

I am a resident in Kennett, a village which is on the edge of the planned area and will be affected largely by this application in many ways. I object to the application.

I have lived in Kennett for 12 years now and love how rural we are and how much of a close-knit community we are with the surrounding villages, with such beautiful routes to use to travel between them all. I have a horse that I ride through the local area daily, the countryside around us is beautiful and the tracks we use are ancient routes used for many centuries.

During construction there will be road closures, the roads are already very jammed up, these closures will send traffic past my house making my road even busier. This will affect my commute to go shopping, to work, to see friends. I will have to travel further to get to these places and will have to use my car more often rather than ride my horse or walk there.

My house is on the [REDACTED] and is the road portion of two connecting bridleways / byways that follow the Icknield way. There are many walkers, cyclists and horse riders (including me and my friends and family) that use the Icknield way as active travel to and from work, shops, for social reasons and as a beautiful recreational route. During construction it is proposed that much of this route will either be closed, unpassable because of construction, unsightly, or have a very high traffic problem due to the works. There seems to be nothing in Sunnica's plans to negate the impact of this for the locals and tourists alike or to allow for it.

There will be restricted access to green areas- including footpath and bridleway closures, with no improvement to access after. Horses need exercise, especially mine who has a health condition which means he gets ill if he isn't. The panels and the noise do affect the horses.

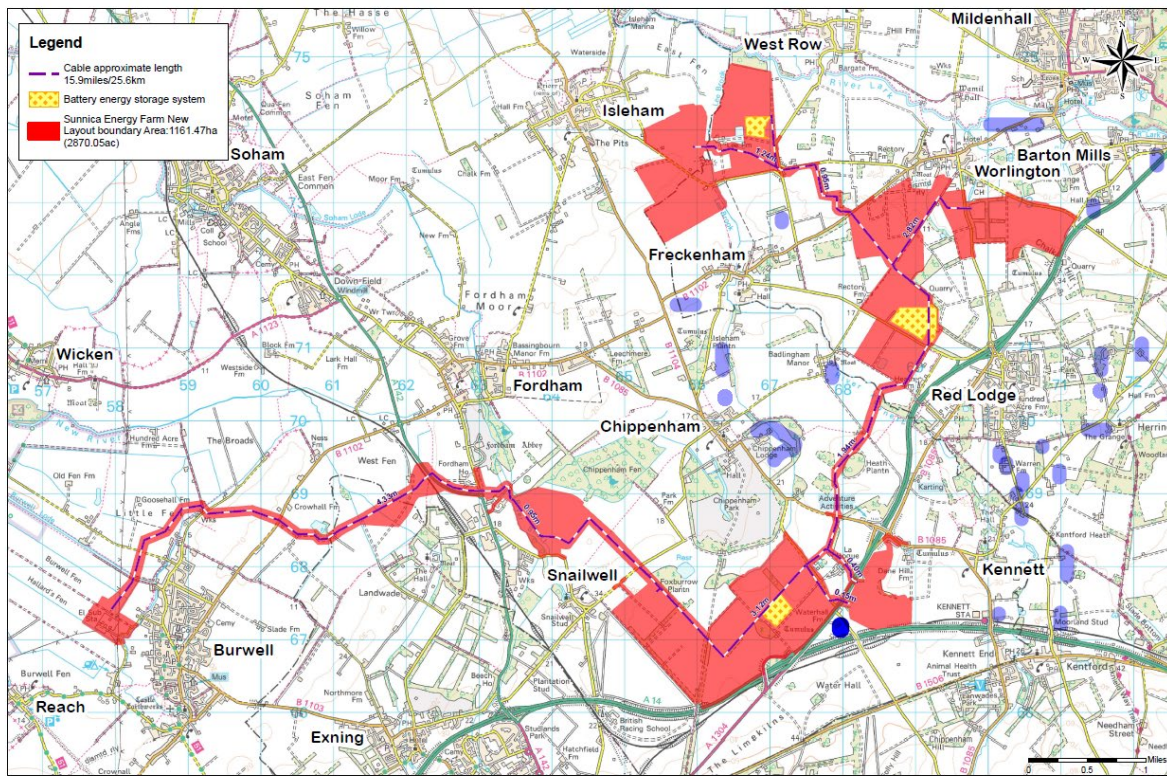
The traffic and the big lorries etc will mean we have to trailer them elsewhere rather than riding in our neighbourhood. The negative environmental impact for this has not been considered. Also, the damage to the roads and tracks mean the footing will be bad for their feet and legs. Green Lane is a beautiful canter track (grassy and soft but not muddy) we have very few of them round here, once they are finished it will be tarmac and can barely walk on it without causing concussion. We ride to be in the countryside and enjoy the fresh air, not a construction site.

