmission Assets has been submitted with an outline Skills and Employment Plan (document reference J31 F02) which sets out the Applicants approach to supporting employment and skills development in the offshore wind sector. Following the granting of consent, an Employment and Skills Plan is secured via a Requirement 19 in the draft

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		construction phase and are required to be supported by an Employment Plan (including associated Action Plan).	DCO (document reference C1 F06) and will be developed through consultation with relevant stakeholders, helping to establish positive and meaningful principles, which support local communities to gain access to skills training and employment opportunities. As such, Transmission Assets has complied with Policy EC9 of the Central Lancashire Local Plan (Publication version).
Health and Wellbeing	HC1 (Strategic Policy)	To achieve inclusive, safe and healthy places, where appropriate, development shall: a) promote social interaction, through delivery of mixed use and tenure-neutral neighbourhoods, communal areas and community facilities; b) create safe environments, consistent with the latest guidance regarding security, including encouraging natural surveillance; c) enable healthy lifestyles, including through the provision of active environments (incorporating open spaces); and d) consider the local food environment, including access to local food shops and integration of community food growing.	Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary. As detailed in Volume 1, Annex 5.1: Human Health of the ES (document reference F1.5.1), effects on health and wellbeing are inherent to all the assessments undertaken and section 1.12 of that annex provides an assessment of the potential impacts arising from the construction, operation and maintenance and decommissioning of the Transmission Assets. Whilst it is anticipated there will be some minor adverse impacts on health arising from transport, open space and recreation, air quality, water quality, noise and radiation in relation to risk perception of EMF largely during construction and decommissioning, there are also beneficial effects arising from employment and socio-economics and water quality (during operation and maintenance). None of the impacts identified are considered significant in EIA terms. As such, Transmission Assets has complied with Policy HC1 of the Central Lancashire Local Plan (Publication version).
Protection of Existing Open Space, Sport and Recreation Facilities	HC6	Development proposals on land and buildings currently or last used as, or ancillary to, open space, sport and recreational facilities will only be permitted if: a) An assessment has been undertaken which clearly shows the open space, sport or recreational facilities to be surplus to requirements; or	Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary. Construction works in this area is temporary with no permanent loss of space, sport and recreation in this area anticipated. Measures adopted as part of the Transmission Assets to mitigate potential impacts on land use and recreation are provided in section 6.8 of Volume 3, Chapter 6:

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		<p>b) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or</p> <p>c) The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use; and</p> <p>d) It can be demonstrated that the site does not make a significant contribution to the character of an area.</p>	Land use and recreation of the ES (document reference F3.6) and the Commitments Register (document reference F1.5.3/F04).
Green Infrastructure	EN5	<p>Developments shall prioritise the protection, quality, connectivity and multi-functionality of green infrastructure, and the ecosystem services that it provides.</p> <p>The design of development shall contribute to improvements, accessibility, connectivity, and expansion of green infrastructure by establishing new green infrastructure features, enhancing and maintaining existing green infrastructure, and maintaining the connectivity between features.</p> <p>Developments shall, as appropriate to their context and scale:</p> <p>a) Protect and enhance the functionality and quality of the existing green infrastructure;</p> <p>b) Incorporate diverse green infrastructure that is appropriate to the landscape, reflects the local and historic character, and complements existing green infrastructure;</p> <p>c) Maintain and enhance the connectivity between green infrastructure features, whilst providing connectivity between existing and new features;</p> <p>d) Provide a Habitat Management and Monitoring Plan (HMMP) to secure green infrastructure.</p> <p>e) Incorporate features for the benefit of local wildlife such as integrated swift bricks, bird and bat boxes, hedgerows at plot boundaries and hedgehog highways.</p>	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>The details of nationally and regionally important sites are set out in section 1.6.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions (document reference F3.1). The potential impacts to these sites of geological interest are set out in section 1.11.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions (document reference F3.1). The design of the Transmission Assets seeks to avoid harm to designated sites of geological interest and the approach to site selection and consideration of alternatives is set out in Volume 1, Chapter 4 (document reference F1.4).</p> <p>Where practicable, the Applicants have looked to provide a coordinated approach to the design and development of mitigation and enhancement measures.</p> <p>In addition, the level of importance of ecological features is discussed in section 3.6 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and summarised in Table 3.15 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and existing habitat networks relevant to the assessment of effects on ornithological receptors have been considered in developing the design of the Transmission Assets. These have been taken into account in developing</p>

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		<p>Where proposals will result in the loss or degradation of green infrastructure, and/or sever or degrade the connectivity between existing green infrastructure features, the proposals shall meet the following criteria to be considered acceptable:</p> <p>a) The necessity and benefits of the development demonstrably outweigh the adverse impacts upon public amenity and nature conservation value; and</p> <p>b) Where it is demonstrated that harm cannot be avoided, the NPPF mitigation hierarchy is to be followed, whereby the harm is minimised and appropriate mitigation, compensation and/or enhancement is provided.</p> <p>Land is allocated for new green infrastructure provision incorporating an extension to Adlington Cemetery, the provision of new allotments and a habitat bank for biodiversity net gain at the following site:</p> <p>EN5.1 – Land at Harrison's Farm, Adlington</p> <p>Land is allocated for a Central Park to the northeast of Lostock Hall. To help deliver the Central Park a limited amount of enabling residential development (up to 125 dwellings at Lime Kiln Farm) may be permitted. However, any scheme for residential development must clearly identify how this will enable the Park to be delivered ensuring good linkages to the wider greenspace network. This may include the physical transfer of land to South Ribble Borough Council and/ or developer contributions.</p> <p>EN5.2 – Central Park</p>	<p>mitigation measures or Commitments, as set out in section 4.8 of Volume 3, Chapter 4: Onshore and intertidal ornithology (document reference F3.4). This includes measures to conserve biodiversity in terms of ornithological interests. It also includes opportunities for biodiversity benefit. The significance of an effect is determined by the importance and sensitivity of a site or other ecological feature, as well the magnitude of the impact as summarised in Table 3.22 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). Impacts on important ecological features and mitigation for adverse effects, including those on ecological networks, are discussed in section 3.11 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3).</p> <p>The Habitats Regulations Assessment (HRA) Stage 1 Screening Report (document reference E3) identifies direct or indirect effects on designated sites which could be affected, and those sites are assessed in the HRA Stage 2 ISAA (document reference E2.1 – E2.3). The HRA Stage 1 ISAA concludes that there will be no adverse effect on integrity of any European site as a result of the Transmission Assets alone or in-combination with other projects.</p> <p>As such, Transmission Assets has complied with policy EN5 of the Central Lancashire Local Plan (Publication version).</p>
Biodiversity Net Gain	EN6	<p>Development proposals shall retain, protect, and enhance biodiversity and ecologically valuable habitat proportionate to their scale and context. Habitat creation and enhancements shall be delivered in a manner of like-for-like, or better, than habitats lost or adversely impacted by development.</p>	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>The Transmission Assets are being advanced in a context where BNG is not yet a statutory requirement for NSIPs. Nevertheless, the Applicants have proactively committed to</p>

