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# **EAST YORKSHIRE SOLAR FARM**

**East Yorkshire Solar Farm  
EN010143**

## **Consultation Report Appendices**

**Appendix Q3 Section 42 (1)(d)  
Document Reference: EN010143/APP/5.2**

Regulation 5(2)(q)  
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Prepared for:

East Yorkshire Solar Farm Limited

Prepared by:

AECOM Limited

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## Appendix Q3: Section 42(1)(d) Responses to Targeted Consultation and the Applicant's responses

### A.1 Section 42(1)(d) Responses to Targeted Consultation and the Applicant's responses

The tables provided below evidence the regard had to responses received to the Applicant's targeted consultation in accordance with Section 49 of PA 2008. Please note that respondent comments are featured here verbatim - spelling and grammar have not been amended. Personal details have been redacted.

**Table 1. Section 42(1)(d) Responses to Targeted Consultation and the Applicant's responses**

Targeted consultation under Section 42(1)(d) of the Planning Act 2008 with Prescribed Consultees				
Topic area and consultation response		Prescribed Consultee(s)	Change (Y/N)	The Applicant's response (including the regard had to the consultation response)
<b>Community</b>				
Impact on community	<i>[As part of this scheme, we are exploring the use of a community benefit fund, and our aim is be to work with organisations that will spend the money to support the projects to benefit the local community. We would like to understand what causes are important to you. Please indicate which causes you feel the benefit fund should support.]</i>	E14	N	<p>The Applicant is exploring the use of a community benefit fund as part of the Scheme and aims to work with local organisations that will best spend the money to support the community. During Statutory Consultation, responses were sought on causes which the fund might support. There may be opportunities to fund projects which have a specific focus on education or skills, or which inform young people, workers, local residents and visitors about the Scheme more generally.</p> <p><b>The Statement of Need [EN010143/APP/7.1]</b> explains the need for the development of large-</p>

	<p>15 Community benefit fund not holding my breath as the most benefit would be no solar farm.</p> <p>I hear that in such a small population in this Parish of Spaldington you have had too many complaints to answer them. This strikes of great inefficiency and lack of research.</p> <p>Please can you confirm that you have received this email.</p>			<p>scale solar generation, demonstrates why the Scheme is urgently needed at the scale proposed; why the proposed location is highly suitable for such a scheme; and how the Scheme also addresses all relevant aspects of established and emerging government energy and climate change policy and commitments.</p> <p>The Applicant set up a dedicated freephone number, freepost postal address, monitored email address inbox and web contact form at an early stage of the Scheme’s development. All enquiries have been managed through a response process with answers provided in response to queries as appropriate. More information on the statutory consultation can be found in Chapters 3 and 6 of the <b>Consultation Report [EN010143/APP/5.2]</b>. The Applicant responded to this consultee to let them know that their response had been recorded.</p>
<p>Impact on community</p>	<p><i>[Community benefit fund: As part of this scheme, we are exploring the use of a community benefit fund, and our aim is be to work with organisations that will spend the money to support the projects to benefit the local community. We would like to understand what causes are important to you. Please indicate which causes you feel</i></p>	<p>E15</p>	<p>N</p>	<p>The Applicant is exploring the use of a community benefit fund as part of the Scheme and aims to work with local organisations that will best spend the money to support the community. During Statutory Consultation, responses were sought on causes which the fund might support. There may be opportunities to fund projects which have a specific focus on education or skills, or which inform young people, workers, local residents and visitors about the Scheme more generally. The criteria for the allocation of funding has not yet</p>

	<p><i>the benefit fund should support. (Please tick as many boxes as needed).]</i></p> <p>Item 15. See item 14. No firm factual information is given.</p>			<p>been set and the Applicant welcomes the suggestions provided at the statutory consultation.</p>
Impact on landowner	<p>3.0 Impact</p> <p>The land take is situated meters from the land owners residential property any rights granted by would detract from the value of their property and as the rights proposed are permanent would blight the property for the life of the solar farm.</p> <p>It is not clear how long any construction phase may take, the impact of noise and disturbance to the landowners resulting from vehicle movements and how often the access may be required for upgrades repairs etc for the movement of vehicles to site equally whether there would be an intention to reinstate the land after each use of whether there would be permanent changes to the appearance of my client's land.</p> <p>There appears to have been no</p>	<p>E22 E23</p>	<p>N</p>	<p>The Applicant is not aware of any evidence which demonstrates that solar developments depress or devalue nearby property prices.</p> <p>Construction of the Grid Connection Cables is anticipated to take 12 months, whereas construction of the solar farm will require an estimated 24 months.</p> <p>The Applicant has considered this property as a sensitive receptor within the Chapter 12 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Socio-Economics and Land Use. Temporary access will be required to a small area of verge and hardstanding forming part of the consultees property, to facilitate a limited number of abnormal load manoeuvres required during construction. Vehicles transporting substation components will need to cross over this land to successfully undertake a left turn manoeuvre off the B1228 Street Lane. Measures would be taken to limit any disturbance caused by vehicle overrun, but in the event of any damage caused, this would be made good to the satisfaction of the landowner.</p>

