

Non-Technical Summary of preliminary assessment of effects

The below table summarises the likely environmental effects that have been identified in the preliminary assessment, additional mitigation measures proposed and whether the effect is considered likely to be significant or not following the application of the proposed additional mitigation measures (residual effect).

The preliminary assessment has been undertaken based on the Proposed Development as detailed in **Chapter 2** of this **Preliminary Environmental Information Report** and does not represent the final design. The level of assessment and mitigation measures vary in detail, depending on the level of assessment that has been undertaken to date. The feedback received from this Statutory Consultation, alongside further survey and design work, will further inform the design of the Proposed Development. These, together with a final assessment of the effects, will be presented in the Environmental Statement and submitted in support of the Development Consent Order application.

This preliminary assessment has been based on the principle that measures have been 'embedded' into the design of the Proposed Development to avoid, prevent, reduce or offset potential significant environmental effects as far as practicable, for example by the considered placement and design of infrastructure. Further detail is provided in **Chapter 4, Table 4.4** of this **Preliminary Environmental Information Report**. This Preliminary Environmental Information Report also details further work to be undertaken to inform the Environmental Statement, which is presented within **Chapters 5-15** of the **Preliminary Environmental Information Report**.

Non-technical summary of preliminary assessment of effects

Air Quality	
Likely effects during construction	Additional mitigation during construction
<ul style="list-style-type: none"> • Impacts from dust and particulate matter. • Traffic exhaust emissions. 	<ul style="list-style-type: none"> • Site-specific dust mitigation measures will be based on the results of pre-mitigation dust impacts assessment (to be presented in the Environmental Statement). • General dust and particulate matter control measures such as construction site management and site monitoring will be documented within the Construction Environmental Management Plan, which will be secured via a requirement in the Development Consent Order. • Mitigation measures relating to traffic exhaust emissions will be documented within the Construction Environmental Management Plan and Construction Traffic Management Plan (which will include a Construction Logistics Plan), which will be secured via requirements in the Development Consent Order. • Outlines of the Construction Environmental Management Plan and Construction Traffic Management Plan will be submitted in support of the Development Consent Order application.
Likely effects during operation	Additional mitigation during operation
<ul style="list-style-type: none"> • No site activities resulting in significant emissions to air quality are anticipated during operation. • Limited movement of vehicles are expected just for maintenance purposes. 	<p>No additional mitigation measures are required.</p>
Likely effects during decommissioning	Additional mitigation during decommissioning
<ul style="list-style-type: none"> • Impacts from dust and particulate matter. • Traffic exhaust emissions. 	<ul style="list-style-type: none"> • Site-specific dust mitigation measures will be based on the results of pre-mitigation dust impacts assessment (to be presented in the Environmental Statement). • General dust and particulate matter control measures such as construction site management and site monitoring will be documented within the Construction Environmental Management

	<p>Plan, which will be secured via a requirement in the Development Consent Order.</p> <ul style="list-style-type: none"> • Mitigation measures relating to traffic exhaust emissions will be documented within the Construction Environmental Management Plan and Construction Traffic Management Plan (which will include a Construction Logistics Plan), which will be secured via requirements in the Development Consent Order. • Outlines of the Construction Environmental Management Plan and Construction Traffic Management Plan will be submitted in support of the Development Consent Order application.
--	---

Summary of likely residual effects

Residual dust and particulate matter effects during construction, operation and decommissioning are likely to be **not significant**.
 Residual traffic effects during construction, operation and decommissioning are likely to be **not significant**.

Biodiversity

Likely effects during construction	Additional mitigation during construction
<ul style="list-style-type: none"> • Dust pollution and impacts to sensitive receptors, including Local Wildlife Sites. • Noise and visual disturbance. • Removal of vegetation to facilitate underground cable installation. • Habitat loss including impact to rare and notable arable (non-crop) plants. • Loss of breeding and foraging habitat for ground nesting birds and wintering birds. • Displacement of ground nesting birds and wintering birds. • Disruption of bat flight paths, loss of roosting habitats and disturbances. • Potential disturbance to water vole and otters. 	<ul style="list-style-type: none"> • Signage and security fencing around works buffer zones. • Implementation of standard environmental protection measures such as dust suppression and pollution prevention, which will be documented within the Construction Environmental Management Plan, which will be secured via a requirement in the Development Consent Order. • Habitat creation and enhancement measures to maintain habitat for ground nesting birds and to increase the foraging habitat available. This will be documented within the Landscape and Ecological Management Plan, which will be secured via a requirement in the Development Consent Order. • Measures to protect areas retained for farmland and wintering birds, including security fencing to maintain buffer zones to avoid noise and visual disturbance and signage. This will be documented within

