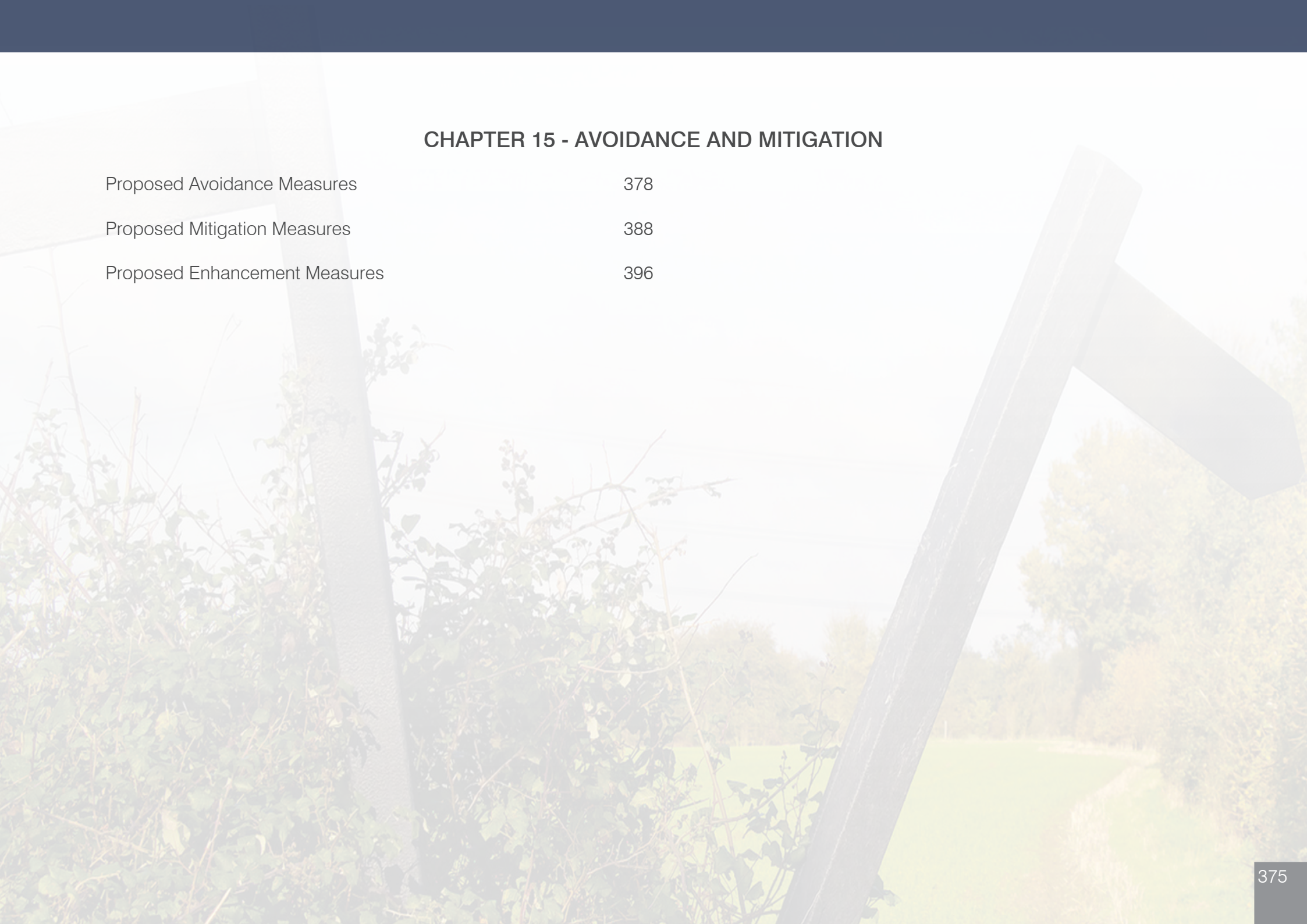


The background of the page features a faded, artistic photograph of a wooden fence with vertical posts and horizontal rails. The fence is partially obscured by dense green foliage and bushes in the foreground. In the distance, a body of water and a line of trees are visible under a light sky.