	analysis of how the impact on the property can be mitigated.			
Impact on landowner	<p>If the proposed changes were to go ahead as per that drawing I would have industrialisation on two boundaries of my property. This would have a negative impact on the quality of life currently enjoyed by all who live at The Grange. The changes would also have a further impact on the value of my property also, over and above that already proposed by solar panels at by southern boundary.</p>	E20	N	<p>Comment noted.</p> <p>The Landscape and Visual Amenity Assessment assesses the impact of the Scheme on visual amenity at a number of identified viewpoints that were agreed in consultation with the councils. A viewpoint from the location specified by the consultee was not deemed to be required as there is no visibility from the road due to a high hedge along the road edge. The property will experience views from the rear of their property until the vegetation proposed along the boundary matures. The Landscape and Visual Amenity Assessment assess the impact of the Scheme on landscape character and visual amenity at Operation Year 15, which follows landscape professional guidance. The proposed mitigation planting is likely to become established and provide an effective screen prior to Year 15. Tree planting does take longer to establish to provide an effective screen and it is assessed that by Operation Year 15 the proposed tree planting will have achieved this objective, although there is the potential that the tree planting will have established sufficiently to provide an effective screen prior to this. Timescales for establishment and plant growth is based on a number of factors including species, soils, climate and exposure.</p>

				<p>More information can be found within <b>Chapter 10: Landscape and Visual Amenity, ES Volume 1 [EN010143/APP/6.1]</b> which describes the assessment on Landscape and Visual Amenity. The proposed landscape mitigation can be viewed in the <b>Framework Landscape and Ecological Management Plan [EN010143/APP/7.14]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p>
<b>Construction</b>				
Cabling	<p><b>CATHODIC PROTECTION SYSTEM</b></p> <p>To ensure a high level of safety and reliability in operation, National Gas Transmission’s assets are protected by a cathodic protection system. It is essential that buried steel pipework associated with the transmission and distribution of natural gas is designed, installed, commissioned and maintained to withstand the potentially harmful effects of corrosion and that the corrosion control systems employed are monitored to ensure continued effectiveness. Installations in the vicinity of National Gas Transmission’s assets which may potentially</p>	National Gas Transmission	N	<p>Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO. The draft DCO include protective provisions for gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required.</p> <p>More information can be found within Chapter 16 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Other Environmental Topics including Utilities.</p>



	<p>interfere with the cathodic protection system must be assessed and approved by National Gas Transmission, and appropriate control measures must be put in place where required.</p> <p>Installations which have the potential to interfere with National Gas Transmission's Cathodic protection system include (but are not limited to):</p> <ol style="list-style-type: none"> <li>1. High voltage cable crossings and parallelism</li> <li>2. High voltage ac pylon parallelism</li> <li>3. Battery Energy Storage Systems</li> <li>4. Third party pipelines with cathodic protection systems</li> <li>5. PV Solar arrays</li> </ol> <p>Further information on A.C. interference can be found in UKOPA/GPG/027 UKOPA Good Practice Guide.</p>			
Cabling	<p><i>[Do you agree with our proposed approach to connect East Yorkshire Solar Farm with the National Grid substation at Drax,</i></p>	E14	N	<p>The statutory consultation brochure contained accurate information about the Applicant's proposal for East Yorkshire Solar Farm, its location and design, likely impacts and proposed mitigation of the identified impacts. Similarly the targeted</p>