	<p>the Construction Environmental Management Plan, which will be secured via a requirement in the Development Consent Order.</p> <ul style="list-style-type: none"> • Any loss of bat roosts will be mitigated and compensated under European Protected Species licensed mitigation works. Once the amount of hedgerow which needs to be removed is quantified, then an appropriate strategy will be documented within the Construction Environmental Management Plan and the Landscape and Ecological Management Plan, which will be secured via requirements in the Development Consent Order. • Lighting mitigation measures such as construction lighting would be directed away from hedgerows and trees and will be documented within the Construction Environmental Management Plan, which will be secured via a requirement in the Development Consent Order. • Pollution prevention mitigation measures will be documented within the Construction Environmental Management Plan, which will be secured via a requirement in the Development Consent Order. • Signage and fencing will be used to maintain minimum 10 metres and 6 metres works buffer to protect main rivers and ditches respectively, where required. • A monitoring programme will ensure implementation of mitigation measures, as documented within the Construction Environmental Management Plan, which will be secured via a requirement in the Development Consent Order. • Outlines of the Construction Environmental Management Plan and Landscape and Ecological Management Plan will be submitted in support of the Development Consent Order application.
Likely effects during operation	Additional mitigation during operation
Displacement of ground nesting birds.	<ul style="list-style-type: none"> • Habitat creation, enhancement and a management/monitoring programme will be documented within the Landscape and Ecological Management Plan, which will be secured via a requirement in the Development Consent Order.

	<ul style="list-style-type: none"> An outline of the Landscape and Ecological Management Plan will be submitted in support of the Development Consent Order application.
Likely effects during decommissioning	Additional mitigation during decommissioning
<ul style="list-style-type: none"> The effects of decommissioning are likely to be similar to those for construction outlined above. Habitats and protected or notable species are likely to be subject to temporary loss of habitat or disturbance during decommissioning activities. 	<ul style="list-style-type: none"> Appropriate measures to minimise direct loss of habitat and disturbance will be documented within the Decommissioning Environmental Management Plan, which will be secured via a requirement in the Development Consent Order. An outline of the Decommissioning Environmental Management Plan will be submitted in support of the Development Consent Order.
Summary of likely residual effects	
<p>Dust generation, and noise and visual effects on Local Wildlife Sites during construction are likely to be not significant. Removal of hedgerows and trees and habitat loss, impacting rare or notable arable plants during construction are likely to be not significant as mitigation and compensation planting will likely offset any hedgerow loss after construction. Residual effects on nesting birds and wintering birds during construction are likely to be not significant.</p> <p>Residual effects on bats are likely to be significant adverse up to District level due to the possible removal of hedgerow for internal access tracks. However, the design of the Proposed Development is still evolving and this will be taken into consideration during the development of the design. A full assessment will be detailed within the Environmental Statement.</p> <p>Potential disturbance to water vole and otter during construction is likely to be not significant.</p> <p>Residual effects on ground nesting birds are likely to be beneficial at the Local level. The determination of whether this effect will be significant or not will be confirmed in the Environmental Statement, following further work that is required to be undertaken.</p>	
Climate	
Likely effects during construction	Additional mitigation during construction
Greenhouse gas emissions.	<ul style="list-style-type: none"> Measures to decrease greenhouse gas emissions will be documented within the Construction Environmental Management Plan and the Construction Traffic Management Plan, which will be secured via requirements to the Development Consent Order. These are anticipated to include: <ul style="list-style-type: none"> Measures to decrease fuel use by maximising energy efficiencies.