CHAPTER 15 - AVOIDANCE AND MITIGATION

Proposed Avoidance Measures	378
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AVOIDANCE AND MITIGATION SUMMARY TABLE

- 16.1 The following tables provides a summary of the measures applied to the proposed East Stour Solar Farm to avoid or mitigate identified effects.
- 16.2 For each environmental assessment undertaken within the EIA there is a summary of:
- avoidance measures (**Table 15.1 on page 378**);

- mitigation measures (**Table 15.2 on page 388**); and
- enhancement measures (**Table 15.3 on page 396**).

16.3 **Chapter 16** goes on to summarise the residual effects of the development.

Table 15.1 - *Proposed Avoidance Measures*

Chapter	Paragraph Reference	Potential Impact	Avoidance Measure	Paragraph Reference
Chapter 1 - Introduction	N/A			
Chapter 2 - Development Rationale	N/A			
Chapter 3 - Site Selection and Design	-	Direct impact upon designated assets.	There are no designation in the proposed site area.	3.22
	-	Potential for the development to be visible.	There is existing field boundary vegetation and woodland blocks which create a good basis for screening.	3.28
	-	Potential impacts to ecological receptors.	Appropriate separation distances have been applied from ecological features contained in and around the site.	3.31
	-	Potential for direct impact on designated heritage assets.	There are no designation in the proposed site area.	3.37
	-	Long term impacts on farm land.	Modular units with minimal concrete foundations permit complete removal at the end of the development's life with the site returning to agricultural use.	3.46 - 3.47
	-	Disruption to operation and maintenance of existing infrastructure.	Setbacks were provided from the existing on site electrical infrastructure.	3.77
	3.80	Landscape character impacts when viewed from some rights of way to the south of the site.	Removal of panels from an area of some 4.9ha to the far south-east of the site to reduce landscape character impacts when viewed from some rights of way to the south of the site.	3.80
Chapter 4 - Existing Conditions	N/A			
Chapter 5 - Environmental Impact Assessment	N/A			

Chapter	Paragraph Reference	Potential Impact	Avoidance Measure	Paragraph Reference
Chapter 6 - Development Proposal	-	Sub-optimal conditions for sheep grazing.	The lower edge of the panels will be approximately 1.0m above the ground to allow for safe grazing.	6.7
	-	Habitat disturbance.	It is proposed that existing field entrances will be utilised and upgraded where necessary to allow access to individual segments of the solar array.	6.10
	-	Land use and ecological disturbance.	Where possible, the layout of the proposed access tracks (Figure 1.2 and Figure 1.3 in ES Volume 3) has followed the route of the existing farm tracks to minimise land loss and impacts on ecological habitat. Where new access tracks are required these have been designed to follow field boundaries where possible to minimise the impacts on farming practices.	6.13
	-	Landscape and visual impact.	Electrical cables pass along the rear of the panels then underground across site to the inverter/transformer units. Underground cables will connect from the inverter/transformer units to the on-site substations and grid connection point.	6.19 6.20
	-	Landscape and visual impact and ongoing land management.	All connection cables will be run across the site in underground cable trenches below agricultural depth.	6.30
	-	Landscape and visual impact and potential impact on ecological receptors.	A perimeter fence would be installed to protect the panels from theft. The fence will be stock style fencing with wooden posts and open wire mesh up to 2.0m tall... Access points for wildlife will be included in the fence line to ensure permeability across habitat.	6.31 - 6.32
	-	Landscape and visual impact and potential impact on ecological receptors.	No visible lighting is proposed as part of the East Stour Solar Farm for the operational period. Lighting associated with CCTV Cameras will be infrared and not visible to the naked eye.	6.35

Chapter	Paragraph Reference	Potential Impact	Avoidance Measure	Paragraph Reference
Chapter 7 - Construction, Operation and Decommissioning	-	Increase in traffic during operation	The use of remote monitoring reduces the number of site visits required.	7.25
	-	Impacts upon geology and soils	Potential impacts on geology and soils from the construction of the civil works associated with the solar farm (the solar panels and frames, inverter/transformers, substation and other site cabins, foundations, and access track) are avoided through considered design of these various elements and in the design of the site layout.	7.57
	-	Sourcing and volume of construction materials required	... Locally sourced construction materials will be used in construction works as far as possible. ... The volumes of all footings and foundations are inherently designed to minimise the volumes of stone and concrete required within safe engineering margins.	7.57 - 7.58 7.59
	-	Surface water drainage at the site entrance	A suitable drainage scheme at the site entrance will be designed in discussion with the Local Planning Authority, and incorporated into the CEMP, to avoid the potential for water to leave the construction site and enter the highway. Wheel washing facilities will also be in place to avoid debris exiting site onto the public highway. Guidance published by DEFRA and the Environment Agency (2019) will be adhered to throughout the construction, operation and decommissioning phases of the project. Guidance is provided on polluting substances, the correct use of drains, and appropriately storing materials and wastes.	7.60 - 7.61
	-	Degradation of soils	The soils and materials excavated during the construction and decommissioning phases of the proposed development will be stored in accordance with The Site Waste Management Plans Regulations, 2008 (Act of Parliament) ...	7.62