	<p><i>including the cable route and use of underground cabling?]</i></p> <p>6 Complete lack of facts makes this decision difficult.</p>			<p>consultation brochure (Appendix O1 to the <b>Consultation Report [EN010143/APP/5.2]</b>) summarised the 24 changes being consulted on and complied with relevant guidance on pre application consultation for Nationally Significant Infrastructure schemes.</p> <p>The Grid Connection Corridor is shown in <b>Figure 1-3, ES Volume 3 [EN010143/APP/6.3]</b>. It is an approximate 100 m wide corridor, which widens and narrows as required to accommodate the works required for the installation of the Grid Connection Cables (and between Solar PV Areas 3b and 1c some Interconnecting Cables). The land within the Grid Connection Corridor totals approximately 168.9 ha. The figures contained within Chapters 6 to 16 in <b>ES Volume 3 [EN010143/APP/6.3]</b> show the location of the Grid Connection Corridor.</p>
<p>Cabling</p>	<p><i>[Do you agree with our proposed approach to connect East Yorkshire Solar Farm with the National Grid substation at Drax, including the cable route and use of underground cabling?]</i></p> <p>Item 6. I neither agree nor disagree with the connection proposals as the information given is superficial and vague and</p>	<p>E15</p>	<p>N</p>	<p>The statutory consultation brochure contained accurate information about the Applicant's proposal for East Yorkshire Solar Farm, its location and design, likely impacts and proposed mitigation of the identified impacts. Similarly the targeted consultation brochure (Appendix O1 to the <b>Consultation Report [EN010143/APP/5.2]</b>) summarised the 24 changes being consulted on and complied with relevant guidance on pre application consultation for Nationally Significant Infrastructure schemes.</p>

	consequently inadequate on which to base a firm opinion.			The Grid Connection Corridor is shown in <b>Figure 1-3, ES Volume 3 [EN010143/APP/6.3]</b> . It is an approximate 100 m wide corridor, which widens and narrows as required to accommodate the works required for the installation of the Grid Connection Cables (and between Solar PV Areas 3b and 1c some Interconnecting Cables). The land within the Grid Connection Corridor totals approximately 168.9 ha. The figures contained within Chapters 6 to 16 in <b>ES Volume 3 [EN010143/APP/6.3]</b> show the location of the Scheme infrastructure.
Construction traffic	The traffic signals on Spaldington Lane and Willitoft will be permanent for the whole of the construction period.	E11	N	The Applicant has sought powers to install either temporary traffic signals or utilise banksman control. It is anticipated that any temporary signals would be primarily associated with the pavement tie in works for the proposed access construction, rather than deliveries associated with the construction of the solar park.  The <b>Framework Construction Traffic Management Plan and Travel Plan [EN010143/APP/6.2]</b> (which is secured by a requirement in Schedule 2 to the <b>draft DCO [EN010143/APP/3.1]</b> ) provides details of the measures that will be in place.
Construction traffic	Our property lies some 6 metres from the road. It already shakes when 44 tonne HGV's pass by, I would imagine your abnormal load(s) will weigh considerably	E19	N	The abnormal load manoeuvres, required to deliver the transformer components to site, are expected to consist of 10 movements in total and will be escorted to site in order to ensure safety for

	<p>more than that. As such, we are worried about the effect the abnormal load will have on our foundations.</p> <p>Primarily though we object to this change to the boundary of the scheme as it impacts on road safety.</p>			<p>road users. The exact weight of the abnormal loads cannot be confirmed at this stage.</p> <p>An assessment of construction traffic vibration was scoped out of the assessment presented in Chapter 11 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b>. Although vibration generated by heavy vehicle movements may be perceptible and cause disturbance, it takes a substantial increase in vibration to result in cosmetic damage, amount to the initiation or extension of cracks in plasterwork, etc., rather than the onset of structural distress. Consequently, there is very little risk to building foundations from vehicle induced vibrations.</p>
Construction traffic	<p>The junction at Highfield Crossroads is lit for a very good reason, it is a major crossroads and the lighting is there for safety for all road users. Not having the crossroads suitably lit will cause issues with Road safety. I would assume that even if the load is one in number, and exits the same day as it enters, the street light will not be taken down, made safe, re-erected and re commissioned on the same day?</p>	E19	N	<p>The vehicle swept path analysis that has been undertaken at the Junction of the A163 and B1228 Street Lane treat the existing traffic island with street lighting as a constraint. Therefore, the street lighting in this area is not proposed to be removed to accommodate this vehicular movement.</p> <p>Swept paths are shown in <b>Appendix 13-5: Framework Construction Traffic Management Plan, Annex A: Proposed Access Layouts, Visibility Splays and Swept Paths, ES Volume 2 [EN010143/APP/6.2]</b>.</p>
Construction traffic	<p>As a local business owner that depends on continuous access to our premises which is our UK distribution hub I object strongly</p>	E16	Y	<p>Comment noted. It is not expected that any construction vehicles associated with the Scheme will travel through Eastrington village.</p>