	<ul style="list-style-type: none"> - Promoting the use of sustainable fuels in construction vehicles, and where possible making use of electric vehicles. - Liaising with construction staff to minimise greenhouse gas emissions associated with commute to site (e.g. use of staff minibuses, car sharing options and use of public transport). - Using locally sourced and/or materials with lower embodied carbon. - - Carrying out actions to meet the waste hierarchy according to the Government's Resources and Waste Strategy 2018 principles. - Promoting the recycling of materials by segregating construction waste to be re-used and recycled. • Outlines of the Construction Environmental Management Plan and the Construction Traffic Management Plan will be submitted in support of the Development Consent Order application.
Likely effects during operation	Additional mitigation during operation
Greenhouse gas emission savings.	No additional mitigation measures are required.
Likely effects during decommissioning	Additional mitigation during decommissioning
Greenhouse gas emissions.	Due to the potential advancements in technology and best practice between the present and the time in which decommissioning will take place, it is difficult to accurately propose mitigation at this time. However, mitigation as part of the decommissioning phase will be documented within the Decommissioning Environmental Management Plan, which will be secured via a requirement in the Development Consent Order. An outline of the Decommissioning Environmental Management Plan will be submitted in support of the Development Consent Order application.
Summary of likely residual effects	
Greenhouse gas emissions during construction are likely to be not significant . Greenhouse gas emission savings during operation are likely to have a significant beneficial effect on climate.	

Greenhouse gas emissions during decommissioning are likely to be **not significant**.

Cultural Heritage

Likely effects during construction	Additional mitigation during construction
<ul style="list-style-type: none"> • Potential for damage to Milepost (Grade II Listed Building). • Potential for disturbance or damage to the Avro Lancaster crash site and Hawker Hurricane crash site. • Potential for disturbance or damage to currently unknown below ground archaeological remains. 	<ul style="list-style-type: none"> • The milepost will be clearly demarcated in advance of construction. Tool box talks will be given to contractors. • A programme to identify any remains of the crash will be documented within the Construction Environmental Management Plan, which will be secured via requirements to the Development Consent Order. An outline of the Construction Environmental Management Plan will be submitted in support of the Development Consent Order application. • A programme of archaeological investigation will be secured via a requirement in the Development Consent Order. Where the investigation finds that currently unknown archaeological remains are present and are of such importance as to merit preservation in situ, mitigation will take the form of limiting the ground disturbance in these areas through the use of concrete pad foundations, altering the route of cables or limiting the depth of excavation.
Likely effects during operation	Additional mitigation during operation
<ul style="list-style-type: none"> • Potential for changes to the setting of the Scheduled remains of former village of Brauncewell and former village of Dunsby. • Potential for changes to the setting of Scopwick Conservation Area and Blankney Conservation Area. • Potential for changes to the setting of currently unknown below ground archaeological remains. 	<ul style="list-style-type: none"> • Hedgerow planting to screen the panels from the scheduled monument and conservation areas. • Potential impacts to currently unknown below ground archaeological remains could be mitigated (if required) through changes to the layout or other mitigation during construction (see above) or could be offset through additional research and interpretation.

Summary of likely residual effects

Residual cultural heritage effects during construction and operation are likely to be **not significant**.

Landscape and Visual

Likely effects during construction and decommissioning	Additional mitigation during construction and decommissioning
<ul style="list-style-type: none"> • Change to landscape character. • Views of construction/decommissioning activities from RAF Digby and Ashby de la Launde. • Views of construction/decommissioning activities from individual and isolated residential properties. • Views of construction/decommissioning activities from public rights of way. Views of construction/decommissioning activities from Navenby Lane. • Views of construction/decommissioning activities from Bloxham Woods Local Nature Reserve Footpath. • Views of construction/decommissioning activities from Church Lane, Church and properties at Brauncewell. • Views of construction/decommissioning activities from minor roads to Temple Bruer and Thompson's Bottom Farm. • Views of construction/commissioning activities from the A15, B1191, B1188 and B1189. 	<p>It is unlikely that any additional mitigation would be effective during the construction/decommissioning phases due to the short term and temporary nature of these works and therefore none have been identified in the Preliminary Environmental Information Report at this stage. However, once more detail is available about the likely construction/decommissioning activities, this will be reviewed to identify if any additional mitigation is appropriate.</p>
Likely effects during operation	Additional mitigation during operation
<ul style="list-style-type: none"> • Change to landscape character. • Effects during operation on visual receptors including RAF Digby, Ashby de la Launde and individual/isolated residential properties. • Change to views from public rights of way. • Change to views from Navenby Lane. • Change to views from Bloxham Woods Local Nature Reserve Footpath. • Change to views from Church Lane, Church and properties at Brauncewell. 	<ul style="list-style-type: none"> • A comprehensive landscape scheme will detail any mitigation planting that will be required and will be developed to integrate the Proposed Development into the receiving landscape, which will be secured via a requirement to the Development Consent Order. The landscape scheme will be submitted in support of the Development Consent Order application. • Within the landscape scheme, particular attention will be given to mitigating the effects of the Springwell Substation and Battery Energy Storage System on the public rights of way and lanes north