Chapter	Paragraph Reference	Potential Impact	Avoidance Measure	Paragraph Reference
Chapter 7 - Construction, Operation and Decommissioning (continued)	-	Construction personnel injury	All site work for the East Stour Solar Farm would comply with the Construction (Design and Management) Regulations 2007, and associated approved code of practice (HSE, 2007). A transparent reporting process will be in place to monitor on-site safety and potential risks to health.	7.68 - 7.71
	-	Potential impact on health and the environment as a result of the use, storage and disposal of hazardous substances.	Any substances classed by regulation as hazardous that are used during the construction, operation (either during normal operations, scheduled maintenance or on the occasion of a major component replacement or repair) and decommissioning phases of the proposed solar farm development will be used and disposed of responsibly off site in accordance with manufacturer's guidance and regulations governing use of the material. Materials with potential to be classified as hazardous are most likely to be coolants, oils, fuels and lubricants. Fuels and oils kept in temporary construction and decommissioning site compounds will be stored in double-walled containers or lined bunds in accordance with Environmental Protection and Control of Pollution regulations. Any hazardous materials stored on site during construction or decommissioning will be stored securely and in accordance to regulations and manufacturer/supplier's guidelines. No hazardous materials will be stored on site during the operational phase of the proposed development.	7.72 - 7.74
Chapter 8 - Traffic and Access	-	Construction traffic disturbance to nearby villages.	To avoid construction traffic travelling through the nearby villages, all construction vehicles will be required to use the access route identified from the A20 and HGVs will be required to approach from the identified route from Junction 10a of the M20. No construction traffic be it HGV, LGV or PSV will be permitted south of the Church Lane highway crossing.	8.122

Chapter	Paragraph Reference	Potential Impact	Avoidance Measure	Paragraph Reference
Chapter 8 - Traffic and Access (Continued)	8.92	For existing road users, impacts may arise through traffic delays caused by construction vehicles, or to their visual amenity (which is considered further in Chapter 11 - LVIA).	As a key design principle, construction traffic was removed from the highway at the earliest point by using one access point for the northern area and a single site access point from Church Lane immediately south of the railway bridges - moving traffic to on-site tracks and restricting highway disruption any further south to a single crossing point of Church Lane which enables access to the eastern Partridge Plantation parcel of land. Advance notification of potential delay for road and PRow users will be provided through appropriate signage and advertisement. The Applicant will liaise with the Highways Authorities and Police prior to the construction phase commencing.	8.117 8.119
	8.94	The road width and junctions in the approach to site are considered to be adequate for the intended use for conventional HGV traffic. Therefore there is low potential for damage to highway verges.	The proposed site entrance complies with the Manual for Streets (2007) and DMRB (2020), thereby ensuring appropriate visibility for vehicles entering and exiting the site as well as those travelling along the highway.	8.99
	-	The visibility at the highway crossing of the East Stour could be compromised by boundary hedge growth.	The Applicant is committing to maintain reduced height hedges in proximity to the Church Lane crossing of the East Stour to maximise highway visibility.	8.128