	<p>top anything that is going to affect both deliveries/collections and employees getting to and from our premises</p> <p>Unfortunately, you have not given any details as to exactly what form of disruption will take place or how long it will last</p>			<p>The plans for the routing of construction vehicles have been developed further since the statutory consultation. Details of traffic routing are provided within the figures provided as part of the <b>Framework Construction Traffic Management Plan (Appendix 13-5, ES Volume 2 [EN010143/APP/6.2])</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>A full assessment of the impacts of traffic on local roads during the construction phase has been provided within the <b>Transport Assessment (Appendix 13-4, ES Volume 2 [EN010143/APP/6.2])</b>. This assessment identified that impacts during the peak hours and at other times during the day would be minimal.</p> <p>Where necessary, measures will be introduced to reduce the impacts of traffic where any issues have been identified.</p> <p>Construction and deliveries will be governed by a construction and transport management plan and agreed with the local authority prior to commencement. Further information can be found in section 2.6 within Chapter 2, within Volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the Scheme.</p>
Construction traffic	2. Re Points 15 & 16 – how long will the temporary traffic signals	E18	N	The Applicant has sought powers to install either temporary traffic signals or utilise banksman

	be in operation for? We run a business and are dependent on access to our property from Monday to Friday as well access to our home at all times day and night.			control. It is anticipated that any temporary signals would be primarily associated with the pavement tie in works for the proposed access construction, rather than deliveries associated with the construction of the solar park. More information can be found within the <b>Framework Construction Traffic Management Plan (CTMP) [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b> ).
Guidance	You should also be aware of National Gas Transmission's guidance for working in proximity to its assets, further guidance and links are available as follows.	National Gas Transmission	Y	Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required.
Guidance	<p>SOLAR FARMS</p> <p>Please be aware of the specific guidance for developing solar farms near to gas transmission pipelines:  <a href="https://www.nationalgas.com/document/82936/download">https://www.nationalgas.com/document/82936/download</a></p> <p>UKOPA Good Practice Guide - Requirements for the Siting and Installation of Solar Photovoltaic (PV) Installations in the Vicinity of</p>	National Gas Transmission	Y	Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions for gas statutory undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required.

	Buried Pipelines - UKOPA/GP/014 Edition 1			
Guidance	Where the Promoter intends to acquire land, extinguish rights, or interfere with any of NGT's apparatus, NGT will require appropriate protection and further discussion on the impact to its apparatus and rights including adequate Protective Provisions. A Deed of Consent will also be required for any works proposed within the easement strip.	National Gas Transmission	Y	Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required.
Guidance	Key Considerations:  • NGT has a Deed of Grant of Easement for each pipeline, which prevents the erection of permanent / temporary buildings, or structures, change to existing ground levels, storage of materials etc.	National Gas Transmission	Y	Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required.  More information can be found within Chapter 16 within Volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Other Environmental Topics including Utilities.
Guidance	• Please be aware that written permission is required before any works commence within the NGT easement strip. Furthermore, a	National Gas Transmission	Y	Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory

	Deed of Consent will be required prior to commencement of works within NGT's easement strip subject to approval by NGT's plant protection team.			undertakers throughout the DCO process. The draft DCO includes protective provisions gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required. More information can be found within Chapter 16 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Other Environmental Topics including Utilities.
Guidance	<ul style="list-style-type: none"> <li>Any large installations which may result in a large population increase in the vicinity of a high pressure gas pipeline must comply with the HSE's Land Use Planning methodology, and the HSE response should be submitted to National Gas Transmission for review</li> </ul>	National Gas Transmission	Y	Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required. More information can be found within Chapter 16 within Volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Other Environmental Topics including Utilities.
Guidance	<ul style="list-style-type: none"> <li>The below guidance is not exhaustive and all works in the vicinity of NGT's asset shall be subject to review and approval from NGT's plant protection team in advance of commencement of works on site.</li> </ul>	National Gas Transmission	Y	Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions gas undertakers, and the Applicant will negotiate a