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		<p>2. Developments must deliver the mandatory Biodiversity Net Gain (BNG) requirement of at least 10% unless exempt, as quantified using the latest version of the statutory biodiversity metric. Developments shall demonstrate how the Biodiversity Gain Hierarchy has been followed, and shall target BNG delivery in the following sequential order (alone or in combination, as required):</p> <ul style="list-style-type: none"> • On-site • Off-site, within the LPA boundary • Off-site, within Central Lancashire • Off-site, within the National Character Area (NCA) • Off-site, nationally • Purchase of statutory biodiversity credits (as a last resort) <p>Applicants are to provide justification for where any deviation from the above hierarchical approach occurs. Where on-site compensation is not possible and opportunities to deliver onsite have been exhausted, or on-site delivery does not generate the most benefits for nature, off-site biodiversity compensation and enhancement shall be considered acceptable. At each stage in the above hierarchy, the delivery of BNG shall also be targeted on land identified within the Local Nature Recovery Strategy (LNRS), consistently and where possible.</p> <p>All applications subject to mandatory BNG shall provide a draft Biodiversity Gain Plan including draft completed statutory metric(s), demonstrating how the BNG objective will be achieved. All BNG applications shall provide sufficient information to enable the LPA to determine whether the BNG objective can be achieved if granted consent. Applications with existing and proposed on-site habitats of significant biodiversity value are to provide a draft Habitat Management and Monitoring Plan (HMMP) demonstrating how the habitat(s) will be managed and maintained for at least 30 years from the completion of the</p>	<p>delivering measurable biodiversity benefits that align with legislation and national and local policy.</p> <p>The Biodiversity Benefit Supporting Statement (S_D5_11) highlights that in addition to biodiversity benefit being delivered for all permanent above ground infrastructure (outwith Central Lancashire), Lea Marsh Fields (located within Central Lancashire) is also to be subject to ecological enhancements and provides a strategically located opportunity to deliver substantial additional biodiversity gains, strengthen ecological connectivity between designated sites and contribute to the Lancashire Local Nature Recovery Strategy. In addition, a hierarchy of biodiversity benefit delivery options ensures that biodiversity benefit can be achieved even if constraints arise, whether through on-site provision, reduced off-site delivery, funding of local biodiversity projects, or the purchase of biodiversity credits.</p> <p>This voluntary approach, which reflects emerging best practice, is supported by a robust 30-year management and monitoring framework and ensure that biodiversity benefit will not only offset permanent land take but also contribute to wider ecological resilience and the delivery of strategic environmental outcomes in Lancashire. Further details can be found within the outline Biodiversity Benefit Management Plan (J11/F06)</p> <p>.</p> <p>As such, Transmission Assets has complied with Policy EN6 of the Central Lancashire Local Plan (Publication version).</p>

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		<p>development, including how long-term management and monitoring will be funded. Developments delivering above 10% net gain on site shall declare whether excess biodiversity units are intended for registration onto the Biodiversity Gain Sites Register for sale and/or allocation to other schemes, and the types and number of biodiversity units to be registered.</p> <p>Developments exempt from mandatory BNG (small-scale self-build applications) and developments for which BNG does not apply (retrospective applications), shall deliver no net loss and shall avoid, minimise, mitigate and compensate for adverse impacts on biodiversity, proportionate to their scale. Where possible, exempt developments shall provide enhancements for biodiversity.</p>	
Designated Sites for Nature Conservation	EN7	<p>Developments shall avoid adverse impacts on designated sites and their qualifying features.</p> <p>Designated sites of international, national, and local importance within Central Lancashire, as shown on the policies map, include:</p> <ul style="list-style-type: none"> • Ribble and Alt Estuaries Ramsar Site • Ribble and Alt Estuaries Special Protection Area (SPA) • Ribble Estuary Marine Conservation Zone (MCZ) • Ribble Estuary National Nature Reserves (NNR) • Sites of Special Scientific Interest (SSSI) • Forest of Bowland Area National Landscape • Biological Heritage Sites (BHS) • Local Nature Reserves (LNR) • Local Geodiversity Sites (LGS) • Wildlife Corridors <p>Developments shall aim to achieve no net loss of the ecological or conservation value of designated sites and deliver net gain where appropriate. Developments shall</p>	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>The likely impacts and effects of the Transmission Assets on onshore ecology and nature conservation during the construction, operation and maintenance and decommissioning phases are presented in Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). All relevant designated sites and areas for wildlife conservation and species afforded extra protections under The Conservation of Habitats and Species Regulations 2017 and Schedule 5 of the Wildlife and Countryside Act 1981 are discussed in: Volume 3, Annexes 3.1 to 3.14 of the ES.</p> <p>Direct pipe or micro tunnel trenchless installation techniques will be used to cross the River Ribble where the 400 kV grid connection corridor is proposed (CoT90, Volume 1, Annex 5.3 of the ES (document reference F1.5.3)), therefore avoiding impacts on the Ribble Estuary SSSI.</p> <p>The Habitats Regulations Assessment (HRA) Stage 1 Screening Report (document reference E3) identifies direct or</p>

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		<p>protect, conserve and enhance the existing Wildlife Corridors and ecological network (including the emerging LNRS), Priority Habitats and Irreplaceable Habitats.</p> <p>Developments causing significant direct or indirect harm to designated sites or their designation features, or proposes development on opportunity areas identified in the emerging LNRS shall only be permitted where:</p> <p>a) There are no suitable alternatives, and the benefits of development clearly outweigh the impact on the qualifying features or conservation value of the site(s); and</p> <p>b) The benefits of development clearly outweigh the impacts on the site's contribution to the ecological network; and</p> <p>c) Adverse impacts on sites and qualifying features have been minimised, mitigated, and suitably compensated for, in accordance with the NPPF Mitigation Hierarchy, and enhancements have been provided.</p> <p>Development proposals directly or indirectly affecting designated sites, Priority Habitats and / or Irreplaceable Habitats must be supported by an Ecological Assessment which demonstrates how the ecologically important features may be impacted by the proposals, and includes details of avoidance, mitigation, compensation, and enhancement, where appropriate.</p> <p>Developments impacting irreplaceable habitats will not be permitted.</p> <p>A wintering bird survey may be required to support development proposals in order to provide certainty that the loss of functionally linked land will not adversely affect the integrity of the Ramsar sites and Special Protection Areas (SPAs) identified above. The wintering bird survey should determine a site's individual and cumulative importance for relevant bird species and inform mitigation proposals.</p>	<p>indirect effects on designated sites which could be affected, and those sites are assessed in the HRA Stage 2 ISAA (document reference E2.1 – E2.3). The HRA Stage 1 ISAA concludes that there will be no adverse effect on integrity of any European site as a result of the Transmission Assets alone or in-combination with other projects.</p> <p>The Applicants' Response to ExQ2:1.1.6 – Mitigation Hierarchy (S_D5_5.2) provides a general summary of the mitigation hierarchy and measures taken, and the ten residual significant adverse effects which have been identified within the EIA, across all topics. This includes the partial, temporary loss (c.1.78ha) of Mill Brook Valley BHS and temporary habitat loss of 2.24ha of Priority Habitat within Mill Brook Valley BHS . However, in accordance with the outline Onshore Biodiversity Benefit Management Plan Statement (document reference J11), there would also be some potential for long term benefits associated with onshore biodiversity, specifically, the onshore substations, associated access tracks and biodiversity benefit area at Lea Marsh Fields.</p> <p>These residual effects are temporary and there is an demonstrable over-riding need for the Transmission Assets which will deliver essential transmission infrastructure and facilitate the delivery of over 2GW in new offshore wind energy, in accordance with NPS EN-1 which is the primary policy for decision making.</p>

