

Byers Gill Solar: Post Hearing Submission.

ISH6 'Environmental Affairs': Land Usage and Socio-Economics.

Myra Mckeown, representing the McKeown family.

IPR: BGSF ATP 337. A Deadline 6 Submission ISH6.

(We hope this is acceptable as we were unable to find another 'button' for a different ISH subject').

In this submission we consider Panel 'A' Brafferton, a part of Byers Gill Solar.

We are looking at 'cause and effect'.

The cause being land usage by the Applicant and it's effect on the community included in which are the tenants at High House Farm.

The Applicant was always going to be challenged by the construction of Panel 'A'. Here 21st century methodology is laid over 12th century

'strip fields', and also to be considered is the setting of a village,

[A5-015] 2.4 Land Plans 3/13. It is therefore not surprising that along

the way the Order Limits in this area have changed as efforts have been made to adapt the original plan to what is a compact and constrained land mass. At the moment the short, straight village street and the two lanes either side of it play some part in the scheme of

construction devised by the Applicant. High House Lane is to the east

pointing toward the coast: the gated Ketton Lane runs south, parallel to the Main Line railway.

Concerning the first of these Lanes the detrimental effect on our business is increasing as we learn more about the

company's intentions. Now we can see that the Manorial Law right claimed by ourselves to travel on this lane, the link

between our two parcels of land, will be severed when a section of this Lane is to be embedded WITHIN the site of the Spur, the largest of the two satellite sites.

The Spur derives its shape from strip fields: it is narrow and the applicant will need to criss-cross this embedded section of the Lane.

Access for others becomes impossible. All involved with the farm will

lose at least one or even two seasons of shepherding.

Should this application be passed we have no way of knowing when the construction will arrive. What we read in the d

DCO contains no mention of a sequential plan for construction.

This is an impossible set of circumstances in terms of long term farm policy. Add to this the uncertainty of connection to the Norton sub station.

It has also to be remembered that the lane in question is a PRoW, for which there is no alternative provision. Another case arises with reference to [REP2-016 Fig. 2.3]. Presently the eastern part of the village itself will be taken over by small vans, both for transporting solar panels and their 'strings' and for also acting as people carriers. (We presume the Lane is too narrow to take a low-loader up to the Spur site).

Both sections of traffic will have to make the long journey around the

whole of the Main Site and then cut across a corner including the village street. The explanation lies in the fact that there is no option

for heavier vehicles to take this route as they move on to the high street. They cannot access the line from the Main Compound to High House lane because of obstruction/buildings.

We raise therefore the inherent controversy resting in the use of the

Green/High Street for any kind of construction traffic. The Applicant makes no mention that there is a village involved in the written statement regarding the way to panel 'A'. The description is all 'via lanes'. [APP-035 6.2.12]. Baseline conditions/Highway Transport.

No great amount of time has been devoted to the close examination of Brafferton Panel 'A'. It is not common knowledge

that an alternative way into the Spur is possible. However it is an absolute

dictum of the Applicant that the construction routes are determined

by their relationship to the land leased for the solar site.

The particular 'alternative' was to access by two dry fields. That is to

be compared to the considerable work proposed in Change 2. We have learned from experience at Whinfield that an amount of 'stray' traffic wanders about the immediate area of solar sites eg. they could also come up all of Brafferton high street. However the biggest advantage of the alternative route would be to remove the majority of activity planned for the east end of the village. Under the microscope is the question of Land Usage versus Socio-economics. How best are they balanced in this example?

Just in a lighter vein why not change everything?

A feature of the surrounding infrastructure in Panel 'A' is the National Grid. What a reduction in cabling and digging up adopted roads if this

link was to be used. Such a 'standalone main site' does away with

any village involvement. the recent extension of the order limits facilitating the use of Ketton Lane would mean the

community was near totally 'bypassed'. They will unfortunately never escape the

pile-driving noise.

Given the lack of time to the end of the examination period we mention these ideas only in terms of 'a dream'. However if the UK is to pursue many thousands of solar acreage then surely there are grounds to argue than in order to speed the process usage of land should be less fragmented and fragile than that which is proposed here in the Byers Gill Plan.

**BYERS GILL SOLAR. POST-HEARING SUBMISSION  
ISH6: 'Environment Affairs'. Land Use and Socio-Economics'.**

Myra McKeown, representing the Mckeown Family.  
IPR: BGSF ATP 337

In this submission we will consider Panel 'A'. Brafferton, part of Byers Gill Solar.  
We are looking at cause and effect.  
The land usage by the Applicant and it's effect on one particular community.

