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## **Botley West Solar Farm**

Information Change Note on Targeted Consultation

**June 2024**

# Information Change Note

## June 2024

Photovolt Development Partners, on behalf of SolarFive Ltd (the Applicant), is carrying out a further round of consultation for Botley West Solar Farm, focusing on specific changes that have been made across the site.

This consultation focuses on specific changes to the project site boundary (indicative Order Limits), primarily with small increases in land area, but also decreases to the land in some areas.

This round of consultation follows our statutory second phase of consultation, carried out between 30th November 2023 and 8th February 2024. The changes on which we are seeking feedback have come from the project continuing to refine the proposals for Botley West, which has resulted in a series of specific amendments to the proposed red line boundary for the project.

### We are holding this round of consultation from Friday 14th June to Sunday 28th July 2024.

During this time, you have the opportunity to comment on these changes. We encourage you to submit any feedback you may have on the specific changes.

Although these changes are relatively minor in size, we are committed to ensuring communities and consultees have had an opportunity to comment on the full proposed red line boundary for the project prior to our Development Consent Order (DCO) Application being submitted.

We anticipate submitting our DCO application to the Planning Inspectorate in Autumn 2024. Prior to this, we will also be publishing a document that presents our updated design proposals. This will explain the changes and refinements made in response to the feedback we received during the second phase of consultation, as well as this phase of further targeted consultation.

Ways to provide feedback can be viewed in the Have Your Say section on page 4 of this leaflet. You can continue to contact our team using the communication channels on the back page of this leaflet. Please don't hesitate to ask any questions about this phase of consultation and the changes being proposed.

During this phase of consultation, our phonelines will be open between **9am – 7pm from Monday to Wednesday, and 9am – 5pm on Thursdays and Fridays**. In response to feedback received from local authorities and interested parties on the Phase 2 consultation, we have extended the window that phonelines are open on Mondays to Wednesdays, to allow stakeholders an extended opportunity to speak to the project team outside of ordinary working hours. A voicemail service will operate outside of these hours.

# What is being consulted on?

To summarise, the targeted changes set out at this phase of consultation are considered necessary as a result of:

- **Due diligence reviews:** for example, adjusting the project boundary to precisely align with updated data and Ordnance Survey (OS) base mapping of land ownerships and field boundaries. These changes are very minor and as a consequence there are no anticipated changes to previously reported environmental effects.
- **Engineering and feasibility matters:** for example, there are now updated cable corridors within which the Applicant has now identified preferred routes as the design continues to progress, and this has resulted in alterations to the project boundary as the scheme is refined. In some cases, the Applicant has removed corridors to avoid potentially significant impacts on archaeology, and in other cases the Applicant has adjusted a corridor to help minimise likely environmental effects.

Additional work has also been undertaken to show the routing of the underground 33kV cables, often beneath a highway, to provide necessary connection between fields either side. In these cases, the Applicant has not identified a specific crossing point for the 33kV cable as such design detail is not yet known, but instead has identified a stretch of highway where the 33kV could cross at any point. This approach has been taken to allow the Applicant to assess and then select, in due course, a location which avoids or minimises adverse effects to sensitive receptors, ecology, archaeology and other environmental impacts. The crossings will go underneath the highway rather than use an open trench technique, again to minimise potential adverse effects to the highway or other rights of way. This approach allows us to select the optimum and so minimise or avoid adverse effects.

- **Transport and access:** following a review of all site access requirements for construction vehicles, the project boundary in the vicinity of a number of proposed access points has been increased. This is primarily for safety reasons i.e. to provide appropriate visibility splays at these access points to allow the safe ingress and egress of vehicles onto the adjacent public highway. It became clear to the Applicant that they needed to control more land to deliver these requirements and so the project boundary was changed to accommodate these splays. In addition, some changes arose from the need to ensure effective access for maintenance purposes, and this too has led to some adjustments to the project site boundary. Whilst these changes may require the trimming or removal of hedgerows at the required locations to facilitate the widened access points and improved safety, the Applicant will plant approximately 25.5km of new hedgerows and reinforce approximately 27km of existing hedgerow to offset this loss.
- **Refinement:** we are committed to avoiding any unnecessary land included within the proposals. Our team has refined the proposed red line boundary for the project in areas to remove land that is no longer required.

Where the Applicant has added land to the project boundary, these may result in potentially new beneficial or adverse impacts and/or effects. These changes have been reviewed by the Applicant's technical team and conclusions drawn as to whether such changes would lead to impacts not previously identified and assessed in the Preliminary Environmental Information Report (PEIR), which was presented at the second phase of consultation, or whether the change would give rise to different effects to those previously reported. If there is a change, and that change is judged to be significant or likely to be significant, this is outlined below. If there is no change, or not a significant change, then no further comment is made. Where a particular environmental discipline is not referred to in respect of a specific change in the table of changes, this is on the basis that there is no anticipated change in environmental impact on that discipline than as already reported and consulted on as part of the Phase Two consultation.

Where the change reported involves removing land from the project boundary, this generally leads to neutral or beneficial effects.

Where we have identified new or altered changes compared to those set out in the PEIR, these are mainly in relation to 'Engineering and Feasibility' and 'Transport and Access'. Given the nature of the changes made, the Applicant has found that the environmental topics that identify new or changed effects mainly relate to Noise and Vibration; Socio-economics; Human Health; Ecology and Public Rights of Way. However, the Applicant will continue to work to identify any potential mitigation measures that may be implemented to minimise these effects where practicable. None of the changes were considered to significantly affect other disciplines.

These environmental impacts are reported alongside the specific change in the tables in this document.

Maps that outline the locations of where the targeted changes have been made across the project site area can be viewed in Appendix 1 of this documents on pages 6 to 11. All relevant changes are numbered, and the details of these individual changes can be found in the tables in Appendix 2, on pages 12 to 27.

A zoomable version of the map and a downloadable version of the Site Location and Order Limits Overview is available to view on the Targeted Consultation and Document Library tabs on our website: [www.botleywest.co.uk](http://www.botleywest.co.uk)

## Have Your Say

We are keen to hear your feedback on these targeted changes. The deadline for feedback is **Sunday 28th July 2024.**

To ensure that all stakeholders are given the opportunity to engage with the Applicant on the changes set out in this document, and to ensure a robust consultation in excess of the strict requirements within the Planning Act 2008, the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended by The Infrastructure Planning (Miscellaneous Provisions) Regulations 2024) and other associated regulations, the Applicant has consulted all parties with a land interest in the proposed scheme. This includes those who have previously been consulted during the Phase Two consultation of the PEIR, plus any new interests arising from these specific changes. Whilst this extent of consultation is not strictly required as only those with land interests subject to the changes are required to be consulted, the Applicant wishes for all stakeholders to have the opportunity to engage on these specific changes.

You can provide written feedback in the following ways:

- By completing our online feedback form on our website: **www.botleywest.co.uk**. The link to the form can be found on the Home page, as well as in the Targeted Consultation page on the website.
- By emailing the project team at **info@botleywest.co.uk**.
- By writing to us, free of charge, to FREEPOST BWSF. You do not need a stamp.

Hard copies of this leaflet can be provided on request by contacting the project’s communication channels, shown at the bottom of this page. Hard copies can also be picked up at the following Community Access Points during the consultation period.

Location	Opening Times
<b>Woodstock Library</b> Fletchers House, Park St, Woodstock, OX20 1SN	<b>Tues – Fri:</b> 10am - 1pm, 2pm - 5pm <b>Sat:</b> 10am - 12.30pm, 1pm - 4.30pm <b>Sun:</b> 2pm - 5pm <b>Mon:</b> Closed
<b>West Oxfordshire District Council Town Centre Shop</b> 3 Welch Way, Witney, OX28 6JH	<b>Mon – Fri:</b> 9am - 5pm <b>Sat &amp; Sun:</b> Closed
<b>Kidlington Library</b> 23 Oxford Rd, Kidlington, OX5 2BP	<b>Mon &amp; Thurs:</b> 9.30am - 5pm <b>Tues &amp; Fri:</b> 9.30am - 7pm <b>Weds:</b> 9.30am - 1pm <b>Sat:</b> 9am - 4.30pm <b>Sun:</b> Closed
<b>Botley Library</b> 5a Church Way, Botley, Oxford, OX2 9TH	<b>Mon, Tues &amp; Thurs:</b> 9.30am - 5.30pm <b>Fri:</b> 9.30am - 7pm <b>Sat:</b> 9.30am - 1pm <b>Weds &amp; Sun:</b> Closed
<b>Eynsham Library</b> 30 Mill Street, Eynsham, OX29 4JS	<b>Mon:</b> 9:30am-1pm and 2pm and 5pm <b>Wed &amp; Thurs:</b> 1pm-5pm <b>Friday:</b> 1-7pm <b>Sat:</b> 9:30-1pm

## Next Steps

Feedback from our Phase Two Consultation, as well as the feedback received from this phase of targeted consultation, will continue to be considered alongside ongoing design and environmental work. This will shape our final design which will be part of our DCO Application submission to the Planning Inspectorate, anticipated for Autumn 2024.

We do not anticipate that we will be undertaking any further rounds of consultation later this year. However, we will be producing a document prior to submitting our application that presents our final design, highlighting how Botley West has been refined following the hundreds of pieces of feedback that we have received during consultation.