Being on the edge of Newmarket there are many other people who own horses in the area, recreational horse-riding is an important part of the economy of the area. There seems to be no mitigation in your plans to allow for this especially as the horses use roads (which will be affected - closed/restricted and a danger), bridleways (closed/restricted/noisy/danger) and post construction would have a greater visual impact, and noise/potential danger impact from travelling around the area at height.

Green Lane, Freckenham USRN 14601287 is of particular concern as at least 25% of the track will have solar fields on either side. This is not safe as the experiences of Mr Fenwick illustrate. A copy of his letter is attached as appendix A. Solar panels alarm horses. This lane will no longer be suitable for use by horse riders. Sunnica will hugely limit the amount of space we have to ride and roads are getting more dangerous therefore these off road spaces are precious to us.

For perspective the below map shows the livery yards that I know of in a 5-mile radius from where I live that have horses and that regularly use the bridlevays, byways and roads to exercise regularly.

### Sunnica Energy Farm Proposed Layout



- Uptons – At least 10
- Uptons quarantine yard – rented out – 4
- Steve Griffiths – 10+
- White House – 3
- Warren Beeches 10+
- Kennett Cottages – 2
- Grabella – 9
- Becky Jackson’s Riding stables- 10+
- Fletchers – 2
- Moorlands – 10+
- Amy Drummonds – 10+
- Lanwades Stud
- Oakland Chippenham – 20+
- Rosewood Stud -20+
- Badlingham Farm – 60
- Manor farm yard- Chippenham – 20+
- Chippenham Lodge Stud – Chippenham – 30+
- Brookside Stud – Chippenham

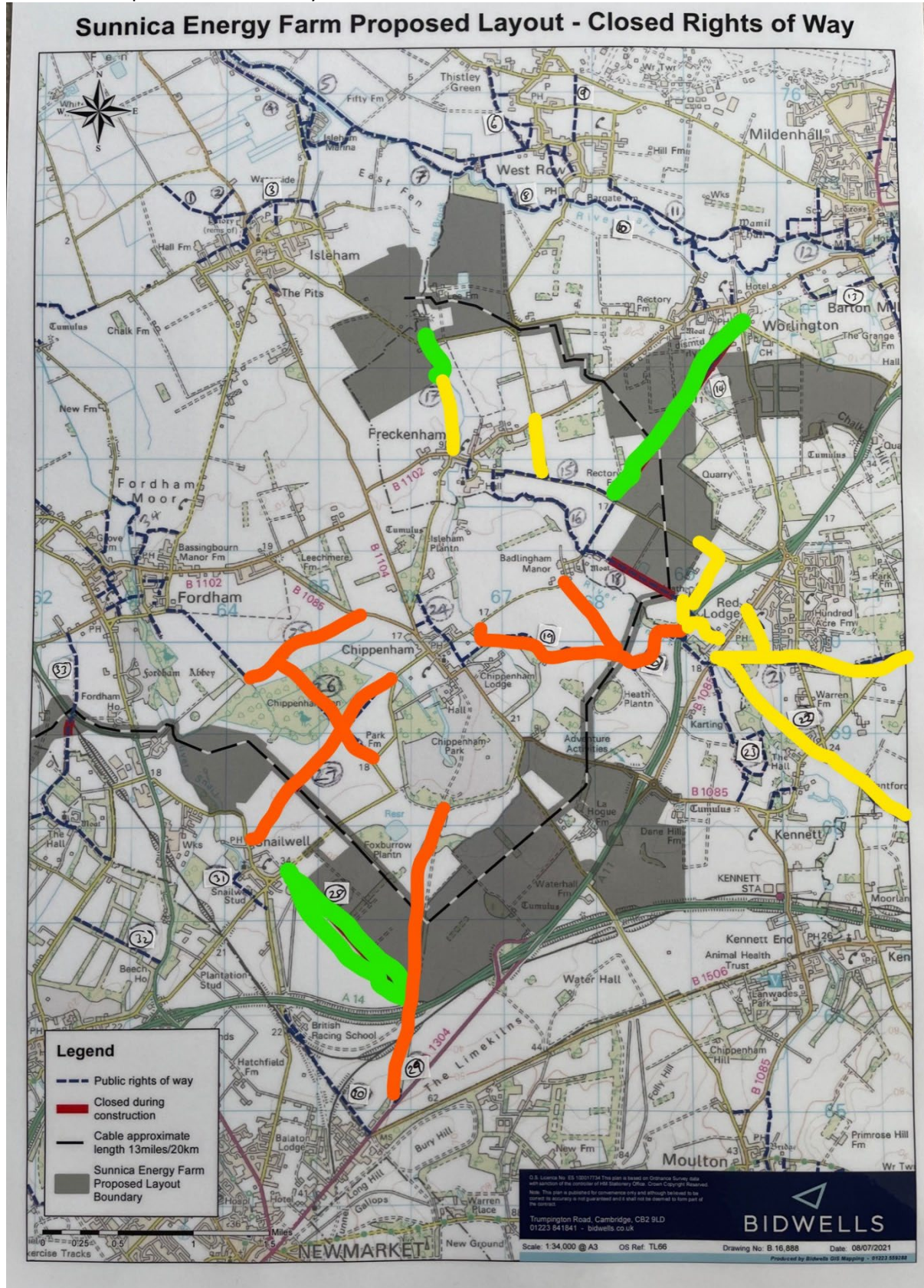
This list is not exhaustive, there are many more that I do not know the names of, or the number of horses held.