Chapter	Paragraph Reference	Potential Impact	Avoidance Measure	Paragraph Reference
Chapter 9 - Geology, Hydrology and Hydrogeology	9.59	Lack of infiltration over a longer time scale through the introduction of impermeable infrastructure, could lower the aquifer recharge rate in the area, part of the southern and northern sites are overlying a principal bedrock aquifer. Due to the small area of the permanent infrastructure, and given retained vegetation surrounding the panels, this is assumed to be a small impact. There is potential for soil erosion from surface water runoff if vegetation cover is not maintained across the site. We consider that there will be no impacts to geology as this receptor will not be exposed during this phase.	When constructing the access track, the lengths of open excavations would be controlled and replaced with gravel material as soon as possible to reduce the risk of erosion/siltation. These would be constructed on existing tracks that are already compacted, where possible. Gravel material will be used as opposed to tarmac to allow a level of infiltration through permeable tracks, better representing the baseline soil conditions.	9.68
			When constructing the access track, the lengths of open excavations would be controlled and replaced with gravel material as soon as possible to reduce the risk of erosion/siltation. These would be constructed on existing tracks that are already compacted, where possible. Gravel material will be used as opposed to tarmac to allow a level of infiltration through permeable tracks, better representing the baseline soil conditions. Soil stockpiles would be managed to contain sediment to that locality, preventing input to watercourses.	9.69
			The ground will be restored as quickly as possible following construction and existing vegetation replanted. The layout of the panels would be designed to minimise the risk of local scour problems. For example, the panels would be angled with approximately a 20° tilt to allow water to drip from the panels along the length of each row. This will prevent high velocity flow of rainwater from scouring the soil below the panels.	9.70

Chapter	Paragraph Reference	Potential Impact	Avoidance Measure	Paragraph Reference
Chapter 9 - Geology, Hydrology and Hydrogeology (continued)	9.62	During operation there is a risk of spillage of chemicals from maintenance vehicles which could infiltrate into the soil or be entrained with surface water runoff into the local watercourses. There is also a risk of increased siltation if vegetation cover is not maintained surrounding the panel array.	All fuel, lubricants and chemicals would be stored within bund containment areas, with the capacity to store at least 10% more volume than the maximum storage volume required. Furthermore, any filling points will be within the bunded area or have secondary containment provided. Refuelling, cleaning and routine maintenance of vehicles will be carried out off-site. Drip trays or absorbent mats will be placed under standing plant. Spill kits and other necessary equipment will be provided to contain and clean up any spills of fuel, lubricants or other chemicals. All solid and liquid waste materials would be properly disposed of in controlled landfill sites away from the site. Welfare facilities would be provided on site and any effluent contained within a sealed unit which would be appropriately disposed of offsite.	9.72 9.73 9.74
	9.65	The proposed development would result in the increase of impermeable areas through the construction of inverter, welfare and store blocks. The access track is to be constructed from permeable materials. An increase in impermeable area on site, leads to a reduction in infiltration and an increase in surface water runoff. This means rainwater can reach rivers faster, carrying a larger volume of water, subsequently increasing downstream flood risk.	The proposed built infrastructure, where surface water flow would be impeded, are located outside of the areas indicated to be at risk of surface water flooding to ensure existing surface water drainage routes are not impeded. Due to the design of the panel ground anchors, we would not expect them to impede the surface water drainage routes. All of the infrastructure of the site will be placed outside of the flood exclusion zone, defined in the FRA and Drainage strategy (Appendix 9.1) from the embankment level of the Aldington Flood Storage Area. This will ensure that no storage volume is displaced, and flood flows will not be impeded.	9.77 9.78

Chapter	Paragraph Reference	Potential Impact	Avoidance Measure	Paragraph Reference
Chapter 10 - Ecology	Table 10.5	Direct/indirect impacts on waterbodies – East Stour, brook and off-site ponds / fishing lakes	Buffer zones and preventative construction methods.	Table 10.5
	-	Dormouse - construction disturbance	Clearly defined working zones to ensure works outside of the application boundary in woodland / hedgerow habitats are avoided.	Table 10.6
	Confidential badger appendix	Badgers - construction disturbance	Works timed for the summer months (June to September) when Badgers are more active and do not have very young cubs. Works timed for the summer months (June to September) when Badgers are more active and do not have very young cubs. Badger gates to be installed every 50m into the perimeter fencing so badgers can commute through the solar arrays on completion of the construction phase of the project. Standard mitigations to prevent entrapment in open excavations.	Confidential badger appendix
	-	Otters and water vole - construction disturbance	Standard pollution control measures to be implemented during construction, including silt trap fencing.	Table 10.6
	-	Breeding bird - construction disturbance.	Habitat removal will be completed outside of the breeding bird season and the arable fields will be left bare / uncropped / ploughed in the preceding spring to prevent birds from breeding within the working areas.	Table 10.6
	-	Reptiles - construction disturbance.	Standard measures to include storage of materials away from suitable edge habitats.	Table 10.6