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Trees, Woodland and Hedgerows	EN8	<p>Development proposals shall be prepared based on the overriding principles that:</p> <ul style="list-style-type: none"> a) The existing tree, woodland, and hedgerow cover is retained, protected, improved; and b) Opportunities for expanding tree, woodland and hedgerow cover are actively considered and implemented; and c) The loss or degradation of existing trees, woodlands and hedgerows where justified, is adequately mitigated; and d) Ancient woodlands, ancient trees and veteran trees will be retained and protected. <p>Existing Trees, Woodlands and Hedgerows</p> <p>2. Development proposals which affect existing trees, woodlands, and/or hedgerows shall be accompanied by adequate supporting information, such as an Arboricultural Impact Assessment, in order to demonstrate that the impact of the development has been adequately assessed.</p> <p>Existing trees, woodlands, and hedgerows shall be incorporated into development proposals in a positive manner. Opportunities for expanding tree and hedgerow cover shall also be demonstrated.</p> <p>Where a proposal will result in the loss of a tree(s) protected by a Tree Preservation Order, a tree(s) within a Conservation Area, or hedgerows qualifying as a Priority Habitat, or where the proposals will result in significant degradation of existing trees, woodland and hedgerows, it shall be demonstrated by the applicant that:</p> <ul style="list-style-type: none"> a) There is no loss of amenity value which arises because of the development; and b) The removal of one or more trees would be in the interest of good arboricultural practice; and 	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>Information on tree retention and replacement is provided in Volume 3, Annex 10.5: Tree survey and arboricultural impact assessment of the ES (document reference F3.10.5 Parts 1 and 2). Of note, there would be no impacts on ancient woodland or ancient and veteran trees as described in section 3.11 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) where impacts on recognised nature conservation sites are also assessed.</p> <p>The outline Arboriculture Method Statement (S_D5_10) sets out measures that will be implemented for the protection and removal of trees during the construction of the onshore and intertidal elements of the Transmission Assets, to reduce impacts to trees, as far as possible. In relation to ancient woodlands/veteran trees, measures include buffer zones and tree protection fencing and no works will be carried out within the ancient woodlands/veteran tree buffer zones unless otherwise specified within the detailed Arboriculture Method Statement, which will be developed post-consent, prior to the commencement of construction of the Transmission Assets and will be in accordance with the outline Arboriculture Method Statement (S_D5_10 F01).</p> <p>As such, Transmission Assets has complied with Policy EN8 of the Central Lancashire Local Plan (Publication version).</p>

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		<p>c) The need for, and benefits of, the development in that location clearly outweigh the loss; and</p> <p>d) There are no suitable alternatives.</p> <p>Mitigating for loss and degradation of Trees, Woodlands, and Hedgerow</p> <p>Buildings and other structures shall be sited to allow adequate space for natural development of existing and planted trees, considering predicted height and canopy spread to minimise degradation or conflict.</p> <p>Where it has been demonstrated by the applicant that there will be an unavoidable loss of trees and/or hedgerow in order to facilitate the proposal, then appropriate mitigation via compensatory planting will be required. Tree planting shall be provided on-site at a ratio of 2 trees per 1 loss, and loss of hedgerow shall be compensated for by planting of an equal or greater length of hedgerow to the length lost.</p> <p>Where proposals will result in the significant degradation of the quality of trees, woodlands and/or hedgerows, then appropriate mitigation through enhancement of retained habitats and/or compensatory tree and hedgerow planting will be required. Off-site compensation will only be considered in exceptional cases.</p> <p>New Trees and Hedgerow</p> <p>When planting new trees and/or hedgerow, proposals shall seek to incorporate species of an appropriate mix, scale, indigeneity, and local provenance when planting, as approved by the Council's arborist.</p> <p>Proposals which include new street trees shall:</p> <p>a) Site them as to avoid any negative impacts on highway safety or disruption to underground utilities; and</p> <p>b) Be sited so that there is space for maturation and growth; and</p>	

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		c) Provide a mix of species with proven resilience to urban climates when located in town and/or City Centres.	
Species Protection	EN9	<p>Developments that cause significant harm to and/or compromise the conservation status of legally protected species and/or priority species, shall only be permitted where:</p> <p>a)The necessity and benefits of the development significantly outweigh the impacts on the protected and/or priority species and their conservation status; and</p> <p>b)It is demonstrated that significant harm cannot be avoided, and the amount of harm is minimised, and appropriate mitigation, compensation and/or enhancement provision is provided, in accordance with the NPPF mitigation hierarchy.</p> <p>Development design must actively protect and enhance habitat connectivity and ecological corridors, including Wildlife Corridors, and incorporate habitat and species enhancement strategies, and protected species strategies, aligning with the surrounding environment and the context of the development, where possible.</p> <p>Developments shall use low level lighting and shall be designed to avoid and minimise light spill onto ecological corridors to maintain their function and habitat connectivity value for protected and priority species.</p> <p>Development proposals that are likely to impact on legally protected and/or, priority species must be supported by an Ecological Appraisal and relevant protected species surveys, that include details of avoidance, minimising harm, mitigation, compensation, and enhancement for species, where appropriate.</p>	<p>The details of nationally and regionally important sites are set out in section 1.6.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The potential impacts to these sites of geological interest are set out in section 1.11.2 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). The design of the Transmission Assets seeks to avoid harm to designated sites of geological interest and the approach to site selection and consideration of alternatives is set out in Volume 1, Chapter 4 (document reference F1.4).</p> <p>Where practicable, the Applicants have looked to provide a coordinated approach to the design and development of mitigation and enhancement measures. This has included, for example, a coordinated approach to the design at the onshore substation sites to incorporate ecological, drainage and landscape considerations, that will result in wider environmental gains.</p> <p>In addition, the level of importance of ecological features is discussed in section 3.6 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and summarised in Table 3.15 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3) and existing habitat networks relevant to the assessment of effects on ornithological receptors have been considered in developing the design of the Transmission Assets. These have been taken into account in developing mitigation measures or Commitments, as set out in section 4.8 of Volume 3, Chapter 4: Onshore and intertidal ornithology (document reference F3.4). This includes measures to conserve in terms of ornithological interests. It also includes opportunities for biodiversity benefit. The significance of an effect is determined by the importance and</p>