The yards and stables will be economically impacted by the development. Yards rely on attractive and safe riding out to attract people to keep horses in the area. They also need a buoyant Thoroughbred industry to give them horses for pre training and breeding. Both these industries will be badly impacted by Sunnica's presence in the area it is a very precarious part of the leisure industry currently with the backlash from Covid and the economic downturn.

During construction and after where is it proposed that these horses are ridden?



Below is a map with the brideways local to me that I use: -



- **Green** are bridleways being closed during construction, they are in lots of use by many horse riders walkers cyclists etc. Is it proposed we just walk / ride down the busy main road? Which will get busier due to the construction traffic.
- **Orange** are currently footpaths or nothing but should have higher rights and I am in the process of compiling DMMO's to get these amended.
- **Yellow** are bridleways currently that look like they won't be directly affected but the closures of roads and other PROW's will have an impact on these also.

Cambridgeshire PROW immediately affected (this is not an exhaustive list, there are others that will also be affected by the traffic and site works that are not in the immediate vicinity of the planned works)

1. Chippenham 49/7 footpath – although applying for a DMMO to upgrade this
2. Chippenham 49/1 footpath – although applying for a DMMO to upgrade this
3. Chippenham 49/2 footpath – although applying for a DMMO to upgrade this
4. Chippenham 49/3 footpath– although applying for a DMMO to upgrade this
5. Fordham 92/19 - footpath
6. Burwell 35/4 – Byway
7. Burwell 35/5 - Footpath
8. Burwell 35/16 – Byway
9. Burwell 35/11 - Footpath
10. Burwell 35/10 - Footpath
11. Burwell 35/12 - Footpath
12. Burwell 35/7B – Byway
13. Burwell 35/7 - Footpath

Suffolk PROW immediately affected (this is not an exhaustive list, there are others that will also be affected by the traffic and site works that are not in the immediate vicinity of the planned works)

1. SNAILWELL BRIDLEWAY 5
2. RED LODGE BRIDLEWAY 005,
3. FRECKENHAM BRIDLEWAY 005
4. FRECKENHAM FOOTPATH 003
5. RED LODGE FOOTPATH 003
6. FRECKENHAM FOOTPATH 010
7. GREEN LANE FRECKENHAM WORLINGTON – DMMO submitted for change to BOAT
8. FRECKENHAM BRIDLEWAY 001
9. FRECKENHAM BRIDLEWAY 007, FRECKENHAM
10. FRECKENHAM BRIDLEWAY 002X, FRECKENHAM
11. FRECKENHAM RESTRICTED BYWAY 002

If Sunnica shut roads all the others will get busier too. Lots of people use these roads when the A11 / A14 is backed up too.