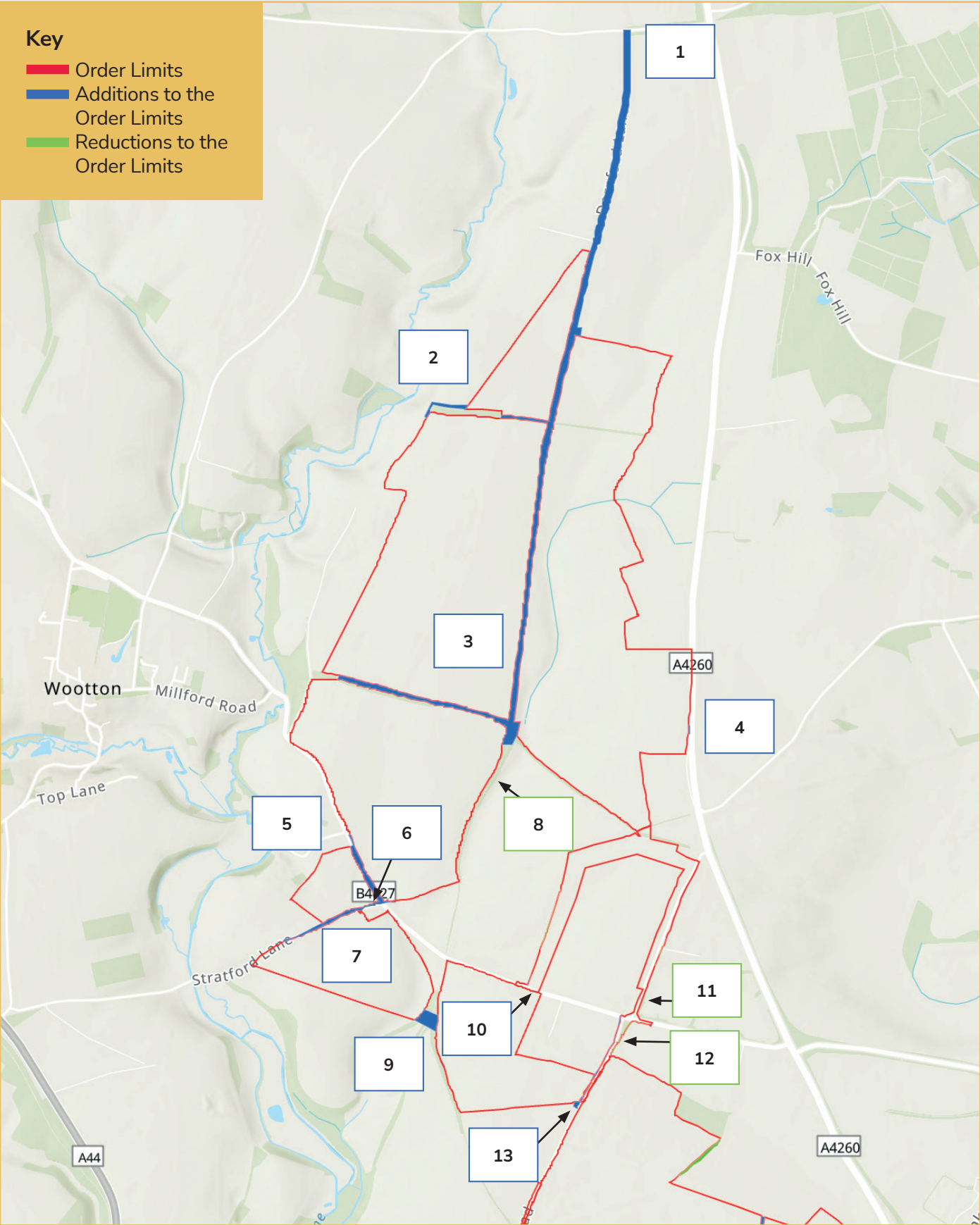
The project boundary changes identified in this document will be subject to further detailed assessment as part of the Environmental Impact Assessment (EIA) and published within the Environmental Statement (ES) which will be submitted with the Development Consent Order (DCO) application. If the application is accepted by the Planning Inspectorate, then you will be invited to register your interest in Botley West. This means that you will be kept informed about the project moving forward, as well as providing you with further opportunities to comment during the examination process.

You can find more information about the application process for NSIP projects on the Planning Inspectorate website at: **infrastructure.planninginspectorate.gov.uk**.