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			<p>sensitivity of a site or other ecological feature, as well the magnitude of the impact as summarised in Table 3.22 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). Impacts on important ecological features and mitigation for adverse effects, including those on ecological networks, are discussed in section 3.11 of Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). Assessment of the impacts and effects of the Transmission Assets on species, including priority species and mitigation measures (Commitments) are discussed in Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3).</p> <p>The Habitats Regulations Assessment (HRA) Stage 1 Screening Report (document reference E3) identifies direct or indirect effects on designated sites which could be affected, and those sites are assessed in the HRA Stage 2 ISAA (document reference E2.1 – E2.3). The HRA Stage 1 ISAA concludes that there will be no adverse effect on integrity of any European site as a result of the Transmission Assets alone or in-combination with other projects.</p> <p>As such, Transmission Assets has complied with Policy EN9 of the Central Lancashire Local Plan (Publication Version).</p>
Development and Flood Risk	EN10	<p>Proposals for development shall avoid areas at higher risk of flooding (as defined in the PPG) from all sources, considering the current and future impacts of climate change – so as to avoid any increased flood risk to people and property during the design flood.</p> <p>Development will be required to demonstrate that it is safe from all types of flooding and that it will not exacerbate flood risk onsite or elsewhere within the plan area, including neighbouring agricultural land. Where appropriate, applications should be supported by a site-specific flood risk assessment and flood risk issues are clearly considered,</p>	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>An assessment of climate change is incorporated within Volume 3, Annex 2.3: Flood Risk Assessment of the ES (document references F3.2.3 Parts 1 to 3 F04). This has been undertaken in line with NPPF and PPG guidelines (refer to the Outline Operational Drainage Management Plan (document reference J10 F02).</p> <p>Whilst the onshore substations are not located in Central Lancashire, a conceptual drainage strategy for each onshore</p>

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		<p>and flood resilience is addressed, accounting for climate change.</p> <p>Where a residual risk remains after applying the sequential approach to the location of development and taking mitigating actions, appropriate flood resistance and/or resilience measures and a flood warning and evacuation plan must be provided.</p> <p>In Flood Zone 3b (the functional floodplain) only proposals for 'Water Compatible' development will be considered appropriate - designed and constructed to remain operational and safe for users in times of flood, and not impede water flows or result in significant loss of floodplain storage.</p> <p>Development proposals must have no adverse impact on the capacity and water quality of any receiving surface water bodies or groundwaters, including watercourses and/or the operational functions of existing flood defence infrastructure.</p> <p>Developments must ensure they provide sufficient access for future inspection, operation and maintenance of all watercourses and flood defence infrastructure. Liaison with the regulating authority (Environment Agency and/or Lead Local Flood Authority) is encouraged.</p> <p>All proposals for new development must take account of the Council's most up-to-date Strategic Flood Risk Assessment (or the most up-to-date Council flood risk assessment available) in combination with any other relevant evidence including that of the Lead Local Flood Authority (Lancashire County Council) and the Environment Agency.</p>	<p>substation has been undertaken in line with local policy and includes SuDS.</p> <p>In addition, the onshore Water Framework Directive surface water and groundwater assessment provided in Volume 3, Annex 2.1 of the ES (document reference F3.2.1) has considered the Transmission Assets in the context of the environmental objectives of Water Framework Directive surface water bodies. This has considered the potential impact on onshore receptors and the proposed mitigation measures have taken into account the requirements of the river basin management plan to ensure all potential impacts on the water environment are mitigated to within acceptable levels.</p> <p>As such, Transmission Assets has complied with Policy EN10 of the Central Lancashire Local Plan (Publication version).</p>
Water Resource Management	EN11	Sustainable drainage systems shall be incorporated within development proposals as required to manage surface water run-off on-site, close to where it falls, and should be designed to take account of climate change and urban creep. Multi-functional sustainable drainage systems should	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>A conceptual drainage strategy for each onshore substation has been undertaken in line with local policy and includes</p>

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		<p>provide water quantity, water quality, amenity, and biodiversity benefits.</p> <p>On greenfield sites, the peak run-off rate and the run-off volume must not exceed the existing greenfield runoff rates and volume for the same rainfall event including an allowance for climate change and urban creep.</p> <p>On previously developed land the peak run-off rate and run-off volume should not exceed the greenfield runoff rates and volumes for the same rainfall event, including an allowance for climate change and urban creep. Where this cannot be achieved (with a robust justification) and/or where no operational drainage system exists, a minimum betterment will need establishing and agreeing with the drainage approving body. The SuDS Manual suggests 30% betterment is the starting point, and the agreed betterment for the reduction of the existing peak run-off rates for the site must be achieved, based upon a model of the existing drainage system, where present and operational (30% is stated in the CIRIA SuDS Manual (C753), but the most up to date SuDS manual should be used).</p> <p>Development proposals should not seek to culvert any open watercourse and where possible should restore and enhance any watercourse to its natural state, including daylighting culverted watercourses unless appropriately justified.</p> <p>Applicants shall demonstrate that surface water drainage from new development accords with the following sustainable drainage hierarchy:</p> <ol style="list-style-type: none"> Re-use and reduce surface water runoff (source control) Infiltration Surface water body Surface water sewer Combined sewer 	<p>SuDS. No onshore substations are to be located with the Central Lancashire area.</p> <p>In addition, the onshore Water Framework Directive surface water and groundwater assessment provided in Volume 3, Annex 2.1 of the ES (document reference F3.2.1) has considered the Transmission Assets in the context of the environmental objectives of Water Framework Directive surface water bodies. This has considered the potential impact on onshore receptors and the proposed mitigation measures have taken into account the requirements of the river basin management plan to ensure all potential impacts on the water environment are mitigated to within acceptable levels.</p> <p>As such, Transmission Assets has complied with Policy EN11 of the Central Lancashire Local Plan (Publication version).</p>

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		<p>All components of a sustainable drainage system shall be managed and maintained to an acceptable standard and offered for adoption where possible. SuDS Management and Maintenance Plans are required to support development proposals.</p> <p>Planning applications for major development shall include a completed Lancashire SuDS pro-forma within the sustainable drainage strategy.</p>	
Protecting groundwater source protection zones	EN12	<p>Development proposals must accord with the latest national guidance on Groundwater Protection.</p> <p>New developments must:</p> <ul style="list-style-type: none"> a) Not have a detrimental impact on groundwater quantity and quality caused by water run-off into nearby waterways; b) Consider effective and efficient disposal of wastewater; and c) Seek to increase water availability and protect and improve the quality of rivers or groundwater where possible. <p>Where necessary, applicants will be required to undertake a risk assessment (quantitative and qualitative) of the impact on the groundwater environment and public water supply.</p> <p>Development will only be acceptable where it is demonstrated to the Local Planning Authority that there will be no unacceptable impact on the groundwater environment and public water supply.</p>	<p>Measures to protect groundwater resources from spillages and leakages during construction have been defined and provided within section 1.11.8 of Volume 3, Chapter 1: Geology, hydrogeology and ground conditions of the ES (document reference F3.1). Also refer to the Outline Spillage and Emergency Response Plan (document reference J1.8 F03) and Flood risk assessment (document references F3.2.3 Parts 1 to 3 F04).</p> <p>As such, Transmission Assets has complied with Policy EN12 of the Central Lancashire Local Plan (Publication version).</p>
Heritage Assets and Archaeology	EN13	<p>Proposals affecting a designated heritage asset and/or its setting shall:</p> <ul style="list-style-type: none"> a) conserve, enhance or better reveal the significance of the asset (including its setting). Consideration shall be given to: <ul style="list-style-type: none"> i. siting/location, scale/height, layout and materials; ii. the conservation, re-instatement, repair and/or revealing of features, elements and historic fabric, which contribute to the asset's significance and/or character and appearance; 	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>The impact of the Transmission Assets on the significance of heritage assets is assessed within section 5.11 of Volume 3, Chapter 5: Historic environment (document reference F3.5).</p> <p>All of the impacts on designated heritage assets identified with regard to the Transmission Assets represent less than</p>