It is essential that mitigation is put in place for all PROW:

- directly affected by the development, during the construction phase, and to ensure adequate reinstatement post construction
- indirectly affected by the development, to ensure that equestrians can still use the routes safely with construction works going on in close proximity



Closing of the Snailwell bridleway (204/5) is not feasible, the throughflow of walkers cyclists and horse riders with no alternative route apart from very busy roads would be dangerous, especially when those roads would have a much higher HGV rate on them through Sunnica deliveries etc. What are their proposals for an alternative as they do need one?

There are historic routes which do not currently appear on the definitive map which need consideration. There are a considerable number of these across all parishes affected by the development. Definitive Map Modification Orders are being submitted for these routes immediately, and thus must be considered throughout the planning phase of this proposed development.

It is noted within the Design and Access Statement section 5.3 Permissive Paths that 3 permissive routes will be created. It is unclear from the documentation:

- Where exactly these routes will run to and from. The maps referenced do not clearly show the specified routes.
- What designation the 'permissive route' will have. It is essential that equestrians are seriously included within the design and specifically of these routes and thus they are designated as a bridleway as a minimum
- Why these routes will be 'permissive' and not dedicated routes. A permissive route can be closed/removed at any time, therefore the expectation with a development such as this would be that additional PROW created to safeguard its existent in perpetuity
- The north / south section of the proposed potential provision of permissive route on Sunnica West Site A is already subject to a DMMO that BHS will be submitting shortly, there is evidence that this used to be a road with public access.



The green line through the centre of this.

- Beck Road in Isleham looks to be made to a permissive route, this is a road and as such should always be a road, need some clarification on this.

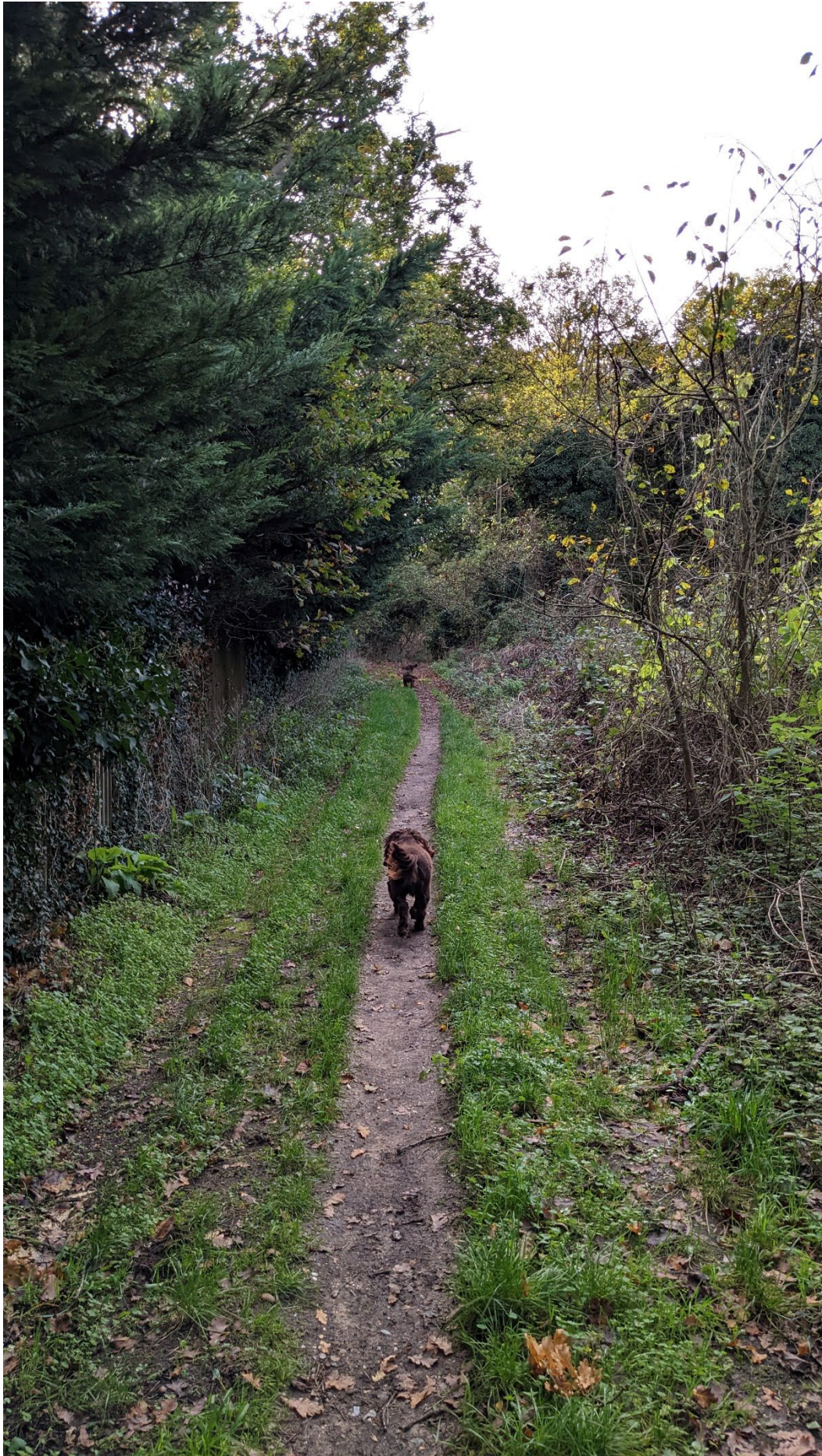
What mitigation proposals for the site are there? Is there adequate noise and glint and glare protection for walkers, cyclists and horses on the PROW's? There needs to be a 6m wide section for all multi-users to have access, the surface needs to be adequate for all users (not tarmac). The screen from the glint of the panels needs to be 3m tall to adequately protect riders and horse. How will this look? Our beautiful green spaces that we ride in will look very different.