Appendix 1: Maps of Changes to Order Limits

Northern Site

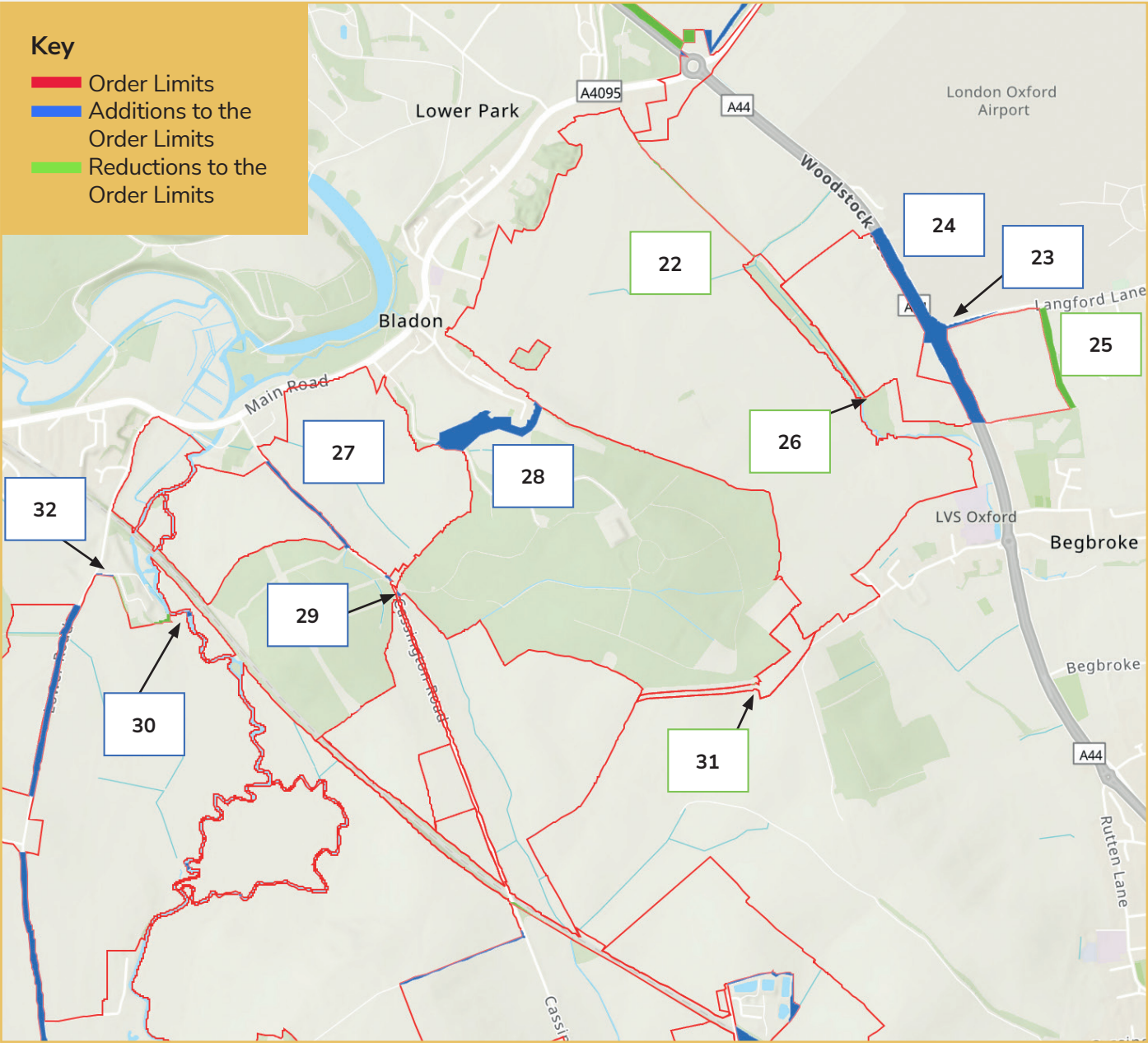


Northern Site continued

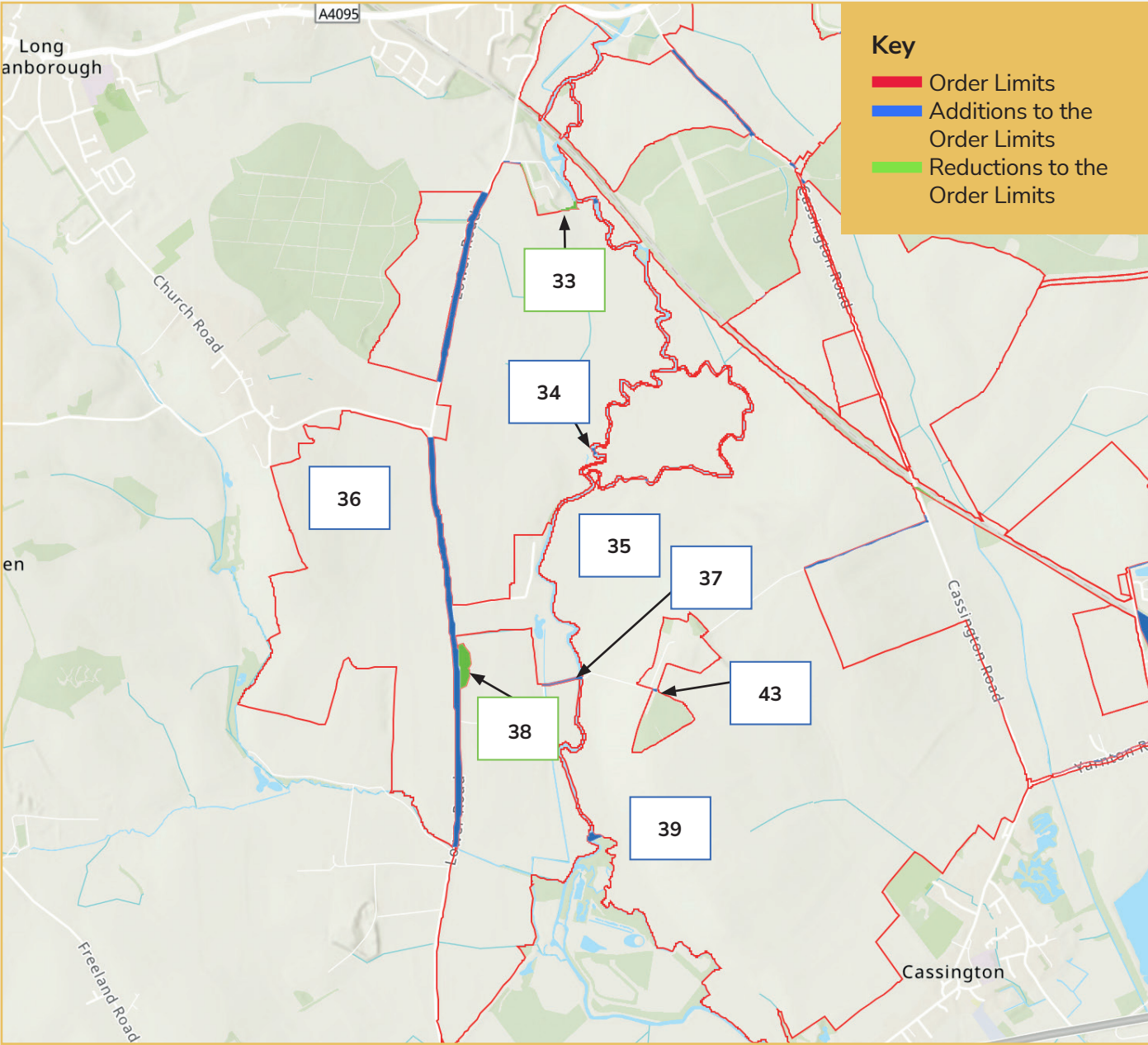




Central Site

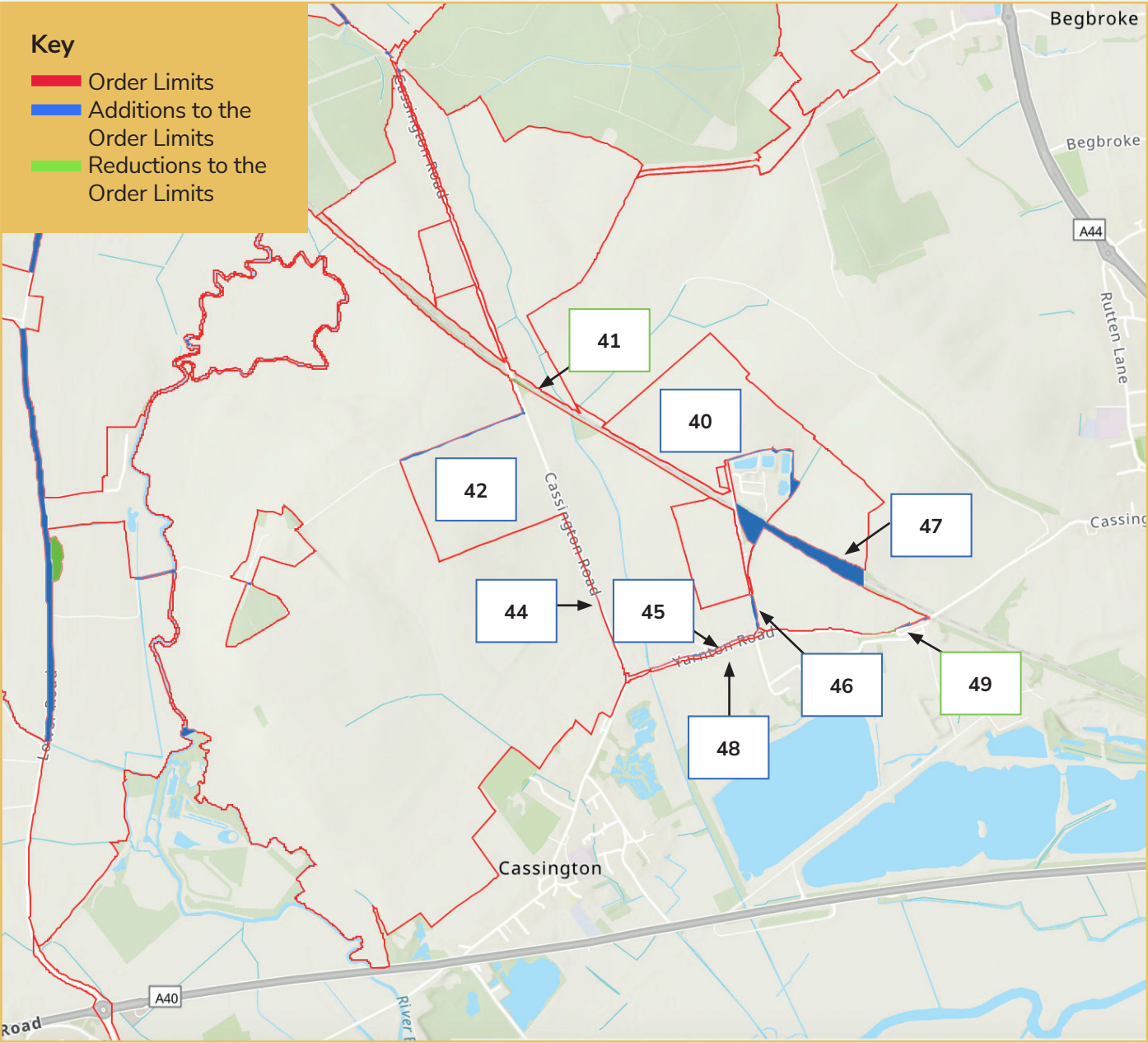


Central Site continued

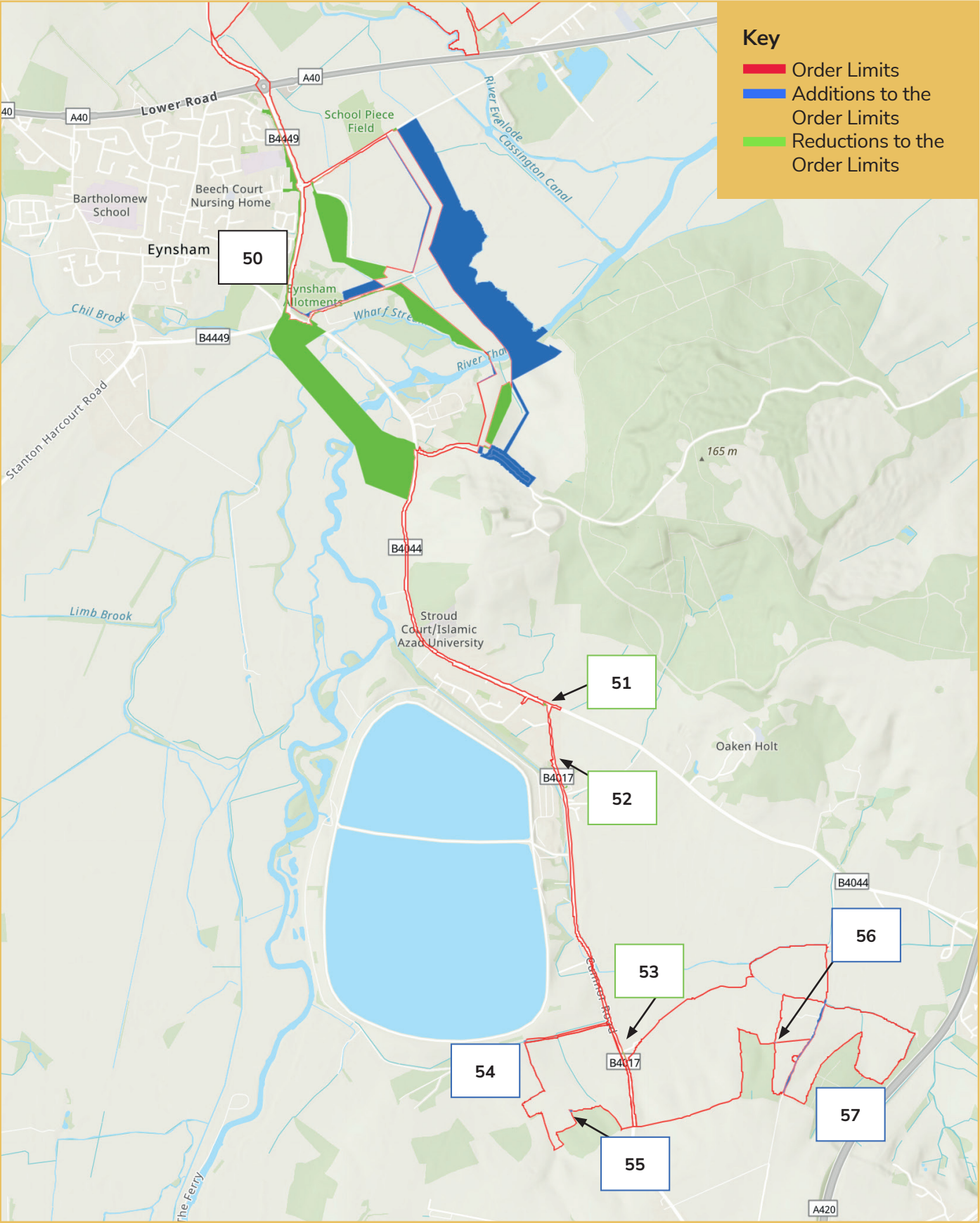




Central Site continued

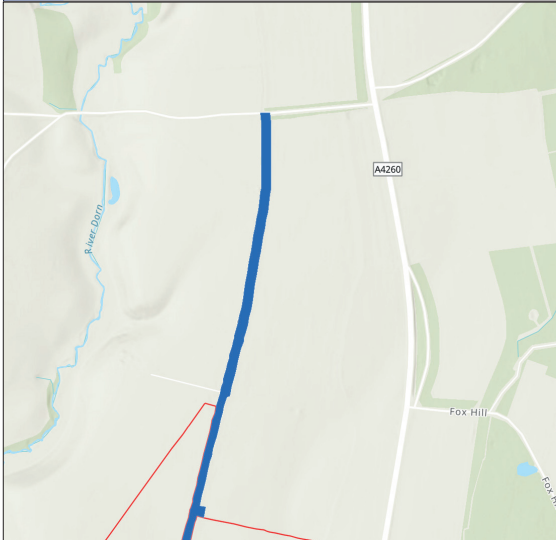
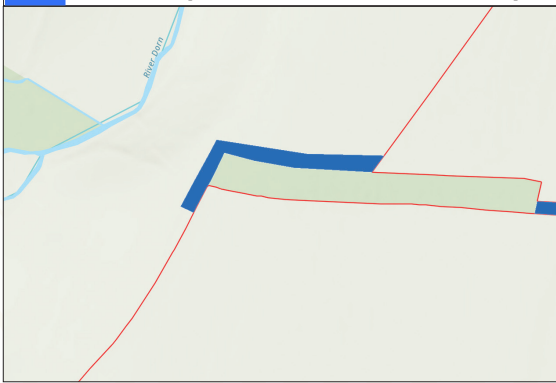
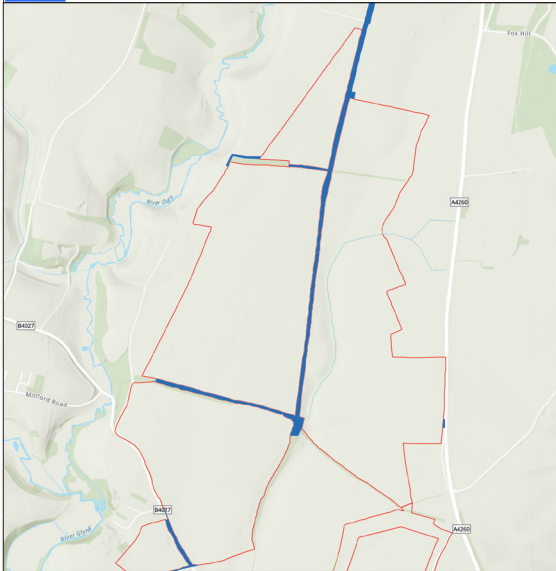


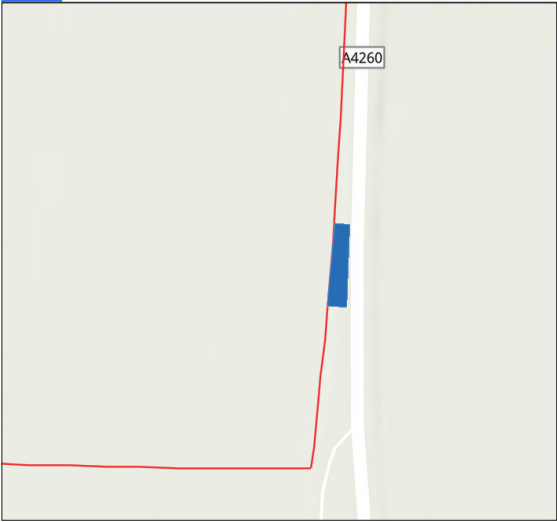
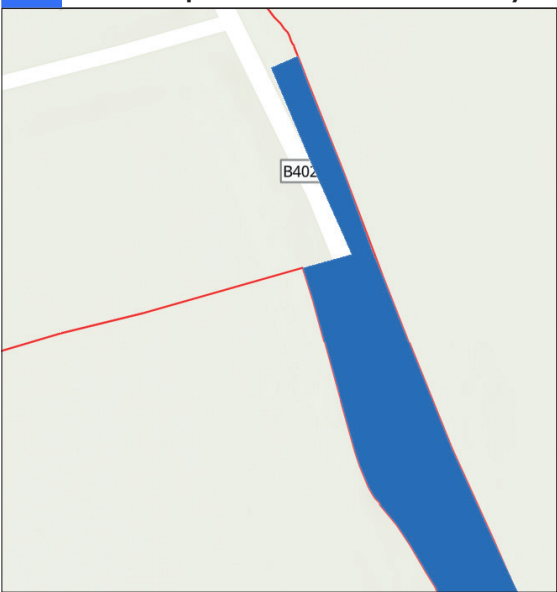

Southern Site

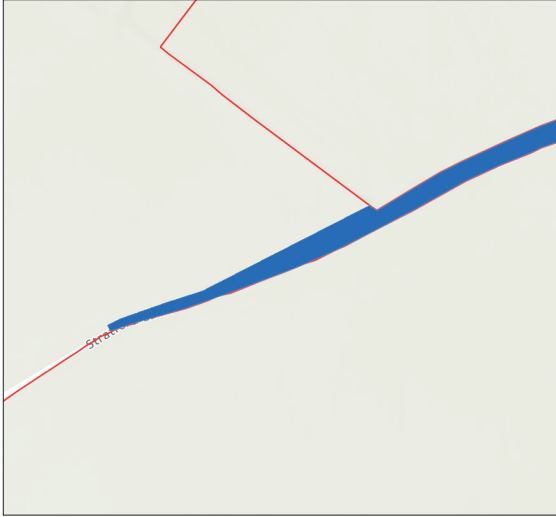




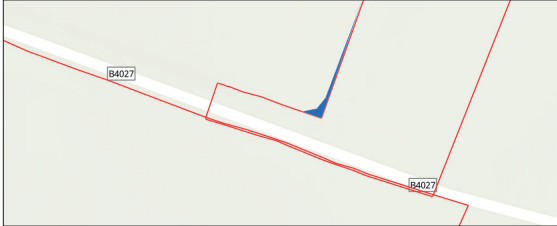
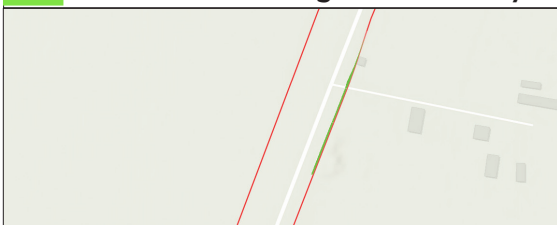




Appendix 2: Table of Changes to Order Limits

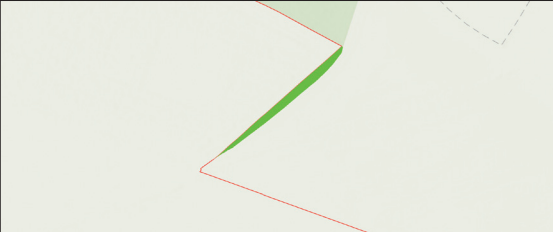
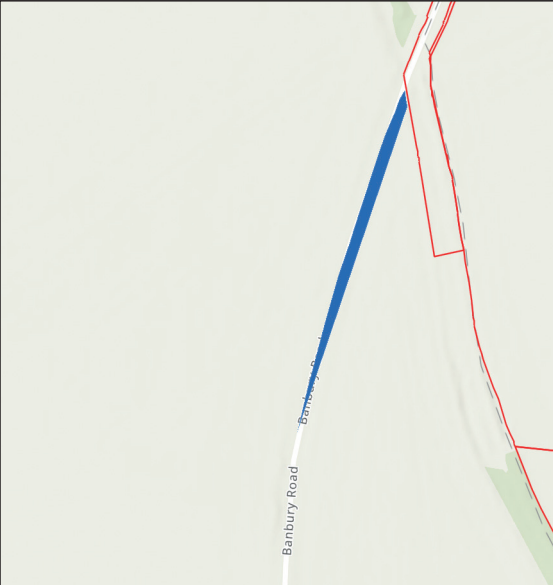

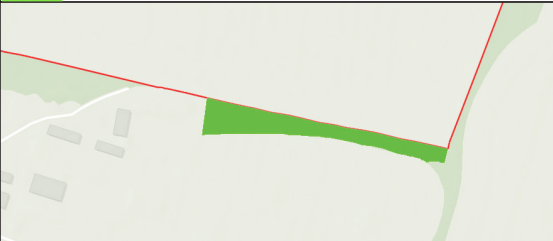
1. Transport and Access Boundary Addition	
	<p><b>Location of change - Northern Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to include Dornford Lane to provide access for maintenance purposes during the operation of the solar farm. This access is not intended to be used during construction.</p> <p><b>Human Health and Public Rights of Way</b> This change could lead to adverse effects on the existing public right of way as the land is within National Cycle Route 5 and Claude Duval Way promoted path route. However, this access is only to be used infrequently for maintenance purposes to the northern site area of the development. Only light goods vehicles or other small vehicles will use this, and the Code of Construction Practise can identify operating protocols to ensure conflict with existing users is minimised or avoided.</p> <p>With suitable mitigation measures in place this change is unlikely to lead to significant adverse environmental effects.</p>
2. Transport and Access Boundary Addition	
	<p><b>Location of change - Northern Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to incorporate a new vehicular access during construction between fields. This has been identified in order to avoid loss of important tree belts nearby.</p> <p><b>Human health and Socio-economics</b> The project site boundary has been changed to incorporate a new vehicular access during construction between fields. This has been identified in order to avoid loss of important tree belts nearby.</p>
3. Engineering and Feasibility, and Transport and Access Boundary Addition	
	<p><b>Location of change - Northern Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to include the Dornford Lane and Public Right of Way for maintenance access during operation. This will allow the 33kV cable connection between the fields via dynamic pipe ramming process.</p> <p><b>Human Health, Public Rights of Way and Socio-economics</b> This change may give rise to adverse impacts as the land is within National Cycle Route 5 and Claude Duval Way promoted path route.</p> <p>However, given the temporary nature of the cabling work, the choice of where the crossing will actually be along this stretch of highway (thus allowing the Applicant to avoid sensitive receptors and other environmental impacts), and the ability to incorporate mitigation measures using a Code of Construction Practice to minimise or avoid conflict in the use and to maintain access, any impacts arising are unlikely to be significant.</p>