Chapter	Paragraph Reference	Potential Impact	Avoidance Measure	Paragraph Reference
Chapter 11 - LVIA	11.100	Impacts on the purpose of the Kent Downs AONB.	At its closest point, this designation is located approximately 1.3km south and 3.3km northeast of the closest part of the proposed development.	11.98 - 11.99
Chapter 12 - Archaeology and Cultural Heritage	Table 12.3	Direct impacts on unknown assets.	The scheme has been designed to avoid the construction of solar panels across the entire site. The retention of open space in Area 2 serves to preserve in situ identified archaeological remains in this area.	12.108
Chapter 13 - Noise	13.87	The assessments summarised above demonstrate that noise during the construction phase would not exceed the relevant noise limits derived from both BS5228 and the DMRB. Notwithstanding this, some short-term impacts may occur at the closest receptor locations depending on the specifics of the construction programme.	Inherent mitigation measures to reduce construction have been included in the design. For example, an internal access route has been included to avoid traffic using a section of Church Lane. It is recommended that public engagement be undertaken to alert local residents to the planned construction works and provide contact details for a site manager should any noise related complaints arise. Non-acoustic factors which affect the overall level of complaints must also be addressed, e.g. the use of wheel-washing to control mud on roads.	13.88 13.89

Chapter	Paragraph Reference	Potential Impact	Avoidance Measure	Paragraph Reference
Chapter 13 - Noise (Continued)		(Continued).	Further to the above, 'Best Practicable Means' should be employed across the construction phase to ensure impacts are minimised. These measures will be detailed in the CEMP. Examples of best practicable measures include: • Equipment should be turned off when not in use and no vehicle idling should be permitted within the construction site including construction yards etc; • Where possible all noisy plant and equipment should be replaced with less noisy alternatives; • All plant should be properly maintained and all noise control measures be properly employed i.e. exhaust silencers fitted, vehicle panels closed etc; • All panel frame supports should be push driven as far as possible. Pre-auguring can be used to facilitate this. Where ground conditions do not allow this, alternative methods should be selected with a view on their potential noise emissions. Impact driven supports should be viewed as a last resort; • Do not drop materials i.e. access road surface materials etc, from excessive heights. Where necessary consider screens around material drop areas; • Construction traffic should be timed and routed to minimise the impact to local residents; and, • Noise monitoring should be carried out in the event of valid complaints.	13.90 13.91
Chapter 14 - Glint & Glare			N/a	

Table 15.2 - Proposed Mitigation Measures

Chapter	Paragraph Reference	Potential Impact	Mitigation Measure	Paragraph Reference
Chapter 3 - Site Selection and Design	-	Disruption to operation and maintenance of existing infrastructure.	Utilities operators will be re-consulted prior to construction commencing to ensure that the baseline is unchanged.	3.60
Chapter 6 - Development Proposal	-	Landscape and visual impact of site infrastructure e.g. inverters/transformers and site cabinets.	The external finish will be agreed with the Local Planning Authority prior to construction commencing.	6.18, 6.23, 6.26
	-	Landscape and visual impact and potential impact on ecological receptors.	During the construction phase, temporary lighting may be required should deliveries be scheduled for after dusk, and security lighting on a sensor is typically utilised for the construction phase whilst machinery and materials are stored on site. Any lighting on site during the construction phase will be kept to a minimum to avoid disturbance to local residents and ecological species as far as practically possible.	6.36
Chapter 7 - Construction, Operation and Decommissioning	-	Landscape and visual impact.	Where new access tracks are required these will have a running width of 4m. As described in Chapter 6 - Development Proposal , the tracks will have the appearance of typical vernacular farm tracks with a crushed stone running surface built up over geotextile placed on top of prepared (scraped and levelled) topsoil at, or just below, existing ground level. The tracks will be allowed to grass over, following completion of the construction phase.	7.12