Horses will be scared and spook from the noises given off by the panels, what is in the plans to stop this, as Sunnica are planning to build next to designated riders routes for the old Ickneild Way?

I took my dogs for a walk yesterday down the Green Lane between Worlington and Badlingham, these pictures show the beauty we have on our doorstep, this lane is access for all, it is heart-breaking that this would disappear, it will change the area in a dramatic way from rural farming to industrial.

Outdoor space has been proven in the last 2 years to be very valuable for all, especially rural countryside as it is a stress release. I ride to exercise, meet people and to get out and appreciate the beautiful countryside that is surrounding us. These old lanes and routes prevent social isolation for many that live in rural areas as you will get out and see other people walking their dogs and generally getting from place to place by other means than cars, which if this happens will become impossible or just not pleasurable, therefore we are far more likely to get in our cars or horseboxes and go elsewhere for that pleasure. This is just not environmentally friendly and in times where costs are rising is becoming even more difficult.

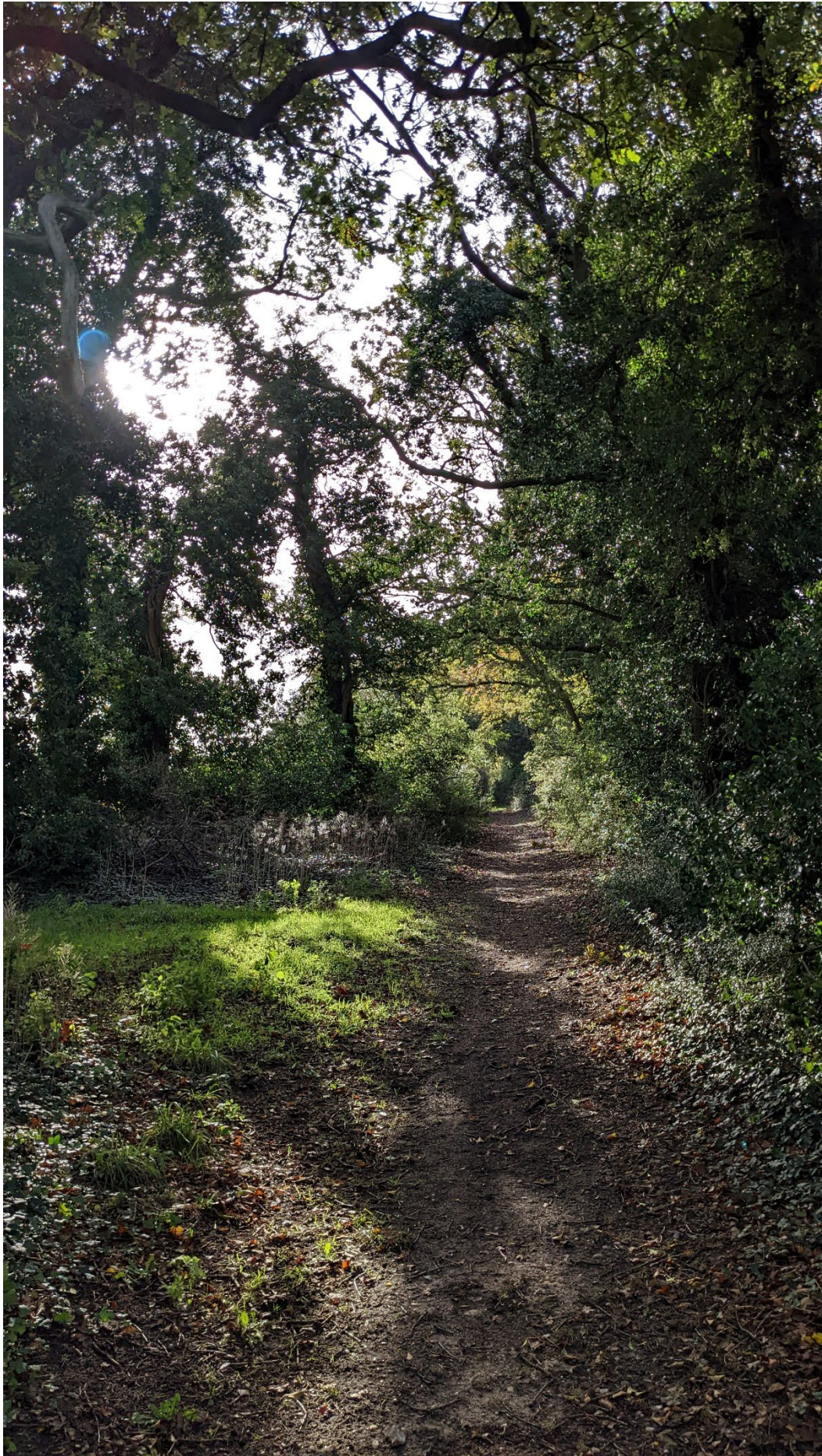














Property values will be and have already been negatively affected by the impact of this planning looming over the area, people have lost sales and had their prices reduced due to this, it will get worse if it is actually being built with all the disruption.