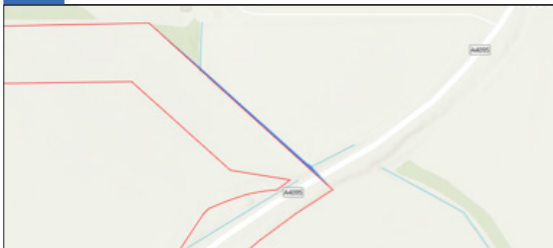
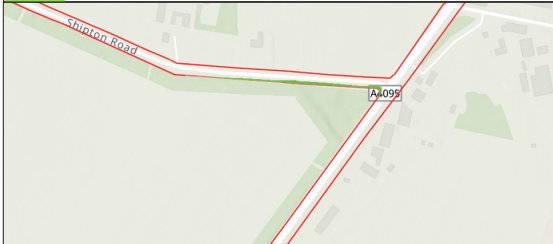
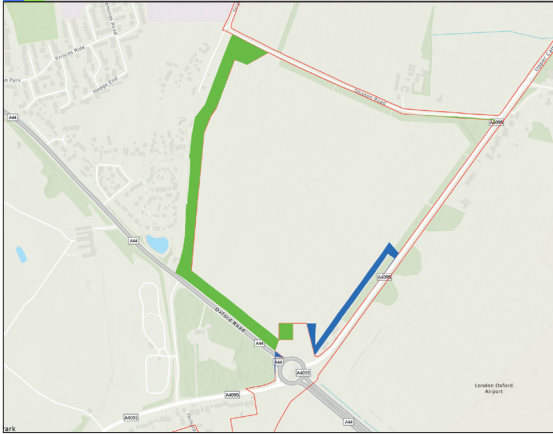
4. Transport and Access Boundary Addition	
	<p><b>Location of change - Northern Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to ensure provision of access to the main construction site and secondary substation along the A4260. This will lead to some hedgerow removal to widen the access.</p> <p><b>Ecology</b> This change will lead to the loss of hedgerow and as a result adversely impact the ecological and biodiversity value of the hedge. The Applicant is however planting significantly more new hedgerows, approximately 25.5km, to offset this loss.</p> <p>Overall, having regard to the significant new planting that the Applicant will undertake within the project boundary, this particular impact is unlikely to be considered significant providing any protected species within the hedgerow are safeguarded. The Applicant will seek to secure the mitigation measures required to safeguard any species, as needed.</p>
5. Transport and Access Boundary Addition	
	<p><b>Location of change - Northern Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to ensure the provision of construction and maintenance access to the solar PV installation area and to allow the safe delivery of the Power Converter Stations (PCS).</p> <p>This change will lead to some limited hedgerow removal in order to widen the access to an appropriate standard.</p> <p><b>Ecology</b> This change will lead to the loss of hedgerow and as a result adversely impact the ecological and biodiversity value of the hedge. The Applicant is however planting significantly more, approximately 25.5km, new hedgerows to offset this loss.</p> <p>Overall, having regard to the significant new planting that the Applicant will undertake within the project boundary, this particular impact is unlikely to be considered significant providing any protected species within the hedgerow are safeguarded. The Applicant will seek to secure the mitigation measures required to safeguard any species, as needed.</p>
6. Engineering and Feasibility, and Transport and Access Boundary Addition	
	<p><b>Location of change - Northern Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to include Stratford Lane and the B4027.</p> <p>This will allow the connection between the fields and the laying of the cables via dynamic pipe ramming process.</p> <p><b>Human Health, Public Rights of Way and Socio-economics</b> There are potential significant impacts on the existing public right of way. However, the work will be temporary in nature, the change retains necessary flexibility for the Applicant to later determine more precisely where the crossing will actually be along this stretch of highway (thus allowing the Applicant to avoid sensitive receptors and other environmental impacts), there will be infrequent use of the access for construction and maintenance and the Applicant will seek to incorporate mitigation measures to minimise or avoid conflict. On this basis, any impacts arising are unlikely to be significant.</p>

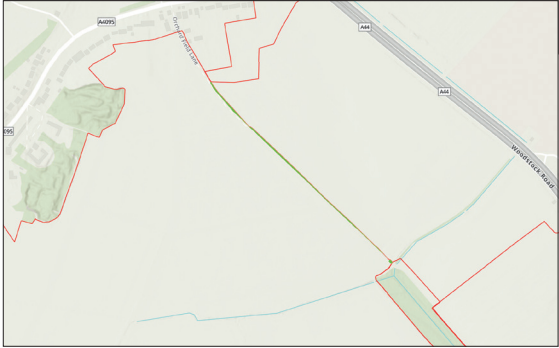
7. Transport and Access Boundary Addition	
	<p><b>Location of change - Northern Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to widen the access and to provide appropriate visibility splays for safe access during construction for vehicles using the access point.</p> <p><b>Ecology</b> This change may lead to the loss of hedgerow and as a result adversely impact the ecological and biodiversity value of the hedge. The Applicant is however planting significantly more, approximately 25.5km, new hedgerows to offset this loss.</p> <p>Overall, having regard to the significant new planting that the Applicant will undertake within the project boundary, this particular impact is unlikely to be considered significant providing any protected species within the hedgerow are safeguarded. The Applicant will seek to secure the mitigation measures required to safeguard any species, as needed.</p>
8. Due Diligence Boundary Removal	
	<p><b>Location of change - Northern Site</b></p> <p><b>Description of change</b> The project site boundary has been adjusted to align with OS base mapping.</p> <p>This change is unlikely to lead to significant adverse environmental effects.</p>
9. Engineering and Feasibility Boundary Addition	
	<p><b>Location of change - Northern Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to allow a HDD or a dynamic pipe ramming process for the 33kV cables to connect the two fields and to avoid the archaeological area.</p> <p><b>Noise and Vibration</b> This change may lead to a potential increase in significance of effect at Weaveley Farm if operations take place during night time.</p> <p><b>Human Health</b> There are also potential significant effects as it affects National Cycle Route 5 and The Glyme Valley Way.</p> <p>Given the temporary nature of these works, and with suitable mitigation measures in place including hours of working, and management of the interface with the right of way, this change is unlikely to lead to significant adverse environmental effects.</p>

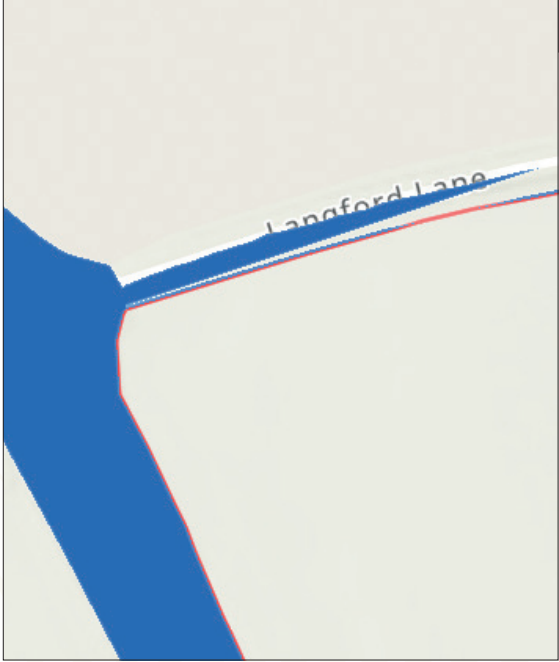
10. Transport and Access Boundary Addition	
	<p><b>Location of change - Northern Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to ensure access for construction purposes.</p> <p>This change is unlikely to lead to significant adverse environmental effects.</p>
11. Due Diligence Boundary Removal	
	<p><b>Location of change - Northern Site</b></p> <p><b>Description of change</b> The project site boundary has been adjusted to align with OS base mapping.</p> <p>This change is unlikely to lead to significant adverse environmental effects.</p>
12. Due Diligence Boundary Removal	
	<p><b>Location of change - Northern Site</b></p> <p><b>Description of change</b> The project site boundary has been adjusted to align with OS base mapping.</p> <p>This change is unlikely to lead to significant adverse environmental effects.</p>
13. Transport and Access Boundary Addition	
	<p><b>Location of change - Northern Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to ensure construction and maintenance access to the field from Banbury Road and secure appropriate visibility splays.</p> <p>This change will lead to some hedgerow loss in order to widen the access.</p> <p><b>Ecology</b> This change will lead to the loss of hedgerow and as a result adversely impact the ecological and biodiversity value of the hedge. The Applicant is however planting significantly more, approximately 25.5km, new hedgerows to offset this loss.</p> <p>Overall, having regard to the significant new planting that the Applicant will undertake within the project boundary, this particular impact is unlikely to be considered significant providing any protected species within the hedgerow are safeguarded. The Applicant will seek to secure the mitigation measures required to safeguard any species, as needed</p>