<ul style="list-style-type: none"> • Change to views from minor roads to Temple Bruer and Thompsons Bottom Farm. • Change to views from the A15, B1191, B1188 and B1189. 	<p>west between A15 and Wellingore Heath. This may involve more structural planting and potentially landform alteration.</p>
--	--

Summary of likely residual effects

- Residual effects during construction/decommissioning on the following landscape and visual receptors are likely to be **not significant**:
 - Scopwick, Kirkby Green and Blankney (including recreational receptor locations therein);
 - Ashby de la Launde;
 - Public rights of way between the railway on the eastern boundary of the Site and the B1189;
 - Public rights of Way and lanes between Heath Road, Bloxholm Lane and Green Man Lane extending up to the A15 north of RAF Digby;
 - Public rights of way between Bloxholm, Ashby de la Launde and Heath Road;
 - Church Lane, Church and properties at Brauncewell;
 - Ridge and Furrow Trail (linear route);
 - Viking Way and High Dike (linear route);
 - A15 trunk road (linear route);
 - B1191 (Heath Road) (linear route);
 - B1188 (linear route); and
 - B1189 (linear route).
- Residual effects during construction and decommissioning on the following landscape receptors are likely to be **significant**:
 - Landscape Character Areas (LCA 7, LCA 11);
 - RAF Digby (including recreational receptor locations therein);
 - Individual/isolated residential properties;
 - Public rights of way between Blankney, Scopwick and Kirkby Green extending up to Blankney Walks Lane and the railway on the eastern Site boundary;
 - Public rights of way between RAF Digby and B1188 (Footpath R5/1);
 - Navenby Lane;
 - Bloxholm Woods Local Nature Reserve footpath;
 - Public rights of way and lanes south west between A15 and Brauncewell;
 - Minor roads to Temple Bruer and Thompsons Bottom Farm;

- Public rights of Way and lanes north west between A15 and Wellingore Heath including New England Lane and Gorse Hill Lane; and
- Spires and Steeples Trail (linear route).
- Residual effects during operation on the following landscape and visual receptors are likely to be **not significant**:
 - Scopwick, Kirkby Green and Blankney (including recreational receptor locations therein);
 - Ashby de la Launde;
 - Public rights of way between the railway on the eastern boundary of the Site and the B1189;
 - Public rights of Way and lanes between Heath Road, Bloxholm Lane and Green Man Lane extending up to the A15 north of RAF Digby;
 - Public rights of Way between Bloxholm, Ashby de la Launde and Heath Road;
 - Church Lane, Church and properties at Brauncewell;
 - Ridge and Furrow Trail (linear route);
 - Viking Way and High Dike (linear route);
 - A15 trunk road (linear route)
 - B1191 (Heath Road) (linear route);
 - B1188 (linear route); and
 - B1189 (linear route).
- Residual effects during operation on the following landscape and visual receptors are likely to be **significant**:
 - Landscape Character Areas (LCA 7, LCA 11);
 - RAF Digby (including recreational receptor locations therein);
 - Individual/isolated residential properties;
 - Public rights of way between Blankney, Scopwick and Kirkby Green extending up to Blankney Walks Lane and the railway on the eastern Site boundary;
 - Public rights of way between RAF Digby and B1188 (Footpath R5/1);
 - Navenby Lane;
 - Bloxholm Woods Local Nature Reserve footpath;
 - Public rights of way and lanes south west between A15 and Brauncewell;
 - Minor roads to Temple Bruer and Thompsons Bottom Farm;
 - Public rights of way and lanes north west between A15 and Wellingore Heath including New England Lane and Gorse Hill Lane; and
 - Spires and Steeples Trail (linear route).

The potentially significant effects identified above will be reviewed as part of the ongoing design development.