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		<p>iii. the contribution made by the immediate setting (including any landscaping and boundary treatments) to the significance of the asset;</p> <p>iv. any impacts on the surrounding historic environment;</p> <p>v. whether the proposed use best preserves its significance;</p> <p>vi. avoiding/mitigating any conflict with the conservation of the heritage asset or adjacent heritage assets.</p> <p>b) be accompanied by a suitably detailed Heritage Statement providing an understanding of the asset's significance and explaining the impact of the proposal on the asset's significance.</p> <p>Where proposals affect a conservation area as shown on the policies map, or its setting, these shall be informed by the assessments of significance contained within any Conservation Area Appraisals and Management Plans.</p> <p>Proposals that seek to repair and/or re-use designated heritage assets registered on Historic England's 'Buildings at Risk Register' in a manner appropriate to their special interest will be supported.</p> <p>Proposals involving the total loss or 'substantial harm' to a designated heritage asset will not be supported, unless it can be demonstrated that the harm/loss will provide substantial 'public benefits', justified by evidence consistent with national policy. This evidence should include documented efforts to find suitable new uses for the asset.</p> <p>Where the loss of the whole or part of a designated heritage asset is accepted, this will be subject to conditions and/or planning obligation, to ensure that the lost asset is fully recorded, archived and a copy of the report(s) deposited with the Lancashire Historic Environment Record (HER).</p> <p>Energy efficiency adaptations</p> <p>Proposals to install equipment, retrofit measures and other features pursuant to improving energy efficiency, should be</p>	<p>substantial harm to the significance of those assets. None of the identified impacts would represent substantial harm as this is a particularly high test as explained in the NPPG (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2023).</p> <p>The only potential significant effects on the historic environment arising from the Transmission Assets would arise from loss of, or harm to, buried archaeological remains and deposits of geoarchaeological and palaeoenvironmental interest during construction. This assessment is based on a precautionary approach.</p> <p>DCO Schedules 2A & 2B, Requirement 11 (onshore archaeology) within the draft DCO (document reference C1) establishes that detailed site specific archaeological written schemes of investigation will be prepared in accordance with the Outline Onshore and Intertidal Written Scheme of Investigation (document reference J9) and agreed with the appropriate stakeholders.</p> <p>As such, Transmission Assets has complied with Policy EN13 of the Central Lancashire Local Plan (Publication version).</p>

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		<p>sited to minimise any harm to the heritage asset's significance.</p> <p>Evidence regarding the benefits that the adaptations are likely to achieve should also be provided.</p> <p>Non-designated Heritage Assets</p> <p>The impact on the significance of a Non-Designated Heritage Asset including its setting, identified by the Council as having local heritage significance, will be given weight in any decision. Any harm or loss of significance, including total loss, will be weighed against all other aspects of the scheme, including any positive aspects provided in undertaking the work on the asset itself.</p>	
Environmental Quality	EN14	<p>Development proposals will be expected to deliver a high-quality environment, and pollution shall be minimised and mitigated in both development's construction and continued operation.</p> <p>Development shall not:</p> <ul style="list-style-type: none"> a) cause deterioration of air quality or introduce uses sensitive to air pollution into areas of existing poor air quality; b) build on contaminated land, without satisfactory remediation; c) subject occupiers/users to inappropriate noise and vibration, or introduce uses sensitive to noise and vibration into excessively noisy environments; d) emit excessive levels of artificial light, odour and / or dust; and e) result in significant harm to soil quality. <p>A Construction Environmental Management Plan is required alongside any planning application for development on a strategic site or on a housing, employment or mixed use allocation. It is also required for some developments on non-allocated sites to ensure that they will not have a detrimental</p>	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>The ES submitted as part of this application for Development Consent includes the baseline and assessment of the proposals regarding land use (See Volume 3, Chapter 9: Land use and recreation, document reference F3.9).</p> <p>Allowance has been made for climate change within Volume 3, Annex 2.3: Flood Risk Assessment of the ES (document references F3.2.3 Parts 1 to 3 F04).</p> <p>Noise is assessed under Volume 3, Chapter 8: Noise and vibration (document reference F3.8). Construction noise and vibration control measures are outlined in the outline Construction Noise and Vibration Management Plan (document reference J1.3 F02).</p> <p>In addition, the air quality impacts during the construction and decommissioning phases of the Transmissions Assets have been described and considered within section 9.11.2 (dust) and section 9.11.3 (emissions from traffic) with mitigation proposed at Table 9.15 of Volume 3, Chapter 9: Air quality of the ES (document reference F3.9).</p>

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		impact on the environment through the creation of noise, vibration, dust or lighting disturbance.	<p>Appropriate mitigation measures have been provided where required. These can be found in the following documents:</p> <ul style="list-style-type: none"> - Outline Construction Noise and Vibration Management Plan (document reference J1.3 F02). - Outline Design Principles document (document reference J3) - Outline Operational Drainage Management Plan (document reference J10 F02) - Outline Surface Water and Groundwater Management Plan (document reference J1.9 F02) - Outline Code of Construction Practice (document reference J1 F03) - Outline Pollution Prevention Plan (document reference J1.4 F02) - Outline Spillage and Emergency Response Plan (document reference J1.8 F03) - Outline Dust Management Plan (document reference J1.2 F02) - Outline Bentonite Breakout Plan (document reference J1.13) - Outline Contaminated Land and Groundwater Discovery Strategy (document reference J1.14 F02). - Outline Construction Traffic Management Plan (document reference J5 F03) - Outline Soil Management Plan (document reference J1.7 F02) - Outline Public Rights of Way Management Plan (document reference J1.5 F03) - Outline Open Access Management Plan (Annex A of document reference: J1.5 F03)