The Applicant was always going to be challenged by the construction of this Panel.  
Here 21<sup>st</sup> century technology overlies 12<sup>th</sup> century strip fields and also to be considered was the setting of the village. [A5-015] 2.4 Land Plans 3/13.

It is therefore not surprising that along the way the Order Limits have changed as efforts were made to adapt the original plan to what is a compact and constrained land mass. At the moment the short, straight village street and the two lanes on either side of it play some part in the scheme of construction access to the whole. Of these two ancient lanes 'High House' lies to the east of the community, and the gated 'Ketton Lane', running parallel to the railway, to the west.

Concerning High House Lane the detrimental consequences for our business have increased during this examination. The information given in earlier documents which suggested co-operation for access between parties is less convincing now.

Both our tenant and ourselves are agreed that the manorial right we claim on this Lane will be severed when a part of the lane is used WITHIN this satellite site. A narrow site which will need to be worked from both ends using movement across the unfortunate bit of the lane which is embedded in the 32 acres. We estimate a loss of at least one season of droving animals and it could be two.

Movement of traffic and the state of solar sites is now a barrier to the business. Should this application be passed we have no way of knowing when the companies vehicles will arrive up the Lane. What we have seen of the application it contains no mention of a sequential plan for construction across the whole of Byers Gill.

This is an impossible situation in terms of long term farm policy.

There is another clear cut case which arises.[REP2-016 ES figure 2.3].

Presently the easterly part of the village itself will be taken over by small vans, bringing the solar panels and 'strings', and also acting as people carriers. They will be coming from the Main Site and there is no way they can get to the two satellite sites unless they cut across a corner of the high street. Also there is no option but to use lighter vehicles. Heavy vehicles are not capable of following this route due to obstruction.

We raise here the inherent controversy resting in the use of the Green/High Street for construction traffic.

It is clear great care will be needed to keep the surface of village street in good condition In all respects the community will need to access their homes. The Applicant makes no mention of the community in their written description of access to Panel 'A'.

Their description of access is all 'via Lanes'. [APP-035, detail 6.2.12. Baseline Conditions/Highway Transport.

Also it has been suggested by the Applicant's team that High House Lane can only be used when conditions are favourable ie. in a five month 'window' of any year. Recent developments may suggest this will be lengthened on the basis of the contractor decisions.

It is typical of the present 'rush to the line' that this issue is left 'hanging in the air'. Neither will it be settled because it is a part of future 'stakeholder' conversations.

An alternative which would reduce the construction activities in the village has been suggested to the Applicant.

It would involve entering somewhere along the Lime Lane and going south to the 32 acres across two dry fields.

Against: Any alternative of this kind may use tenanted land and it appears this is not a preferred option for solar developers.

Such type of usage goes against the 'credo' of the Design Plan.

The cost of a departure of this kind may not be strictly viable considering the land acreage involved. Plus there is the possible loss of a small acreage of solar where the solar panels are planned near the village bungalows.

For: A much more direct and easier access across two dry fields, not the Lane.

The construction 'hub' in the eastern end of the village would be removed.

This plan would also reduce the possibility of heavy vehicles and some 'strays' using the main exit and entrance into the village.

All personnel would arrive on site more efficiently.

The alternative draws under the microscope a clear question of Land Usage and Socio-economics. How best have they been balanced here?

Another 'nuclear option' can be imagined:-

One of the north/south routes enveloping Brafferton is the National Grid. It runs through the Main Site on Panel 'A'.

If it were technically possible to utilise this feature then such factors as compulsory purchase would be reduced, perhaps even non-existent on Lime Lane?

A great quantity of cabling would also disappear.

With such a single 'stand alone' main site the reduction of the future effects on the village would be near total. The recent extension of the Order Limits facilitating the use of Ketton Lane would mean that the community would be 'by-passed'.

Indeed the possibility could arise to think laterally ie to 'hive off' Panel 'A' from its partners, we are after all 'on the edge' of the whole.

Even to utilise 'retro-technology' and remove forever the eight BESS that are planned to be sited in close proximity to Brafferton.

Now with lack of time for examination this would appear "to be but a dream". However in the pursuit of the 350,000 acres it is said to be required for solar provision in the UK surely there is room for the argument of making use of land in a simpler fashion than that which we see here in the RWE overall plan for Byers Gill.