Land, Soils and Groundwater

Likely effects during construction	Additional mitigation during construction
<ul style="list-style-type: none">• Localised contamination of soils.• Minor damage to field drains.• Effects on groundwater quality of the underlying aquifer and source protection zone.• Compaction and deterioration of soils and agricultural land.	<ul style="list-style-type: none">• The Construction Environmental Management Plan will set out measures to avoid, minimise or mitigate effects on the environment during construction, including procedures to mitigate against erosion and contaminated land as well as requirements for pollution prevention and emergency procedures to manage accidental spillages and leaks. The Construction Environmental Management Plan will be secured via requirements to the Development Consent Order. An outline of the Construction Environmental Management Plan will be submitted in support of the Development Consent Order application.• The construction phase of works would be audited and monitored against the requirements of the Construction Environmental Management Plan by the contractor to ensure adherence.• Measures to manage any potential impacts to the soil (and agricultural land) during and on completion of construction will be documented within the Soil Management Plan, which will be secured via a requirement in the Development Consent Order application. An outline of the Soil Management Plan will be submitted in support of the Development Consent Order application.
Likely effects during operation	Additional mitigation during operation
<ul style="list-style-type: none">• Land contamination.• Groundwater contamination as a result of maintenance works, cleaning, spillages, leaks or failure of the Battery Energy Storage System firewater bund.• Temporary impacts to soil and agricultural land.• Temporary change of land use of agricultural land, of which, approximately 44.3% of the area of solar development is classified as Best Most Versatile land.	<ul style="list-style-type: none">• The Operational Environmental Management Plan will outline measures to prevent damage to the land during the operation, and will be secured via a requirement to the Development Consent Order. An outline of the Operational Environmental Management Plan will be submitted in support of the Development Consent Order application.• Pile depths would be minimised, where practicable, and areas of impermeable surfaces will be assessed in the Flood Risk

	<p>Assessment and designed to ensure groundwater infiltration and any risk of groundwater flooding is mitigated.</p> <ul style="list-style-type: none"> • A tanker would be required to remove firewater and so preventing the release of firewater to the surrounding environment. • Measures to ensure the quality of the land is maintained throughout the operational phase will be documented within the Soil Management Plan and the Operational Environmental Management Plan, which will be secured via requirements to the Development Consent Order. Outlines of the Soil Management Plan and Operational Environmental Management Plan will be submitted in support of the Development Consent Order application. The Soil Management Plan will detail measures for soil management and follow the principles of best practice to maintain the physical properties of the soil, with the aim of maintaining the condition of the land until the end of the lifetime of the Proposed Development. • A Battery Safety Commitments document, which will be submitted in support of the Development Consent Order application, will outline the requirements for the control and safety of the Battery Energy Storage System. These commitments will be secured via a requirement to the Development Consent Order. • Ecological mitigation and enhancements, which would include planting, including establishment of grassland and wildflowers, would help to reduce soil degradation and erosion. This would be managed through the implementation of the Landscape and Ecological Management Plan, which will be secure via a requirement to the Development Consent Order. An outline of the Landscape and Ecological Management Plan will be submitted in support of the Development Consent Order application.
<p>Likely effects during decommissioning</p>	<p>Additional mitigation during decommissioning</p>
<ul style="list-style-type: none"> • Minor localised contamination of soils related to potential spills. 	<ul style="list-style-type: none"> • The Decommissioning Environmental Management Plan, which will be secured via a requirement to the Development Consent Order, will be implemented by the contractor for the duration of the

<ul style="list-style-type: none"> • Compaction and deterioration of soils and agricultural land. • Minor damage to field drains which may affect the localised drainage of the agricultural land and the groundwater quality. • Groundwater contamination as a result of spillages and leaks of fuels, oils and chemicals. 	<p>decommissioning works including best practice procedures to mitigate against erosion and contaminated land, as well as requirements for pollution prevention and emergency procedures to manage accidental spillages and leaks.</p> <ul style="list-style-type: none"> • An outline of the Decommissioning Environmental Management Plan will be submitted in support of the Development Consent Order application.
--	---

Summary of likely residual effects

Residual effects on land contamination during construction, operation and decommissioning are likely to be **not significant**. Residual effects on groundwater during construction, operation and decommissioning are likely to be **not significant**. Residual effects on soils and agricultural land during construction and decommissioning are likely to be **not significant**. However, likely residual effects during operation are considered to be **potentially significant**.