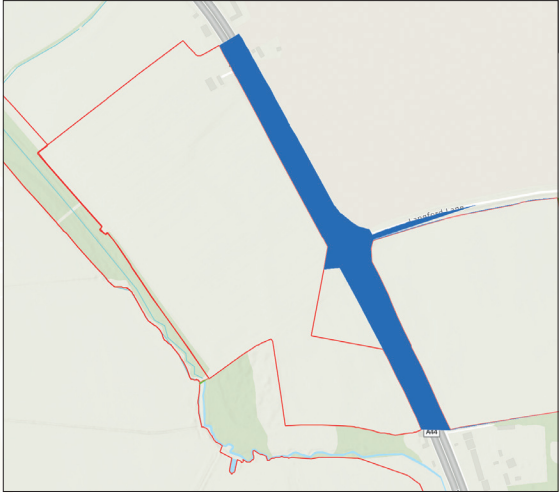


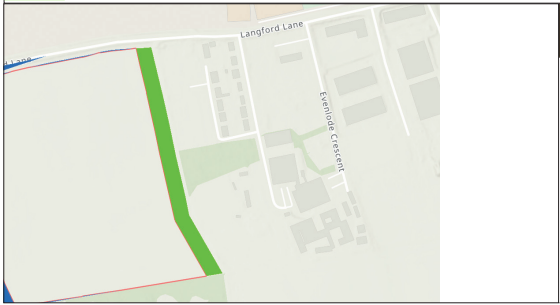
<div>14.</div> 	<div>Due Diligence Boundary Removal</div>
	<div>Location of change - Northern Site</div> <div>Description of change</div> <div>The project site boundary has been adjusted to align with legal ownership boundaries.</div> <div>This change is unlikely to lead to significant adverse environmental effects.</div>
<div>15.</div> 	<div>Transport and Access Boundary Addition</div>
	<div>Location of change - Northern Site</div> <div>Description of change</div> <div>The project site boundary has been changed to accommodate the construction access into the field to the East from the lane running North South.</div> <div>This will help with visibility control to the south over third party land and will help with the safe construction access of vehicles.</div> <div>Ecology</div> <div>This change may lead to the loss of hedgerow and as a result adversely impact the ecological and biodiversity value of the hedge. The Applicant is however planting significantly more, approximately 25.5km, new hedgerows to offset this loss.</div> <div>Overall, having regard to the significant new planting that the Applicant will undertake within the project boundary, this particular impact is unlikely to be considered significant providing any protected species within the hedgerow are safeguarded. The Applicant will seek to secure the mitigation measures required to safeguard any species, as needed..</div>
<div>16.</div> 	<div>Engineering and Feasibility, and Transport and Access Boundary Addition</div>
	<div>Location of change - Northern Site</div> <div>Description of change</div> <div>The project site boundary has been changed to include a track (PRoW). This will allow the 33kv cable connection between the adjoining fields and the laying of cables via dynamic pipe ramming process.</div> <div>Human Health, Rights of Way and Socioeconomics</div> <div>This change could lead to potentially significant impacts on the public right of way. However, the Applicant will seek to ensure access is maintained, any given that any impacts are for a short duration, then the impact is unlikely to be significant.</div>
<div>17.</div> 	<div>Due Diligence Boundary Removal</div>
	<div>Location of change - Northern Site</div> <div>Description of change</div> <div>The project site boundary has been adjusted to align with legal ownership boundaries.</div> <div>This change is unlikely to lead to significant adverse environmental effects.</div>


<div>18.</div> 	<div>Engineering and Feasibility and Refinement Boundary Addition and Removal</div>
	<div>Location of change - Northern Site</div> <div>Description of change</div> <div>The project site boundary has been changed to avoid a specific area of the land following continued discussions with the landowner, to widen the corridor for HDD so as to avoid the landfill and to align with the OS maps.</div> <div>Human Health</div> <div>This change may lead to potential construction effects as it affects the Green Belt Way, Eynsham and Thames Path Promoted Routes. The significance of this effect will depend on level of disruption to footpath users and safe crossing for construction vehicles if they need to cross the footpaths.</div> <div>With suitable mitigation measures in place this change is unlikely to lead to significant adverse environmental effects.</div>
<div>19.</div> 	<div>Due Diligence Boundary Addition</div>
	<div>Location of change - Northern Site</div> <div>Description of change</div> <div>Description of Change: The project site boundary has been adjusted to align with OS maps.</div> <div>This change is unlikely to lead to significant adverse environmental effects.</div>
<div>20.</div> 	<div>Due Diligence Boundary Removal</div>
	<div>Location of change - Northern Site</div> <div>Description of change</div> <div>The project site boundary has been adjusted to align with OS base mapping.</div> <div>This change is unlikely to lead to significant adverse environmental effects.</div>
<div>21.</div> 	<div>Transport and Access and Refinement Boundary Addition and Removal</div>
	<div>Location of change - Northern Site</div> <div>Description of change</div> <div>The project site boundary has been changed to remove one of the alternatives cable route options (in green) and to potentially accommodate for the HDD compound (in blue).</div> <div>Cultural Heritage</div> <div>The decision to reduce the project site boundary by removing the corridor coloured in green is to avoid potential adverse impacts on potentially important archaeology in the area. Removal is therefore beneficial in environmental terms.</div> <div>The additional land coloured blue is unlikely to lead to significant adverse environmental effects.</div>

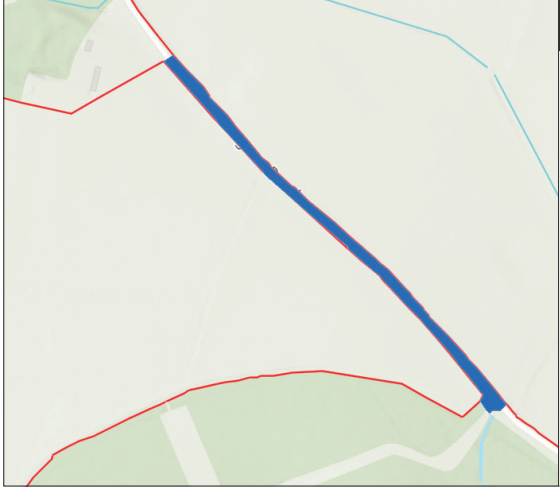
22. Due Diligence Boundary Removal	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been adjusted to align with OS base mapping.
	This change is unlikely to lead to significant adverse environmental effects.

23. Transport and Access Boundary Addition	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been changed to accommodate a construction access into the field to the East from the lane running North South.
	This will help with visibility control to the south over third party land and will help with the safe construction access of vehicles.
	This change will lead to some hedgerow loss to secure appropriate visibility splays to this access during construction.
	<b>Ecology</b> This change may lead to the loss of hedgerow and as a result adversely impact the ecological and biodiversity value of the hedge. The Applicant is however planting significantly more, approximately 25.5km, new hedgerows to offset this loss.
	Overall, having regard to the significant new planting that the Applicant will undertake within the project boundary, this particular impact is unlikely to be considered significant providing any protected species within the hedgerow are safeguarded. The Applicant will seek to secure the mitigation measures required to safeguard any species, as needed.


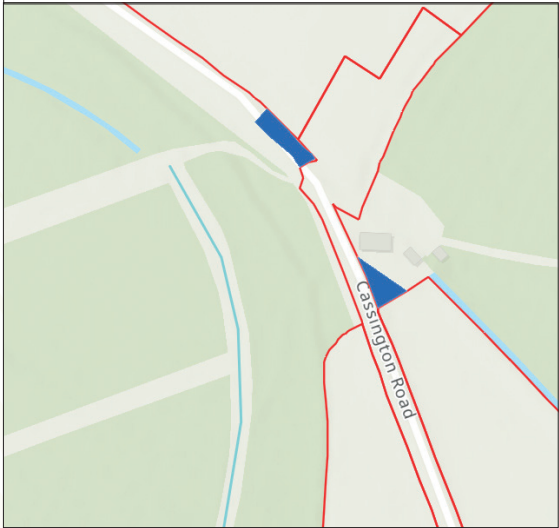

24. Engineering and Feasibility, and Transport and Access Boundary Addition	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been changed to include the A44. This will allow the connection between the 2 fields and the laying of cables via dynamic pipe ramming process.
	<b>Human Health, Public Rights of Way and Socio-economics</b> There are potential significant adverse impacts on the public right of way (National Cycle Route 5).
	However, the work will be temporary in nature, the change retains necessary flexibility for the Applicant to later determine more precisely where the crossing will actually be along this stretch of highway (thus allowing the Applicant to avoid sensitive receptors and other environmental impacts), and access is able to be maintained. On this basis, any impacts arising are unlikely to be significant.

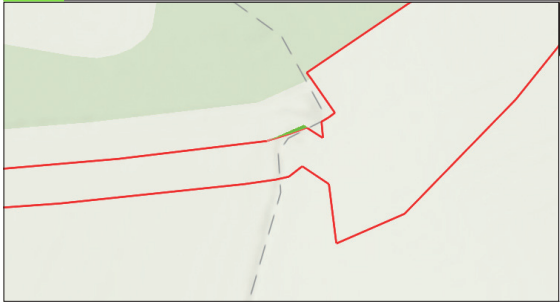
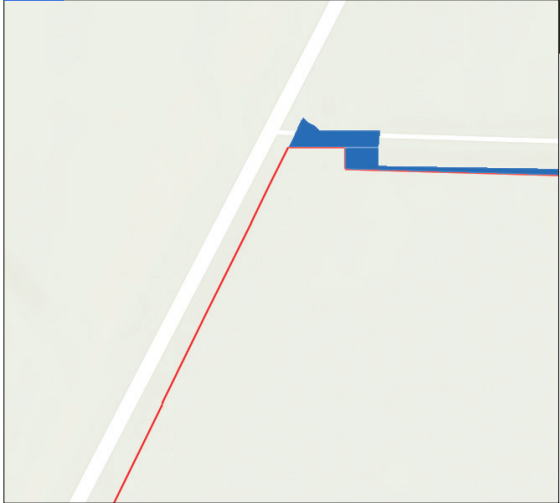
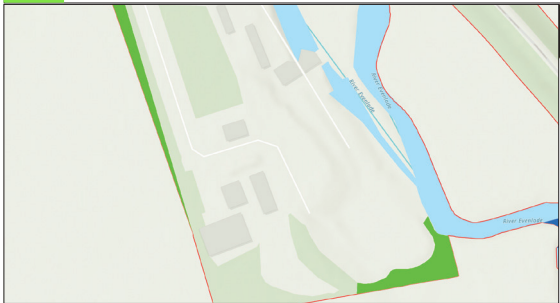

25. Refinement Boundary Removal	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been changed to a 30m wide path along the north and the east of the field to allow for a potential commercial development in the field to the south-east.
	This change is unlikely to lead to significant adverse environmental effects.

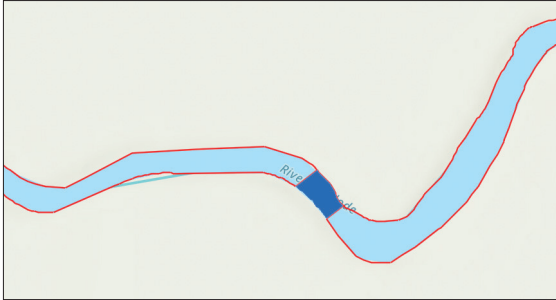
26. Due Diligence Boundary Removal	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been adjusted to align with OS base mapping.
	This change is unlikely to lead to significant adverse environmental effects.