Chapter	Paragraph Reference	Potential Impact	Mitigation Measure	Paragraph Reference
Chapter 7 - Construction, Operation and Decommissioning (continued)	-	Construction impacts.	A Construction Environment Management Plan (CEMP) will be agreed with the Local Planning Authority prior to construction commencing. This will include details of all mitigation measures proposed for the safe and environmentally sensitive construction of the proposed East Stour Solar Farm.	7.56
Chapter 8 - Traffic and Access	8.92	For existing road users, impacts may arise through traffic delays caused by construction vehicles, or to their visual amenity (which is considered further in Chapter 11 - LVIA).	During construction and decommissioning, deliveries will be restricted, wherever possible, to off-peak weekdays to reduce impacts on local road users. Off-peak is considered to be between 09:00 and 15:00.	8.118
			At the construction site entrances, traffic management measures will be deployed as deemed necessary by Kent County Council.	8.120
			Any vehicle approaching the 3.81m height limit of the local services rail tunnel will be required to register at the northern temporary construction compound before being permitted to proceed through the tunnel. Where a suitable delivery vehicle/load geometry is not available, loads will be broken down within this compound and transported on appropriately sized vehicles.	8.121
			A rolling set of traffic lights will be employed during the laying of the verge-side grid connection cable.	8.124

Chapter	Paragraph Reference	Potential Impact	Mitigation Measure	Paragraph Reference
Chapter 8 - Traffic and Access (continued)	8.93	With respect to road impacts there is the potential to damage road surfaces through the delivery of aggregates.	It is suggested a scheme for pre-construction and post-construction road and drainage surveys to identify then rectify any damage to the highway, verges and drains caused by construction traffic be produced by the Applicant and agreed with Kent County Council in advance of construction commencing. In addition, prior to construction, precautionary mitigation measures are suggested to include: • A drainage scheme should be devised to ensure that no water enters the highway from the site access or a suitable system is agreed; and • Wheel wash facilities as appropriate and sweeping is to be carried out to ensure the road is kept reasonably clear of any deposits from the construction works and the local drains are kept clear.	8.126 8.127
	-	Construction traffic impacts on existing road users and highways.	The Construction Traffic Management Plan (CTMP) to be agreed with the Local Planning Authority prior to construction commencing will include details of all traffic management proposals, both on site and leaving site to enter the highway. A draft CTMP is contained at Appendix 8.3.	8.100
	8.106	During the construction phase of the proposed solar farm the PRow crossing the site will remain fully open for use. There may be some minor disruption for users.	As well as advance notification and appropriate signage, banksmen will be used on the PRow to minimise risk and disruption to users of the footpath during the construction phase.	8.123
	8.110	Driver distraction.	The Applicant is committing to maintain reduced height hedges in proximity to the Church Lane crossing of the East Stour River to maximise highway visibility.	8.128

Chapter	Paragraph Reference	Potential Impact	Mitigation Measure	Paragraph Reference
Chapter 9 - Hydrology and Hydrogeology	9.59	Lack of infiltration over a longer time scale through the introduction of impermeable infrastructure, could lower the aquifer recharge rate in the area, part of the southern and northern sites are overlying a principal bedrock aquifer. Due to the small area of the permanent infrastructure, and given retained vegetation surrounding the panels, this is assumed to be a small impact. There is potential for soil erosion from surface water runoff if vegetation cover is not maintained across the site. We consider that there will be no impacts to geology as this receptor will not be exposed during this phase.	If scour or siltation could occur on steeper sections of the site, silt traps, soil bunds and grass filter strips will be used to capture any sediment, preventing this from entering any watercourses draining the site. Maintaining vegetation under and around panels will be undertaken, which will work to reverse the compaction of soil over time. Additionally, a traffic management plan would be adopted to minimise the concentration of soil compaction. The reduction of soil compaction through these methods would minimise any loss of groundwater recharge.	9.68 9.71
	9.62	During operation there is a risk of spillage of chemicals from maintenance vehicles which could infiltrate into the soil or be entrained with surface water runoff into the local watercourses. There is also a risk of increased siltation if vegetation cover is not maintained surrounding the panel array.	If scour or siltation could occur on steeper sections of the site, silt traps, soil bunds and grass filter strips will be used to capture any sediment, preventing this from entering any watercourses draining the site.	9.68

Chapter	Paragraph Reference	Potential Impact	Mitigation Measure	Paragraph Reference
	9.65	The proposed development would result in the increase of impermeable areas through the construction of inverter, welfare and store blocks. The access track is to be constructed from permeable materials. An increase in impermeable area on site, leads to a reduction in infiltration and an increase in surface water runoff. This means rainwater can reach rivers faster, carrying a larger volume of water, subsequently increasing downstream flood risk.	The additional surface water run-off resulting from impermeable surfaces on the site will be attenuated by extensive planting and captured at strategic locations using cut-off swales. These will be designed to provide long term storage for runoff resulting from the rainfall events on the site. There will be the possibility of infiltration into the soil or evaporation of water whilst stored. It will be necessary that vegetation is maintained under and around the solar panels to attenuate runoff.	9.77
Chapter 11 - LVIA	-	Visual impact of construction.	All the site tracks within the layout would utilise existing field entrances and gaps in field boundaries thereby minimising any potential loss of landscape fabric (excepting the small loss of boundary 'scrub' on the western side of the Church Lane at the crossing point to the south).	11.14