Noise and Vibration

Likely effects during construction	Additional mitigation during construction
<ul style="list-style-type: none"> • Construction noise. • Construction vibration. • Increase in daytime noise levels generated by construction traffic. 	<ul style="list-style-type: none"> • Best Practicable Means will be implemented. These include (amongst others): <ul style="list-style-type: none"> - Careful selection of plant and construction methods; - Design and use of site enclosures, housing and temporary stockpiles, where practicable and necessary; - Plant and equipment likely to create noise and/or vibration whilst in operation will be located away from sensitive receptors, where practicable; - Low vibration working methods; - Controlling vibration at source; - Apply appropriate offset to building locations; and - Traffic routes to be designed as to avoid, where practicable, residential properties situated along minor roads. Traffic routes will be outlined in the Construction Traffic Management Plan, which will be secured via a requirement to the Development Consent Order. An outline of the Construction Traffic

	<p>Management Plan will be submitted in support of the Development Consent Order application.</p> <ul style="list-style-type: none"> Noise and vibration management measures would be prescribed in the Construction Environmental Management Plan, which will be secured via a requirement in the Development Consent Order. An outline of the Construction Environmental Management Plan will be submitted in support of the Development Consent Order application.
Likely effects during operation	Additional mitigation during operation
Noise from operational plant items likely to exceed the Significant Observed Adverse Effect Level.	<p>Implementation/adoption of further acoustic mitigation measures as part of the ongoing design, to include:</p> <ul style="list-style-type: none"> - Reducing the number of plant items; - Reducing noise at source through refinement of the engineering requirements in order to adopt lower noise emitting operational plant items; - Increasing the distance between source and receiver; - Use of barriers and/or enclosures where possible; and - Refinement of operational regimes to reduce noise impact during the quietest parts of the day.
Likely effects during decommissioning	Additional mitigation during decommissioning
The likely noise and vibration impacts during the decommissioning phase are considered to be similar to the construction phase, as it is envisaged that similar plant and works would be used.	Noise and vibration management measures would be prescribed in the Decommissioning Environmental Management Plan, which will be secured via a requirement in the Development Consent Order. An outline of the Decommissioning Environmental Management Plan will be submitted in support of the Development Consent Order application.
Summary of likely residual effects	
<p>Residual noise and vibration effects during construction and decommissioning are likely to be not significant with the application of the above best practice control measures.</p> <p>Residual noise effects on receptors for Option 1a and 1b (Battery Energy Storage System located within the northern option) during operation are likely to be not significant.</p>	

Residual noise effects on receptors for Option 2a and 2b (Battery Energy Storage System located within the southern option) during operation are likely to be **significant**. Further design and mitigation work is ongoing to reduce the effects of noise on receptors, which includes reviewing the size and location of the Battery Energy Storage System, alongside consideration of potential mitigation measures such as acoustic barriers.

Traffic and Transport

Likely effects during construction

- Road safety.
- Severance of public rights of way.
- Increase in traffic volumes which could have potential effects on driver delay, road safety, severance and non-motorised users.

The **Preliminary Environmental Information Report** identifies a number of road network receptors. For specific details of the likely effects and mitigation for each section of the road network, please refer to **Table 12.12** of this **Preliminary Environmental Information Report**.

Additional mitigation during construction

- The Construction Traffic Management Plan will likely include the following measures:
 - Access and parking arrangements for site personnel, contractors and visitor arrangements for delivery and removal of materials;
 - Arrangements for loading, unloading and storage of plant and materials;
 - A scheme for routing and control of traffic associated with the construction and temporary signage during the construction phase;
 - Implementation programme including the proposed construction period and hours of operation; and
 - Details of any additional management measures, including details of wheel washing facilities and condition surveys.
- Subject to the outcome of further assessments, potential mitigation could include junction and crossing improvements and public right of way protection or temporary closure/diversions.
- A Travel Plan will be implemented to set out strategies to encourage the use of sustainable transport for the construction workforce. This will include initiatives to increase car sharing, while other measures will be explored for the preparation of the Environmental Statement such as shuttle services and provision of staff parking facilities, as well as other measures to encourage a modal shift away from private car use.
- The Construction Traffic Management Plan and the Travel Plan will be secured via requirements to the Development Consent Order.