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			<p>- Outline Ecological Management Plan (document reference J6 F04)</p> <p>- Outline Landscape Management Plan (document reference J2 F03)</p> <p>As such, Transmission Assets has complied with Policy EN14 of the Central Lancashire Local Plan (Publication version).</p>
Areas of Green Belt	EN15	<p>The NPPF (Dec. 2023) para 154, specifies a closed list of development typologies not inappropriate within the Green Belt. To be considered within this list, the following criteria shall be met, informed where relevant by the evidence below:</p> <p>a) Buildings for agriculture and forestry: A statement should be provided showing how the building will be used for agriculture or forestry, including the design features facilitating these uses. This exception does not include dwellings for rural workers.</p> <p>b) Facilities (i.e. buildings) (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments: Development of this nature necessitates assessment against both the purposes of the Green Belt and 'Openness'. A Green Belt Assessment should be provided showing how the national policy tests have been met.</p> <p>c) Extensions/alterations to a building provided that it does not result in disproportionate additions over and above the size of the original building: Subject to satisfactory siting and design, increases of up to 30% (volume) above the size of the original building as built or as existing on 1st July 1948 are not considered disproportionate.</p> <p>d) The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces: Subject to satisfactory siting and design, increases of up to 30% (volume) above the size of the original building</p>	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>Figure 4.1 of the Planning Statement (document reference J28 F02) shows that the Transmission Assets cabling, and proposed onshore substation sites, would be within the Green Belt.</p> <p>Any harm caused during the construction phase as a result of the construction compounds would occur over a relatively short period and will result in no permanent harm to the Green Belt. It is not considered that harms caused by temporary works should carry much, if any, weight, given Green Belt policy is directed towards consideration of development that is permanent.</p> <p>The Green Belt Technical Note (document reference S_D3_10 F02) provides a full assessment of any potential harms to the Green Belt. This includes how the mitigation hierarchy has been applied to avoid, minimise and mitigate impacts and harm to the Green Belt as far as practicable. This Technical Note also demonstrates the robust very special circumstances that exist, which justify and outweigh the harms to be caused to the Green Belt, by reason of inappropriateness and any other harms.</p> <p>The Applicants consider that there is a compelling case that the harm to the Green Belt would be clearly outweighed by the very special circumstances (VSC) required to justify the proposed development and as Critical National Priority infrastructure, the starting point for decision making is that</p>

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		<p>as built or as existing on 1st July 1948 are not considered to be materially larger.</p> <p>e) Limited infilling in villages: For residential development, the term 'Limited' is considered to be up to 4 dwellings. The term 'Infilling' is generally considered to be a small gap in an otherwise built-up residential frontage with dwellings either side. 'Villages' are the settlements listed within Tiers 4 and 5 of the settlement hierarchy.</p> <p>f) Limited affordable housing for local community needs: Evidence should be presented consistent with policies HS7 Affordable Housing and where relevant, HS8 Rural Exception Sites.</p> <p>g) Limited infilling or the partial or complete redevelopment of previously developed land (brownfield): Previously developed land is defined within NPPF Annex 2. For all proposals on land meeting the definition, a Green Belt Assessment should be provided showing how the proposal affects Openness. Proposals for affordable housing on previously developed land, should additionally present evidence consistent with policies HS7 Affordable Housing and where relevant, HS8 Rural Exception Sites.</p> <p>Other forms of development</p> <p>The development typologies listed within NPPF (2023) para 155 necessitates assessment against both the purposes of the Green Belt and 'Openness'. A Green Belt Assessment should be provided showing how the national policy tests have been met.</p> <p>For buildings pursuant to NPPF para 155 d), a structural survey is likely to be required to demonstrate the building is of permanent and substantial construction.</p> <p>Major developed sites within the Green Belt</p> <p>In respect of major industrial/employment sites within the Green Belt, in assessing proposals to expand within the site's curtilage (not otherwise meeting the NPPF's</p>	<p>any harm is outweighed by the critical need for the Transmission Assets. Regardless of the CNP infrastructure status of the Transmission Assets, and the appropriate application of the mitigation hierarchy, robust very special circumstances have been demonstrated given the need for transmission infrastructure of this nature as set out in paragraphs 3.3.65 to 3.3.83 of NPS EN-1 and the Transmission Asset's role in delivering the new renewable energy generation from two offshore wind NSIPs, which clearly outweigh any harms to be caused to the Green Belt.</p> <p>As such, Transmission Assets has complied with Policy EN15 of the Central Lancashire Local Plan (Publication version).</p>

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		exceptions above), the necessity to maintain the continued operation of the site will carry substantial weight when considering whether Very Special Circumstances exist.	
Protection of Agricultural Land	EN16	<p>The Councils will seek to protect the best and most versatile agricultural land.</p> <p>Where proposals would result in the loss of 0.5Ha or larger of best and most versatile agricultural land, the Council will require an Agricultural Land Classification Report, including detailed field assessments in accordance with technical advice or information from Natural England. The report should demonstrate that:</p> <ul style="list-style-type: none"> a) there is an overriding need for the development, with the benefits of development clearly outweighing the impacts of the economic and other benefits of the land; b) the development cannot be sited on lower grade agricultural land; c) the amount of agricultural land taken for development is the minimum required; and d) the impacts of the proposal upon ongoing agricultural operations have been minimised using appropriate design solutions. <p>The severance/fragmentation of viable farm holdings or uninterrupted farmland shall be avoided wherever possible.</p>	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>The potential impacts of the Transmission Assets with respect to agricultural land, including best and most versatile soils are identified and assessed in Volume 3 Chapter 6 Land use and recreation chapter of the ES (document reference F3.6). There is no net loss of BMV in Central Lancashire.</p> <p>Measures adopted as part of the Transmission Assets to mitigate potential impacts on land use and recreation are provided in Volume 3 Chapter 6 Land use and recreation chapter of the ES (document reference F3.6). This includes the preparation of Soil Management Plans in general accordance with the outline Soil Management Plan (document reference J1.7 F02). The measures to be implemented as part of the Soil Management Plan seek to minimise impacts on soil health and protect and maintain soil quality during construction of the Transmission Assets.</p> <p>Following the application of the Mitigation Hierarchy, there will be a residual significant effect in relation to the temporary disruption to land holdings during construction. However, this is balanced by the overriding need for the Transmission Assets, as demonstrated in the Planning Statement (document reference J28) and the need for the Transmission Assets which will deliver over 2GW of new offshore wind energy.</p> <p>As such, Transmission Assets is in broad compliance with Policy EN16 of Central Lancashire Local Plan (Publication Version).</p>

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Development in the open countryside	EN17	<p>Development proposals in the Open Countryside, outside the settlement boundaries and Areas of Separation, as shown on the Policies Map, will be limited to:</p> <ul style="list-style-type: none"> a) rural housing exception initiatives, which accord with Policy HS8 Rural Exception Sites; or rural workers dwellings, in accordance with Policy HS9 Rural Workers Dwellings; or b) the replacement, conversion or re-use of an existing building, where it is of a similar size and scale, within the same curtilage and of a design in keeping with the locality or c) agriculture and forestry or the sustainable growth and expansion of an existing business where it can be demonstrated that there is a justified need; or d) local transport infrastructure and other essential infrastructure or development which supports existing or potential utility infrastructure; or e) appropriate facilities for outdoor sport, outdoor recreation and cemeteries. <p>In all of the above circumstances, development proposals, will only be acceptable where they do not have a harmful effect on the character of the countryside, or the amenities of the surrounding area.</p> <p>The replacement of residential caravans or mobile homes, which do not benefit from a permanent planning permission, with permanent buildings will only be acceptable where allowed for under Policy HS9 Rural Workers Dwellings.</p>	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>A justification for the location of the Transmission Assets is provided within Volume 1, Chapter 4: Site selection (document reference F1.4) and a 'needs' assessment is included within Section 4 of the Planning Statement (document reference J28 F02) which identifies and demonstrates the requirements for the location of the Transmission Assets.</p> <p>Development will not conflict with existing land uses as discussed within Volume 3, Chapter 6: Land use and recreation chapter of the ES (document reference F3.6).</p> <p>Any harm caused during the construction phase as a result of the construction compounds would occur over a relatively short period and will result in no permanent harm to the Green Belt. It is not considered that harms caused by temporary works should carry much, if any, weight, given Green Belt policy is directed towards consideration of development that is permanent.</p> <p>A very special circumstances assessment the Green Belt Technical Note (document reference S_D3_10 F02) which includes how the mitigation hierarchy has been applied to avoid, minimise and mitigate impacts and harm to the Green Belt as far as practicable. This Technical Note also demonstrates the robust very special circumstances that exist, which justify and outweigh the harms to be caused to the Green Belt, by reason of inappropriateness and any other harms.</p> <p>The Applicants consider that there is a compelling case that the harm to the Green Belt would be clearly outweighed by the very special circumstances (VSC) required to justify the proposed development and as Critical National Priority infrastructure the starting point for decision making is that any harm is outweighed by the need for the Transmission</p>