Chapter	Paragraph Reference	Potential Impact	Mitigation Measure	Paragraph Reference
Chapter 11 - LVIA (Continued)	-	Visual impact of operation.	Seeding between solar panels with native grasses also wild flower seeding. A comprehensive mitigation scheme is also proposed including tree belts, new hedgerows and hedgerow management. From a landscape and visual perspective, the number of visual elements present over the anticipated 40 year operational phase has been minimised by siting the proposal close to existing infrastructure in the form of an existing solar farm, pylon lines, High Speed 1 (HS1) and local services railway lines, M20 motorway, Sellindge Substation and Converter Station. In addition, some of the solar arrays have been positioned adjacent to existing mature vegetation and woodland. The proposed mitigation scheme will take several years to establish and provide additional screening of the proposed development, although year on year this screening will gradually improve. Therefore, the aspects of the operational phase that are likely to initially give rise to significant effects on landscape character and visual amenity during the operational life are the solar arrays, site tracks, stock style fencing, CCTV, inverter/transformer units, substations, spare parts and storage cabinet and welfare cabin, and these are considered in the Landscape and Visual Assessments below. The	11.15 11.16 11.17 Figure 11.9

Chapter	Paragraph Reference	Potential Impact	Mitigation Measure	Paragraph Reference
Chapter 11 - LVIA (Continued)	-	Visual impact of operation (continued).	proposed development has also then been assessed at a stage ten years after completion of construction when the landscaping proposals are expected to be established, providing some further screening of the proposed development from parts of the study area, and contributing beneficially to the landscape character and landscape fabric of the local area. It should be noted that beyond this ten year period the landscaping proposals would continue to mature and integrate within the locality.	11.15 11.16 11.17 Figure 11.9 (continued)
	-	Visual impacts of decommissioning.	The effects on landscape and visual amenity during the decommissioning phase would be minimised by the limited duration of the works, by removing all above ground structures and materials, by leaving all deep below-ground structures in place and by restoring the ground disturbed by the works. All planting proposals associated with this application would remain in place.	11.19
	11.61	Landscape fabric (operational phase).	Once the construction phase has been completed, the proposed mitigation measures would be implemented. These measures are illustrated on Figure 11.9 and include some sizeable areas of tree and hedgerow planting, hedgerow management to maintain and grow the height of some existing site hedgerows and hedgerow enhancement to gap up and improve some existing site hedgerows. In addition, some areas of wildflower/ riparian/ grassland have been accommodated within the layout to encourage biodiversity. There would be a beneficial effect on landscape fabric as a result of these measures which would last throughout the operational phase of the proposed development and would be maintained and replaced where necessary through an operational planting management plan.	11.61

Chapter	Paragraph Reference	Potential Impact	Mitigation Measure	Paragraph Reference
Chapter 12 - Archaeology & Cultural Heritage	12.134 - 12.135	Taking into consideration the limited impact of the proposed solar panels, the magnitude of change on the potential archaeological resource within Areas 2 and 5 is considered minor adverse: removal of a minor part of its total area but the site retains significant future research potential. This effect is considered Minor; not significant.	It is anticipated that a programme of archaeological evaluation will be required as a condition of planning to confirm the results of this assessment and supplement the existing record of the archaeological resource within the application site. This would allow an appropriate strategy for the conservation of the archaeological remains to be developed and agreed with the LPA, either by protection via concrete foundations, archaeological recording, or a combination of these approaches.	12.136 - 1.137
Chapter 13 - Noise	N/A			
Chapter 14 - Glint & Glare	14.98 - 14.177, 14.179	Mitigation is required to ensure the High impact views from Road Receptors 5 and 43 – 47 into the Proposed Development are screened.	• Native hedgerows/woodland to be planted/infilled along a central section of the western boundary of the North Array. • Native hedgerows/woodland to be planted/infilled along the western edge of Church Lane adjacent to the South Array, and along the eastern edge of the East Array and maintained to a height of at least 3m.	14.179