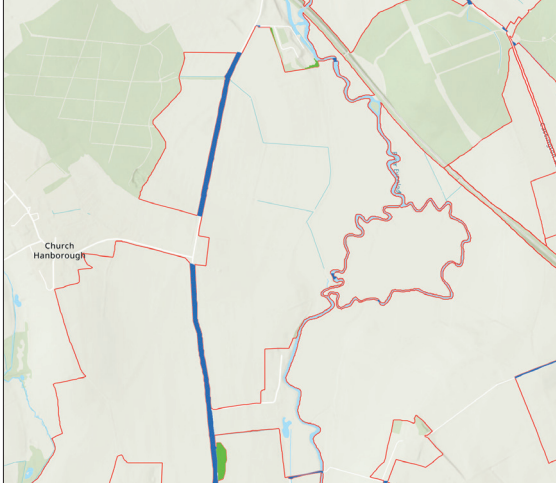
27. Engineering and Feasibility, and Transport and Access Boundary Addition	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been changed to include Cassington Road. This will allow the 33kV cable connection between the two fields adjacent. A suitable crossing point will be chosen to lay the cables using dynamic pipe ramming process.
	<b>Human Health, Public Rights of Way and Socioeconomics</b> This change could lead to adverse effects to the existing right of way.
	However, the work will be temporary in nature, the change retains necessary flexibility for the Applicant to later determine more precisely where the crossing will actually be along this stretch of highway (thus allowing the Applicant to avoid sensitive receptors and other environmental impacts), and access is able to be maintained. On this basis, any impacts arising are unlikely to be significant.




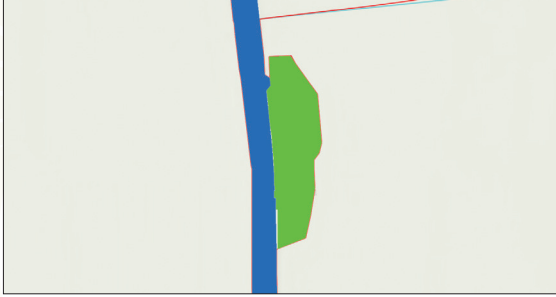
28.	Engineering and Feasibility Boundary Addition		<p><b>Location of change - Central Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to accommodate electrical cabling work to provide connection between installation areas. The corridor identified will allow sufficient flexibility for the precise route to be selected for the cables to minimise or avoid adverse environmental effects. For example, rights of way and important landscape features are to be safeguarded by careful selection of the route and by choice of construction methods i.e. HDD or pipe ramming or trenching.</p> <p><b>Noise and Vibration</b> This change could lead to temporary adverse impacts on Heath Lane, depending upon construction technique and precise location of works.</p> <p><b>Public Rights of Way</b> This change results in the boundary intersecting Bridleway 132/5/10, which may lead to adverse effects depending upon method of construction and associated working protocols to allow access to the Bridleway.</p> <p>With suitable mitigation measures in place this change is unlikely to lead to significant adverse environmental effects.</p>
29.	Engineering and Feasibility Boundary Addition		<p><b>Location of change - Central Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to allow for the HDD of the proposed electrical cabling.</p> <p><b>Ecology</b> This change could lead to adverse effects of important ecology in nearby trees and hedgerows. The Applicant therefore will seek to avoid disturbance to ecology by any loss of trees and hedgerows or caused by lighting.</p> <p>With suitable mitigation measures in place this change is unlikely to lead to significant adverse environmental effects.</p>
30.	Engineering and Feasibility, and Transport and Access Boundary Addition		<p><b>Location of change - Central Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to include an agricultural bridge to allow the connection of the two fields and the laying of cables under the River Evenlode via dynamic pipe ramming process.</p> <p>This change is unlikely to lead to significant adverse environmental effects..</p>


31.	Due Diligence Boundary Removal		<p><b>Location of change - Central Site</b></p> <p><b>Description of change</b> The project site boundary has been adjusted to align with OS base mapping.</p> <p>This change is unlikely to lead to significant adverse environmental effects.</p>
32.	Transport and Access Boundary Addition		<p><b>Location of change - Central Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to align with the legal ownership boundaries and to widen the access. This will allow the safe delivery of the PCS and for maintenance access.</p> <p>This change will lead to some hedgerow loss to widen the access.</p> <p><b>Ecology</b> This change will lead to the loss of hedgerow and as a result adversely impact the ecological and biodiversity value of the hedge. The Applicant is however planting significantly more new hedgerows to offset this loss.</p> <p>Overall, having regard to the significant new planting that the Applicant will undertake within the project boundary, this particular impact is unlikely to be considered significant providing any protected species within the hedgerow are protected.</p>
33.	Due Diligence Boundary Removal		<p><b>Location of change - Central Site</b></p> <p><b>Description of change</b> The project site boundary has been adjusted to align with OS base mapping.</p> <p>This change is unlikely to lead to significant adverse environmental effects.</p>
34.	Transport and Access Boundary Addition		<p><b>Location of change - Central Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to connect the two fields using a river footbridge over the river Evenlode. This will become a new PRoW.</p> <p>This change is likely to lead to significant beneficial impact by the creation of a new PRoW.</p>


35. Transport and Access Boundary Addition	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been changed to connect the two fields using a river footbridge over the river Evenlode. This will become a new PRoW.  This change is likely to lead to significant beneficial impact by the creation of a new PRoW.


36. Engineering and Feasibility, and Transport and Access Boundary Addition	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been changed to include Lower Road. This will allow the connection between the two fields and the laying of cables via dynamic pipe ramming process.  <b>Human Health, Public Rights of Way and Socio-economics</b> This change may lead to significant adverse impacts on the public right of way.  However, the work will be temporary in nature, the change retains necessary flexibility for the Applicant to later determine more precisely where the crossing will actually be along this stretch of highway (thus allowing the Applicant to avoid sensitive receptors and other environmental impacts), and access is able to be maintained. On this basis, any impacts arising are unlikely to be significant.


37. Transport and Access Boundary Addition	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been changed by adding an existing rural road to connect between the two fields for maintenance purposes.  This change is unlikely to lead to significant adverse environmental effects.

38. Refinement Boundary Removal	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been changed to remove the farm complex as it is no longer considered as a potential maintenance facility.  This change is unlikely to lead to significant adverse environmental effects.


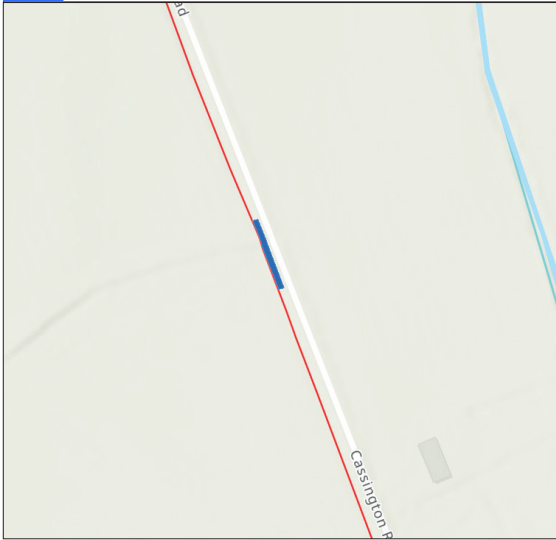

39. Engineering and Feasibility Boundary Addition	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been changed to make the 33kv cable connection between the two fields. This will allow for the HDD and laying of cables.  This change is unlikely to lead to significant adverse environmental effects.

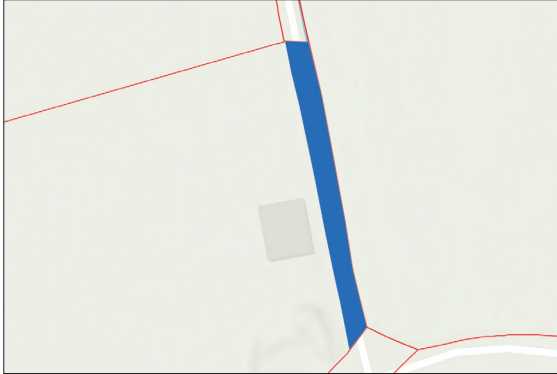
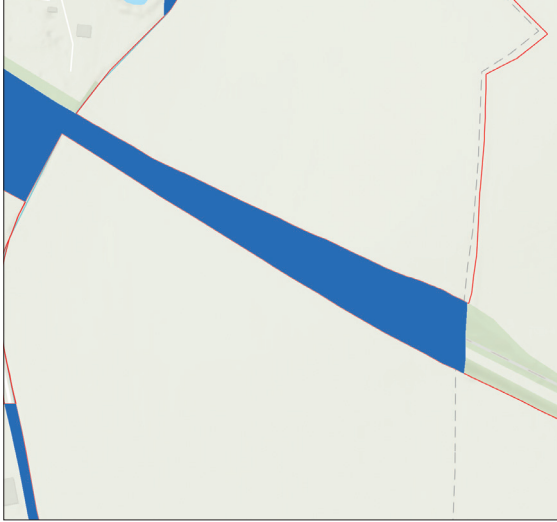
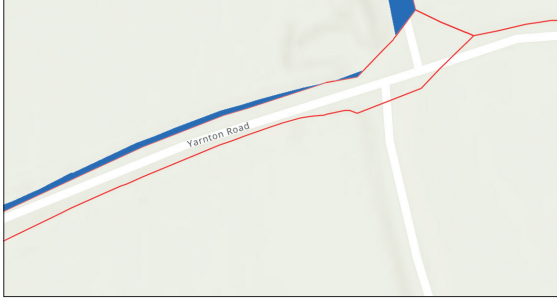
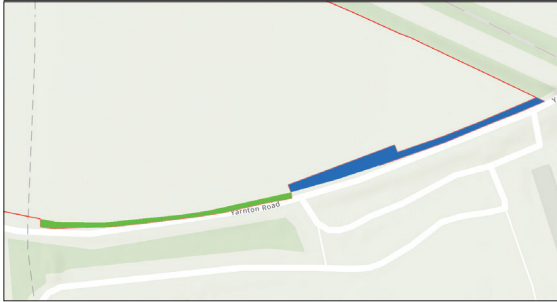
40. Due Diligence Boundary Addition	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been adjusted to align with legal ownership boundaries and to give the Applicant more engineering flexibility (see change number 47 for more detail).  This change is unlikely to lead to significant adverse environmental effects.