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			<p>Assets. Regardless of the CNP infrastructure status of the Transmission Assets and the appropriate application of the Mitigation Hierarchy, robust very special circumstances have been demonstrated given the need for transmission infrastructure of this nature as set out in paragraphs 3.3.65 to 3.3.83 of NPS EN-1 and the Transmission Asset's role in delivering the new renewable energy generation from two offshore wind NSIPs, which clearly outweigh any harms to be caused to the Green Belt.</p> <p>As such, Transmission Assets has complied with Policy EN17 of the Central Lancashire Local Plan (Publication version).</p>
Landscape Character	EN19	<p>Development should be sensitive to its landscape setting, retaining and enhancing the distinctive qualities of the landscape in which it is situated.</p> <p>Proposals will be required to:</p> <ul style="list-style-type: none"> a) Protect and enhance the character and qualities of the local landscape through appropriate design and management; and b) Make provision for the retention and enhancement of features of landscape importance; and c) Protect key public views and vistas; and d) Where appropriate provide appropriate landscape mitigation. 	<p>Development within Central Lancashire is the undergrounding of cables with no permanent, above ground structures proposed within the Central Lancashire boundary.</p> <p>The baseline and potential landscape and visual effects of the Transmission Assets are identified in section 10.6 and assessed in section 10.11 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10). This includes consideration of landscape character. The potential cumulative landscape and visual effects between the Transmission Assets and other plans and projects are considered in section 10.13 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10).</p> <p>Measures adopted as part of the Transmission Assets to mitigate potential impacts on landscape and visual resources are provided in section 10.8 of Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10). This includes, but is not limited to, the commitment to completely bury all cabling and for groups of trees and woodlands to be avoided where possible and the reinstatement of any hedgerows/trees where necessary.</p> <p>The Indicative Landscape Strategy is set out within the outline Landscape Management Plan (oLMP) (document reference J2 F03) and along with the Project Level Design</p>

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			<p>Principles and Design Codes outlined in the oDP, provides the framework for design development post consent to accord with clear Design Principles and Design Codes that require that landscape character is addressed as part of the design development process. The oLMP guidance on landscape management plans, ensuring successful establishment of planting and landscape mitigation following construction.</p> <p>The outline Design Principles document (document reference J3) provides a central, clear, and enforceable framework to guide the evolution of detailed design post-consent, in support of the DCO and its requirements.</p> <p>As such, mitigation measures can be achieved to make the majority of identified impacts acceptable and this would form part and be secured within the draft DCO (document reference C1 F06). As detailed within the Planning Statement (document reference J28/F03), some residual significant effects remain, largely through construction, on landscape character at landfall and the substations, as well as some effects on visual amenity as a result of the substations and cabling activities. However, these significant effects should be considered in the context of the established pressing need for the Transmission Assets and the majority of which are not located in Central Lancashire.</p> <p>The Transmission Assets has broadly complied with Policy EN19 of the Central Lancashire Local Plan (Publication version).</p>
Climate Change	CC1 (Strategic Policy)	<p>Development proposals, public realm and infrastructure improvements should maximise opportunities to contribute to the delivery of net zero greenhouse gas emissions and be designed, constructed and operated to:</p> <p>a) Address the mitigation of climate change, including where appropriate, measures to:</p> <p>i. Reduce greenhouse gas emissions,</p> <p>ii. Minimise the need to travel and car dependency,</p>	<p>Volume 4, Chapter 1: Climate Change (document reference F4.1) and its associated annexes provides an assessment on the effect of greenhouses gas emissions caused directly or indirectly by the Transmission Assets, the effects of changes in climate on the Transmission Assets which could affect it directly and the effects of changes in climate on the Transmission Assets which could modify its other environmental impacts. Appropriate mitigation, in accordance</p>

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		<ul style="list-style-type: none"> iii. Promote active travel and the use of public transport, iv. Provide infrastructure to support the transition to zero and low carbon vehicles, v. Minimise energy and water use and whole life carbon impacts vi. Encourage waste minimisation and prevention vii. Maximise energy and resource efficiency and promote a circular economy viii. Provide carbon storage and sequestration through nature-based solutions ix. Maximise renewable and low carbon energy generation. <p>b) Address and reduce climate related risks through adaption measures where appropriate in order to:</p> <ul style="list-style-type: none"> i. Improve the resilience of communities, businesses, infrastructure, and the natural environment to climate change impacts, ii. Integrate green and blue infrastructure to fulfil a range of functions including for flood risk management, sustainable drainage, urban cooling, and biodiversity, iii. Prioritise the use of nature-based solutions, helping to protect and restore natural environmental assets. <p>Applications for major development proposals should include an Energy Statement to demonstrate how the greenhouse gas emissions targets will be met, and carbon emissions should be calculated through a nationally recognised Whole Life-Cycle Carbon Assessment, demonstrating actions taken to reduce life-cycle carbon emissions.</p>	<p>with the mitigation hierarchy, has been incorporated where necessary.</p> <p>The Transmission Assets will make a significant contribution towards the reduction of the UK's GHG emissions and will contribute to meeting global, European and national targets on carbon dioxide reduction. In providing low carbon energy infrastructure, the Transmission Assets will be providing CNP infrastructure, which government policy strongly supports and has identified as urgently needed.</p> <p>As such, Transmission Assets has complied with Policy CC1 of the Central Lancashire Local Plan (Publication version).</p>
Renewable Energy Generation and District Heating Networks	CC2	Proposals for renewable and low carbon energy generating development, and related enabling infrastructure and storage facilities will be supported where (individually, or cumulatively) the following criteria are met:	The Transmission Assets provides enabling essential transmission infrastructure to two offshore wind farms. The ES provides an assessment of the impacts of Transmission Assets across a broad range of considerations and provides