Table 15.3 - *Proposed Enhancement Measures*

Reference	Enhancement	Paragraph Reference
Chapter 6 - Development Proposal	The biodiversity enhancements will be incorporated with the development of the solar farm and managed over the project life in accordance with a Landscape and Environment Management Plan (LEMP). As shown in Figure 11.9, ES Volume 3, the measures include: • local species rich grassland and wild flower meadow between and under the rows of solar panels, providing habitat for birds and invertebrates; • wide meadow belts between the public footpaths and proposed solar panels in the area east of Park Wood and to the south of Bested Hill; • establishing a large meadow between Church Lane and Bested Hill; • hedge and tree planting around the site to: – reinstate hedgerows and create new hedgerow lines; – strengthen existing hedgerows; – continue roadside hedgerows; and – plant new low density woodland on the west side of Church Lane at the south of Bested Hill to provide visual screening. • bat boxes will be positioned on trees around the development site to provide additional bat roosting opportunities; • birds boxes will be positioned around the site; and • habitat piles for invertebrates to be introduced in appropriate areas around the site to encourage native bees, amongst other species, to maximise benefits of the wildflower and grassland areas.	6.48

Reference	Enhancement	Paragraph Reference
Chapter 10 - Ecology	The enhancements to the existing hedgerows will result in a transition from poor quality, low ecologically valuable hedgerows with some (limited) habitat connectivity to hedgerows that are species rich, thick and tall offering nesting opportunities for bird species, and improved habitat connectivity to extend mammal corridors on site.	10.141
	Enhancements for bats will be provided through the provision of 15 bat boxes which will be installed within the application boundary. This will comprise of five large pole-mounted bat boxes suitable for maternity or hibernation colonies and 10 smaller multi-purpose woodcrete bat boxes, suitable for summer roosts (Figure 10.2 of ES Volume 3 - Figures).	10.154
	The proposed landscaping plan which includes the conversion of arable land and improved grassland into wildflower grassland as well as the proposed hedge and low-density woodland will significantly improve opportunities for breeding birds across the site. Habitat creation works will ensure that the scheme has a long-term positive impact on reptiles. Arable /Improved Grassland - Creation of wildflower meadow under all panels and additional 13.6 ha grassland in Southern Array (previously bare earth field). Hedgerows/woodland - 2.2 km new hedge, 1.5 km enhanced hedge, 1.1 ha of woodland planting. Waterbodies (East Stour, brook and off-site ponds / fishing lakes) - Creation of riparian meadows.	10.162 10.169 Table 10.5

Reference	Enhancement	Paragraph Reference
Chapter 10 - Ecology (continued)	Dormouse - Landscaping plan will result in 2.2 km of new hedge and 1.5 km of enhanced hedge as well as 1.1ha of woodland. New habitats link to Backhouse Wood. Significant increase in available habitat. Bats - Landscaping plan will result in 2.2 km of new hedge and 1.5 km of enhanced hedge as well as 1.1ha of woodland. New habitats link to existing woodland areas / hedgerow network. Significant increase in foraging and commuting habitats. Provision of bat boxes will provide additional roosting opportunities. Breeding birds - Creation of wildflower meadows across the site including 13.6ha of meadow without solar panels will provide alternative nesting habitat for ground nesting birds. Planting of 2.2 km of new and enhancement of a further 1.5 km of existing hedgerow as well as will 1.1ha of woodland will ultimately provide additional nesting and foraging habitat for a range of breeding bird. Bird boxes to be erected across the site. Reptiles - Creation of wildflower meadows, new and enhanced hedgerows and area of woodland will increase suitable habitat across the site.	Table 10.6
Chapter 11 - LVIA	Once the construction phase has been completed, the proposed mitigation measures would be implemented. These measures are illustrated on Figure 11.9 and include some sizeable areas of tree and hedgerow planting, hedgerow management to maintain and grow the height of some existing site hedgerows and hedgerow enhancement to gap up and improve some existing site hedgerows. In addition, some areas of wildflower/ riparian/ grassland have been accommodated within the layout to encourage biodiversity. There would be a beneficial effect on landscape fabric as a result of these measures which would last throughout the operational phase of the proposed development and would be maintained and replaced where necessary through an operational planting management plan.	11.61