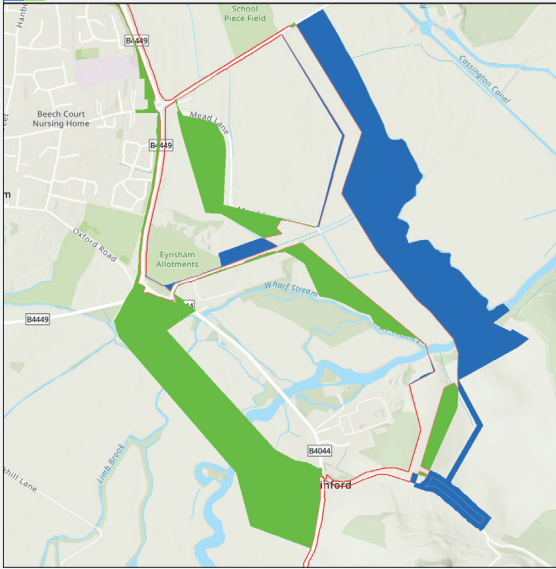


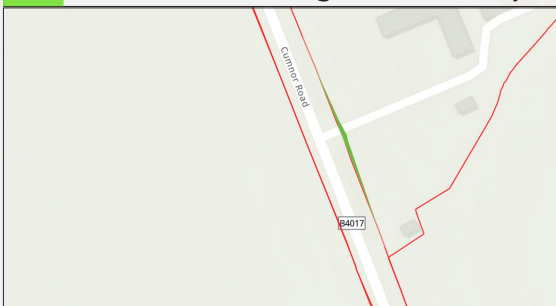
41. Due Diligence Boundary Removal	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been adjusted to align with OS base mapping.  This change is unlikely to lead to significant adverse environmental effects.

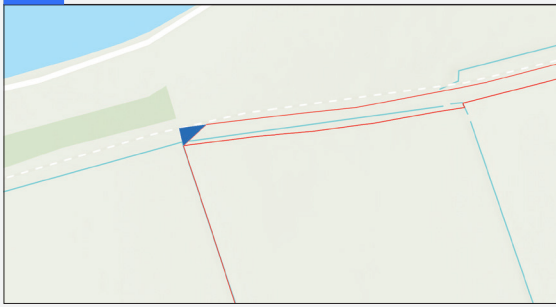
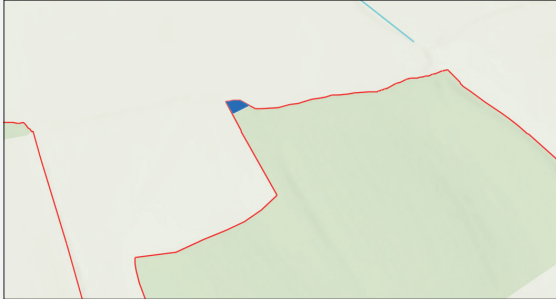

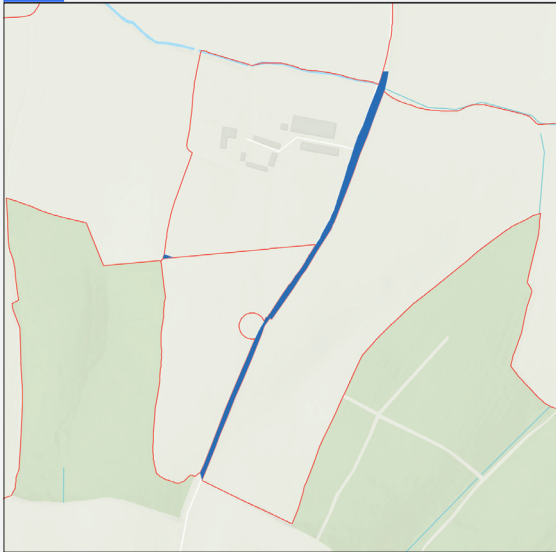
42. Transport and Access Boundary Addition	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been changed to allow the delivery of PCS via a private track included up to field access point.  This change is unlikely to lead to significant adverse environmental effects.



43. Engineering and Feasibility Boundary Addition	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been changed to allow the 33kV cables to connect the two fields.  This change is unlikely to lead to significant adverse environmental effects.
44. Transport and Access Boundary Addition	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been changed to ensure provision of access and delivery of PCS.  This change will lead to some hedgerow loss in order to widen the access.  <b>Ecology</b> This change will lead to the loss of hedgerow and as a result adversely impact the ecological and biodiversity value of the hedge. The Applicant is however planting significantly more, approximately 25.5km, new hedgerows to offset this loss.  Overall, having regard to the significant new planting that the Applicant will undertake within the project boundary, this particular impact is unlikely to be considered significant providing any protected species within the hedgerow are safeguarded. The Applicant will seek to secure the mitigation measures required to safeguard any species, as needed.
45. Due Diligence Boundary Addition	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been adjusted to align with OS base mapping.  This change is unlikely to lead to significant adverse environmental effects.

46. Transport and Access Boundary Addition	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been changed to ensure maintenance and construction access.  <b>Socio-economics, Public Rights of Way and Human Health</b> This change could give rise to adverse effects to users of the footpath: Cassington 152/8/10.  With suitable mitigation measures in place and given the infrequent nature of the Applicants use of this access, this change is unlikely to lead to significant adverse environmental effects.
47. Engineering and Feasibility Boundary Addition	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been changed to allow for an HDD or a dynamic pipe ramming process for the 33kV cables to connect the two fields and avoid crossing the railway.  <b>Noise and Vibration</b> Mitigation measures should help reduce any adverse effects.  However, the work will be temporary in nature, the change retains necessary flexibility for the Applicant to later determine more precisely where the crossing will actually be along this stretch of highway (thus allowing the Applicant to avoid sensitive receptors and other environmental impacts), access is able to be maintained and the Applicant will seek to introduce noise mitigation measures if necessary (including avoiding night time working). On this basis, any impacts arising are unlikely to be significant.
48. Transport and Access Boundary Addition	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been changed to accommodate construction access into the lane to Cassington Sewage Treatment Works. This will help with visibility control to the north over third party land and will help with the safe access of vehicles.  This change is unlikely to lead to significant adverse environmental effects.
49. Due Diligence Boundary Addition and Removal	
	Location of change - Central Site
	<b>Description of change</b> The project site boundary has been adjusted to align with legal ownership boundaries.  This change is unlikely to lead to significant adverse environmental effects.

50. Engineering and Feasibility and Refinement Boundary Addition and Removal	
	<p><b>Location of change - Southern Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to reduce the number of cable route alternatives from 5 to 3 and to choose routes/corridors that are likely to avoid or minimise environmental impacts and effects The potential impacts upon existing rights of way have not changed to those previously reported in the PEIR.</p> <p><b>Ecology</b> The removal of the land coloured in green will avoid adverse impacts upon some areas of species rich grassland. This is beneficial. The new, large corridor to the east (coloured blue) is identified for cable laying but using HDD to avoid impact on surface features. However, a small additional area adjacent to the Eynsham allotments may be of some ecological interest and, depending upon construction method, may give rise to adverse effects.</p> <p>With suitable mitigation measures in place, including HDD or pipe ramming, this change is unlikely to lead to significant adverse environmental effects.</p>
51. Refinement and Due Diligence Boundary Removal	
	<p><b>Location of change - Southern Site</b></p> <p><b>Description of change</b> The project site boundary has been adjusted to remove land no longer required by the project and align with legal ownership boundaries.</p> <p>This change is unlikely to lead to significant adverse environmental effects.</p>
52. Refinement Boundary Removal	
	<p><b>Location of change - Southern Site</b></p> <p><b>Description of change</b> The project site boundary has been adjusted to remove land no longer required by the project.</p> <p>This change is unlikely to lead to significant adverse environmental effects.</p>
53. Due Diligence Boundary Removal	
	<p><b>Location of change - Southern Site</b></p> <p><b>Description of change</b> The project site boundary has been adjusted to align with legal ownership boundaries.</p> <p>This change is unlikely to lead to significant adverse environmental effects.</p>

54. Due Diligence Boundary Addition	
	<p><b>Location of change - Southern Site</b></p> <p><b>Description of change</b> The project site boundary has been adjusted to align with OS base mapping.</p> <p>This change is unlikely to lead to significant adverse environmental effects.</p>
55. Transport and Access Boundary Addition	
	<p><b>Location of change - Southern Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to avoid the need to remove any trees or hedgerows in the area. This will allow the Applicant to use existing accesses and retain enough space for the maintenance road to pass through.</p> <p>This change is unlikely to lead to significant adverse environmental effects.</p>
56. Transport and Access Boundary Addition	
	<p><b>Location of change - Southern Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to avoid the need to remove any trees or hedgerows in the area. This will allow the Applicant to use existing access gaps and retain enough space for the maintenance road to pass through.</p> <p>This change is unlikely to lead to significant adverse environmental effects.</p>
57. Engineering and Feasibility, and Transport and Access Boundary Addition	
	<p><b>Location of change - Southern Site</b></p> <p><b>Description of change</b> The project site boundary has been changed to include Denmans Lane. This will allow the connection between the two fields and the laying of cables via dynamic pipe ramming process.</p> <p><b>Human Health, Public Rights of Way and Socio-economics</b> This change could lead to adverse environmental effects on the public right of way.</p> <p>However, the work will be temporary in nature, the change retains necessary flexibility for the Applicant to later determine more precisely where the crossing will actually be along this stretch of highway (thus allowing the Applicant to avoid sensitive receptors and other environmental impacts), access is able to be maintained and the Applicant will seek to introduce noise mitigation measures if necessary (including avoiding night time working). On this basis, any impacts arising are unlikely to be significant.</p>



If you have any questions about our community consultation, please get in touch using the communication lines below:



Email: [info@botleywest.co.uk](mailto:info@botleywest.co.uk)



Website: [www.botleywest.co.uk](http://www.botleywest.co.uk)



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