

In trying to put together this WR I have been faced with the kind of difficulties that are preventing many locals from engaging with this process. Trying to find and read the appendices, plans and other cross-referenced documents whilst reading the main documents becomes very frustrating and time consuming when using a laptop or iPad. The descriptions of the documents in the list are very limited and not helpful. I have been trying to locate a document which shows which hedgerows are to be removed – Schedule 17 of the latest version of the draft DCO refers to a 'vegetation removal plan' consisting of 13 sheets. However using the search function on the documents tab shows nothing on searching 'vegetation' and a repeated look through all the APP docs reveals nothing with that title either. Document APP-187 3.8 entitled TPO and Hedgerow Removal Plan is in fact just a set of plans showing important hedgerows without any indication of those to be removed. Why is it being made so difficult to find basic information?

I can only hope and trust that the examiner will consider independent expert evidence on issues such as the safety of the proposed batteries, ensure scrutiny of the source of the solar panels themselves (the mining of the minerals, the nature of the labour force involved in their manufacture – [REDACTED] – and their transportation to the project location), demand evidenced calculations of the true achievable returns of solar power from the fields in this project, make searching enquiries as to whether the driving force behind this application has more to do with the potential income from storing power FROM the National Grid rather than the harnessing and storage of solar power from the panels installed, and fully investigate all of the potential cumulative effects of this proposal combined with the Cottam, West Burton and Tillbridge Solar projects. These are matters that I can make no informed comment about here, but they are all issues about which I have serious concerns.

A few specific concerns:-

APP-003 1.3

2.1.4 Line 4 - I presume the applicant is referring to Kexby Lane not Kexby Land?

2.1.9 – So the anticipated construction period is in fact 36 months and not the 24 months repeatedly referred to elsewhere in the documentation? This would mean that all of the negative effects of the construction period on the local population from THIS project are in fact likely to last 3 years, not 2 – plus of course the cumulative effects of the other three projects that will last even longer.

2.1.10 – How will it be decided (and when) whether the cables will be left in situ at decommissioning? How can leaving these in the earth to rot/ decompose/ affect the surrounding land and its future use be justified? Other projects have referred to removing the cables at the end of the project by pulling them out rather than there being a need for trenches to be re-dug. Why can that not be required with this project?

APP-023 3.1 Vol 1 Chap 14

14.4.1 – Why is 24 months a 'worst-case scenario'? It compresses the duration of many of the impacts so how can the applicant conclude that a longer duration would have a lower impact on the community? It might do by the criteria that the applicant chooses to apply but what about the 'on the ground' impact of road closures, construction traffic and workers etc in the area for half as long again?

Table 14-7 This seems to perfectly illustrate the disconnect between those sitting in offices and writing these documents on behalf of the applicant, and people who live in the area. 'Does the proposal prioritise and encourage walking?' – the applicant's conclusion is 'yes'. How? Just because there are very few PROWs included in the works area around Marton/ Gate Burton/ Willingham, how can the effects on the promotion of walking be deemed negligible? Willingham Road, linking Gate Burton to Willingham, which is one of the primary construction routes, is a popular walking, running, cycling and horse-riding route. Part of it has been on the route of the annual Stow community bike ride for many years. It is currently a single carriageway road with passing places, bordered along the majority of its length by hedges (photos attached illustrating). Once it becomes a construction route for the project it will no longer be possible to use it in that way. Therefore the proposal has a significant effect on the health, wellbeing and exercise opportunities of local residents. Where in the proposal is there a detailed evaluation of the effects on house prices of the proximity of the construction routes/ cable corridors with the potential for EMF issues/ fields of panels? I can't find anything in APP-021 - socio-economic?

Turning to APP-021, Table 12-22 shows purported figures for capacity within a 30 min drive radius (there is no date given or source of this 'analysis') – para 12.10.3 concludes that there is 'no effect' on the hotel, B & B and inns accommodation sector by the workers on this proposal. The cumulative effect is looked at in 12.13.6 and 12.13.7 – why are only WB 2 & 3 and Cottam 1 added into the figures? Other Cottam sectors are within a 30 minute drive, as is Tillbridge Solar.. Also the capacity considered in the cumulative effect paras is rather disingenuously only that within a 60 minute drive. If you look at the cumulative effect of all of the local proposals and the accommodation within a 30 min drive there would be a different conclusion.... If a local is holding a wedding or funeral or other social occasion – will any of the guests be able to find, let alone afford, any local overnight accommodation??

Has the applicant done any research into the effects on the local postal delivery and collection services? Does the applicant know where all the post boxes are and the routes the collection vans take? Whilst the effects of this proposal in isolation may be limited, again the cumulative effect needs to be considered.

Hedgerows – a walk along Willingham Road this weekend (photos taken on Sunday) showed hedgerows with an abundance of rose hips, hawthorn berries, elderberries, blackberries, wild apples, sloes.... A wide variety of butterflies, bees, birds, insects and spiders.. These hedges will be affected by that road being a construction route, (I haven't been able to find out which hedges are to be removed to widen the road for construction vehicles) therefore not only are the creatures that roost, live, shelter and nest in those hedges going to be affected, but all of the food chain that exists on the flowers and fruit of the hedgerows. If there were just the hedgerows in this proposal's area affected, then some of the population would transfer to neighbouring fields and hedges – but with so much of the local area affected by the construction routes, cable corridor routes, battery storage areas and solar panel structures of all four proposals, populations will surely nosedive.

Has the applicant done any research into the effect on the local road surfaces of the increase in both construction and worker vehicles? Our roads are already badly potholed and crumbling in areas - the increase in weight and frequency of vehicles will lead to more road degradation. How will this be dealt with?

**PASSING
PLACE**





