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		<p>a) it avoids or can satisfactorily mitigate unacceptable impacts arising from the construction and operation of the development on local communities and the natural, built and historic environment, in accordance with other Local Plan policies.</p> <p>b) direct local community benefits are provided over the period of the development</p> <p>c) appropriate plans and mechanisms are in place for the removal of infrastructure and restoration of the site, should the facilities cease to be operational.</p> <p>d) necessary connections to the existing national grid infrastructure are demonstrated, unless the energy generation would be used on-site to meet the needs of a specific end user.</p> <p>Subject to the criteria set out above the following types of proposals will be supported and encouraged:</p> <p>a) the co-location of energy production with energy users.</p> <p>b) proposals for decentralised renewable and low carbon energy production and distribution, including district and combined heating and energy local networks.</p> <p>c) community led renewable energy initiatives.</p> <p>d) small scale on-site renewable energy generation including for domestic residential and commercial development proposals.</p> <p>Depending on the scale of the proposals, applicants may be required to engage with the community, local authority, and other relevant authorities at an early stage prior to the formal submission of any proposals.</p>	<p>mitigation, in accordance with the mitigation hierarchy, where necessary. The array of accompanying management plans, secured via Requirements in the draft DCO, secure the proposed mitigation.</p> <p>Where practicable, the Applicants have looked to provide a coordinated approach to the design and development of mitigation and enhancement measures. This has included, for example, a coordinated approach to the design at the onshore substation sites to incorporate ecological, drainage and landscape considerations, that will result in wider environmental gains (refer to the Outline Ecological Management Plan (document reference J6 F04) and Outline Landscape Management Plan (document reference J2 F03).</p> <p>As such, Transmission Assets has complied with Policy CC2 of the Central Lancashire Local Plan (Publication version).</p>
Sustainable and Active Travel	ST2	<p>Development should contribute towards delivery of a sustainable transport network, prioritising Active Travel and reducing reliance upon private motor vehicles.</p> <p>Active travel</p>	<p>Section 7.9.4 of Volume 3, Chapter 7: Traffic and transport (document reference F3.7) sets out how construction vehicles generated by Transmission Assets have been distributed and assigned to make best use of the LRN and SRN.</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		<p>Subject to compliance with other Plan policies, proposals creating opportunities for active travel will be supported. Where appropriate, development should:</p> <ul style="list-style-type: none"> a) Retain existing footpaths, public rights of way, permissive paths and cycleways, unless a suitable diversion can be agreed; b) Provide safe walking, wheeling and cycling access to nearby commercial, retail, educational and leisure facilities; c) Ensure that additional footpaths, bridleways and cycleway routes link the countryside to urban areas; d) Deliver walking, wheeling and cycling routes that seamlessly integrate with public transport; e) Maximise opportunities for new active travel schemes that connect with existing and /or proposed active travel routes; and f) Ensure all new footways and cycle paths are designed and built to best practice guidance and standards, with appropriate surfacing, wayfinding and lighting (where applicable), and meet the needs of people with disabilities. <p>Proposals which seek to improve cycle parking provision within Preston City Centre and all Town, District and Local Centres or exceed the cycle parking standards set out within Policy ST3 Parking Standards will be supported.</p> <p>Contributions may be sought towards projects identified within the Central Lancashire Local Cycling and Walking Infrastructure Plan.</p> <p>Highways</p> <p>Proposals should facilitate the safe and efficient movement of vehicles. Development shall ensure:</p> <ul style="list-style-type: none"> a) Provision of safe access to/from the site for all highway users, incorporating safe internal movement and appropriate facilities for servicing, refuse collection, and emergency vehicles; 	<p>Section 7.12 of Volume 3, Chapter 7: Traffic and transport (document reference F3.7) considers the cumulative impact of construction vehicle movements arising from the Transmission Assets and other cumulative developments on the LRN and SRN whereas Section 7.11 of Volume 3, Chapter 7: Traffic and transport (document reference F3.7) assesses the impact of construction vehicle movements arising from the Transmission Assets on the LRN and SRN.</p> <p>Volume 3, Chapter 7: Traffic and transport (document reference F3.7) contains an integrated TA throughout to consider the potential impacts and effects on the operation of the highway network arising from the Transmission Assets in accordance with guidance and best practice.</p> <p>Travel plan measures including vehicle routeing and construction vehicle management measures have been included within the outline Construction Traffic Management Plan (document reference J5 F03).</p> <p>As such, Transmission Assets has complied with Policy ST2 of the Central Lancashire Local Plan (Publication version).</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		<p>b) Any detrimental impacts (in terms of capacity and congestion) upon the highway network are mitigated to the satisfaction of the relevant Highway Authority;</p> <p>c) that access by public transport is catered for either by providing for bus access into the site (including contributions towards new bus stop infrastructure) where appropriate and/or by ensuring that safe and convenient access exists to the nearest public transport facility.</p> <p>d) motorised traffic generated by development is appropriate to the type and nature of the routes available and that there is no adverse impact on the local community; and</p> <p>e) The needs of disabled people are fully provided for, including those reliant on community transport services.</p> <p>All transport features shall be designed in accordance with the latest relevant national guidance.</p> <p>Transport Assessments, Travel Plans and Construction Management Plans</p> <p>Major development proposals that are likely to generate significant additional journeys shall be accompanied by a Transport Assessment and Travel Plan. Where significant impacts are identified within a Transport Assessment, contributions may be sought towards mitigation projects.</p> <p>Development proposals may also be required to be supported by a Construction Management Plan to address how adverse impacts associated with development and cumulative impacts of any other nearby construction sites will be managed.</p>	
Infrastructure Planning Principles	ID1 (Strategic Policy)	The development of new infrastructure, or improvements to existing infrastructure, will be supported where it can be demonstrated that there is an identified need to support the delivery of the Local Plan or national priorities, in accordance with other Local Plan policies.	<p>The Transmission Assets would deliver essential transmission infrastructure which would in turn facilitate the delivery of up to 2GW of new offshore wind energy.</p> <p>As detailed in the Planning Statement (document reference J28/F03), the Transmission Assets is considered to constitute as Critical National Priority Infrastructure, in accordance with</p>

Section / Topic	Policy	Policy Requirement	Accordance with the Policy
		<p>The Councils will work with infrastructure providers and developers to ensure that additional infrastructure capacity is effectively delivered by:</p> <ul style="list-style-type: none"> a) Using the Infrastructure Delivery Plan to identify requirements and guide delivery. b) Making the best use of existing infrastructure capacity where possible. c) Phasing development, where appropriate, to ensure the timely and coordinated delivery of infrastructure. d) Requiring any new development that is likely to create an identified shortfall in infrastructure capacity or exacerbate existing deficiencies to adequately mitigate or compensate for those shortfalls and deficiencies. <p>The loss of existing infrastructure will be resisted unless a suitable alternative can be provided, or it can be demonstrated that the infrastructure is no longer required.</p>	<p>paragraph 4.25 of NPS EN-1 (reiterated in paragraph 1.1.5 of NPS EN-5). Paragraphs 3.3.62 and 4.2.4 of NPS EN-1 confirm that the Government 'has concluded that there is a critical national priority for the provision of nationally significant low carbon infrastructure.</p> <p>The Planning Statement (document reference J28/F03) provides a summary of how the consenting of the Transmission Assets via one DCO is unprecedented, and includes a number of benefits, such as one consultation phase and examination, a single suite of application documents and allowed for a far more detailed assessment of the combined impacts for all elements of the Transmission Assets.</p>

2 References

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