	<ul style="list-style-type: none"> • Outlines of the Construction Traffic Management Plan and the Travel Plan will be submitted in support of the Development Consent Order application.
Likely effects during operation	Additional mitigation during operation
Once the Proposed Development is operational, the effect on the local road system is expected to be minimal. As such, operational traffic impacts have not been included in the Preliminary Environmental Information Report .	No additional mitigation measures are required.
Likely effects during decommissioning	Additional mitigation during decommissioning
Impacts during the decommissioning phase are expected to be the same as, or not greater than, the construction phase.	The management of movement of decommissioning traffic will be documented within the Decommissioning Environmental Management Plan, which will be secured via a requirement to the Development Consent Order application. An outline Decommissioning Environmental Management Plan will be submitted in support of the Development Consent Order application. .
Summary of likely residual effects	
Residual traffic and transport effects during construction, operation and decommissioning are likely to be not significant .	
Water	
Likely effects during construction	Additional mitigation during construction
<ul style="list-style-type: none"> • Sedimentation and pollution of watercourses, which could degrade the receiving watercourses, which include the Metheringham Beck (Water Framework Directive classified waterbody). • Increased demand on water resources. 	<ul style="list-style-type: none"> • Measures to control silt/soil laden runoff produced during construction will be documented within the Construction Environmental Management Plan and through the provision of a Surface Water Drainage Strategy. Measures would likely include: <ul style="list-style-type: none"> - the collection of surface water runoff from hard standing area in a sump; and - geotextile silt-fences around excavations and exposed ground. • If it is expected that water abstraction would exceed 20 cubic meters of water per day during the construction period, then additional water would be brought in by bowser to provide sufficient supply for construction activities.

	<ul style="list-style-type: none"> • Outlines of the Construction Environmental Management Plan and Surface Water Drainage Strategy will be submitted in support of the Development Consent Order application.
Likely effects during operation	Additional mitigation during operation
Increased demand on water resources.	<ul style="list-style-type: none"> • Measures to reduce the water potable water usage during operation will be documented within the Operational Environmental Management Plan, which will be secured via a requirement to the Development Consent Order. Measures would likely include: <ul style="list-style-type: none"> - dual flush systems on toilet facilities; and - best practice measures. • An outline of the Operational Environmental Management Plan will be submitted in support of the Development Consent Order application.
Likely effects during decommissioning	Additional mitigation during decommissioning
Sedimentation and pollution of watercourses, which could degrade the receiving watercourses, which include the Metheringham Beck Water Framework Directive classified waterbody.	<ul style="list-style-type: none"> • Measures to control silt/soil laden runoff produced during decommissioning activities will be documented within the Decommissioning Environmental Management Plan, which will be secured via a requirement to the Development Consent Order. Measures would include best practice procedures to mitigate against erosion, including the management of the timing and conditions of the decommissioning activities. • An outline of the Decommissioning Environmental Management Plan will be submitted in support of the Development Consent Order application.
Summary of likely residual effects	
Water residual effects during construction, operation and decommissioning are likely to be not significant .	
Glint and Glare	
Likely effects during operation	Additional mitigation during operation
Glint and glare impacts to road users, aviation, railway and residential receptors.	<ul style="list-style-type: none"> • Best practice mitigation strategies, which will likely include landscaping and hedgerow planting to fill existing gaps or other

design changes, including layout modifications and alterations to the angles of the Solar modules, if required.

- Landscape planting that is required to mitigate the glint and glare impacts will be documented within the Landscape and Ecology Management Plan, which will be secured via a requirement to the Development Consent Order.
- An outline of the Landscape and Ecology Management Plan will be submitted in support of the Development Consent Order application.

Summary of likely residual effects

Residual glint and glare effects on aviation and railway receptors during operation have been identified as **not significant**.

The majority of the Proposed Development will have low or no glint and glare impacts. However, residual effects during operation have been identified for one property and a small section of the A15 on the northbound section, located in the south of Springwell West. The landscape strategy and design is being developed to remove moderate and above impacts, with the intention that the design of the Proposed Development to be submitted in support of the Development Consent Order application will produce low or no glint and glare impacts and the effects would be reduced to minor and **not significant**.

A full glint and glare technical assessment will form an appendix to the Environmental Statement, as required by the Scoping Opinion, which will assess the submitted design and identify any required additional mitigation.

Cumulative Effects

There is a potential for cumulative effects on cultural heritage, landscape and land, soils and groundwater. However, further information and engagement is required to inform the detailed assessment of cumulative effects.

Discussions with North Kesteven District Council and Lincolnshire County Council in relation to agreement on study areas and methodology for the assessment of cumulative effects (including agreement on the list of other projects) will be undertaken as part of the ongoing EIA process and will inform the assessment of cumulative effects to be reported within the Environmental Statement.

A high-level overview of potential cumulative effects, based on the short-listed projects presented in **Table 15.3, Chapter 15**, is provided in **Section 15.6** of this **Preliminary Environmental Information Report**.