Then there is the whole battery storage issue which creates the danger of fires, toxic gasses, thermal runaway could, which could potentially kill not only humans but all animal life in the area too.

The village roads within and between very old villages containing many listed buildings and monuments. They are not designed for large HGV's. In many places such vehicles will be unable to pass without taking up the whole road.

## Appendix A

4

### J B Fenwick & Son



9<sup>th</sup> March 2022

To Whom it May Concern

I write in relation to two serious horse-riding incidents that occurred on 5.11.15 and the autumn of 2016. I was the person riding the two different horses on each reported occasion.

Background

I have lived and farmed at [REDACTED]. The Farm is shown edged red on the attached plan and the Willbraham solar farm which runs along my North West boundary is shown shaded grey. I have ridden to a high standard all my life and keep experienced horses on the farm.

Incident 1 on 5.11.15

During the Autumn and Winter, I always ride just as dawn breaks as riding early allows me to then get on with my farming day. On the 5.11.15 I rode my experienced horse who I had owned for 10 years to the point marked with a blue X on the plan. The horse was standing still while I was looking at the crops. Then for no apparent reason he was spooked and became totally uncontrollable and galloped blindly into the deer fencing of the Solar Farm. I was thrown off the horse into the fencing sustaining a number of severe injuries including a broken ankle and ribs.

As you can imagine I have spent a lot of time trying to establish what caused a sensible experienced trusted horse to become so terrified, irrational and dangerous. For a time I thought it could have been an electric current from the solar farm but I am assured by the Solar Farm operators this could not be possible. I have therefore come to the conclusion the horse was terrified by the noises from the Solar Farm. I knew this horse extremely well and he had never behaved in this way either before or after this particular incident.

At dawn during the Autumn and Winter as daylight breaks the Solar Farm makes creaking and other high-pitched noises as the panels move from darkness to daylight and begin to warm up. These noises are totally alien to horses and therefore are extremely frightening to them.

Incident 2 in Autumn 2016

I was riding a different but equally experienced horse that I had owned for a number of years across the field neighbouring the Solar Farm early in the morning in the area marked with a yellow X. The horse took extreme fright and galloped off with me in a terrified way. I could not control the horse





for at least half a mile. This behaviour was totally out of character for this horse. On this occasion I managed to stay on the horse and bring it back under control. Like the other horse he has never behaved in this way before or after this incident. There were no other obvious reasons for the horse to have become so frightened.

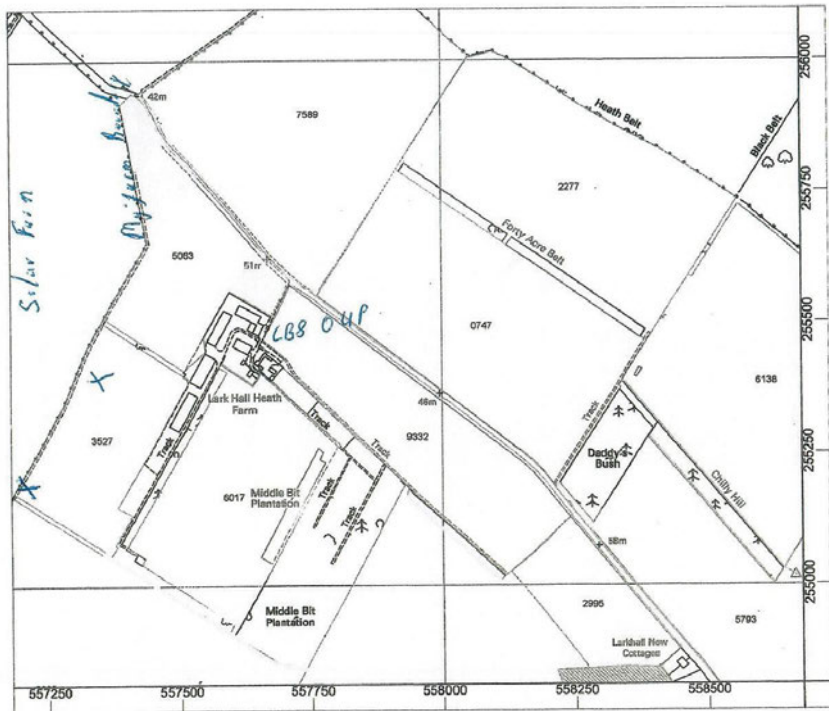
Following the above two incidents I do not allow anyone to ride on the part of the Farm neighbouring the Solar Farm and shown cross hatched on the plan. It is far too dangerous. I have an employee who regularly works his dogs early in the morning along the boundary with the Solar Farm and he confirms that strange noises come from the panels.

I would be extremely concerned if a Solar Farm was built close to any public right of way or private gallop.

Yours faithfully

Rowley Fenwick



ENGLAND

**Options Map**

Application Number: A000004010

Application Status: Submitted

Map 6 of 14

**Legend**

- Fences
- Purchased position with bar inputs: scale 50A & M.
- 5m buffer strips on cultivated land near to a watercourse
- 5m buffer strips on cultivated land
- Field corner management
- Ditch management
- Combined hedges and ditch management (incorporating EBF)
- Hedge management (on both sides of hedges)
- Hedge Flower mixture
- Hedge management (on one side of hedges)
- Combined hedges and ditch management (incorporating EBF)
- Half ditch management
- 3m buffer strips on cultivated land
- 4m buffer strips on cultivated land

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