				bespoke set of protective provisions with National Gas Transmission if required. More information can be found within Chapter 16 within Volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Other Environmental Topics including Utilities.
Guidance	<p>General Notes on Pipeline Safety:</p> <ul style="list-style-type: none"> <li>You should be aware of the Health and Safety Executives guidance document HS(G) 47 "Avoiding Danger from Underground Services", and NGT's Dial Before You Dig Specification for Safe Working in the Vicinity of NGT Assets. There will be additional requirements dictated by NGT's plant protection team.</li> </ul>	National Gas Transmission	Y	Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required. More information can be found within Chapter 16 within Volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Other Environmental Topics including Utilities.
Guidance	<ul style="list-style-type: none"> <li>NGT will also need to ensure that its pipelines remain accessible during and after completion of the works.</li> </ul>	National Gas Transmission	Y	Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required. More information can be found within Chapter 16 within Volume 1 of

				the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Other Environmental Topics including Utilities.
Guidance	<ul style="list-style-type: none"> <li>Our pipelines are normally buried to a depth cover of 1.1 metres, however actual depth and position must be confirmed on site by trial hole investigation under the supervision of a NGT representative. Ground cover above our pipelines should not be reduced or increased.</li> </ul>	National Gas Transmission	Y	Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required. More information can be found within Chapter 16 within Volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Other Environmental Topics including Utilities.
Guidance	If any excavations are planned within 3 metres of NGT High Pressure Pipeline or, within 10 metres of an AGI (Above Ground Installation), or if any embankment or dredging works are proposed then the actual position and depth of the pipeline must be established on site in the presence of a NGT representative. A safe working method agreed prior to any work	National Gas Transmission	Y	Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required. More information can be found within Chapter 16 within Volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the

	taking place in order to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline.			assessment on Other Environmental Topics including Utilities.
Guidance	<p>Below are some examples of work types that have specific restrictions when being undertaken in the vicinity of gas assets therefore consultation with NGT's Plant Protection team is essential:</p> <ul style="list-style-type: none"> <li>▪ Demolition</li> <li>▪ Blasting</li> <li>▪ Piling and boring</li> <li>▪ Deep mining</li> <li>▪ Surface mineral extraction</li> <li>▪ Landfilling</li> <li>▪ Trenchless Techniques (e.g. HDD, pipe splitting, tunnelling etc.)</li> <li>▪ Wind turbine installation - minimum separation distance of 1.5x the mast/hub height is required, and any auxiliary installations such as cable or track crossings will require a deed of consent.</li> <li>▪ Solar farm installation</li> <li>▪ Tree planting schemes</li> </ul>	National Gas Transmission	Y	<p>Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required. More information can be found within Chapter 16 within Volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Other Environmental Topics including Utilities.</p>
Guidance	Traffic Crossings:	National Gas Transmission	Y	<p>Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to</p>

	<ul style="list-style-type: none"> <li>• Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at agreed locations.</li> <li>• Permanent road crossings will require a surface load calculation, and will require a deed of consent.</li> <li>• The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. The third party shall review ground conditions, vehicle types and crossing frequencies to determine the type and construction of the raft required.</li> <li>• The type of raft shall be agreed with NGT prior to installation.</li> <li>• No protective measures including the installation of concrete slab protection shall be installed over or near to the NGT pipeline without the prior permission of NGT</li> <li>• NGT will need to agree the material, the dimensions and method of installation of the proposed protective measure.</li> <li>• The method of installation shall be confirmed through the submission of a formal written</li> </ul>		<p>engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required.</p> <p><b>Framework Construction Traffic Management Plan and Travel Plan [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>) provides details of the measures that will be in place, such as strategic signing mitigate the effects on local road users.</p> <p>The access locations for the solar park and grid connection corridor are also included in the <b>Framework Construction Traffic Management Plan [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>More information can be found within Chapter 16 within Volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Other Environmental Topics including Utilities.</p>
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	<p>method statement from the contractor to NGT.</p> <ul style="list-style-type: none"> <li>• An NGT representative shall monitor any works within close proximity to the pipeline to comply with NGT specification T/SP/SSW22</li> </ul>			
Guidance	<p>New Asset Crossings:</p> <ul style="list-style-type: none"> <li>• New assets (cables/pipelines etc) may cross the pipeline at perpendicular angle to the pipeline i.e. 90 degrees.</li> <li>• The separation distance for a cable &gt;33kV is 1000mm and pre and post energisation surveys may be required at National Gas Transmission's discretion. A risk assessment/method statement will need to be provided to, and accepted by National Gas Transmission prior to the deed of consent being agreed. Where a new asset is to cross over the pipeline a clearance distance of 0.6 metres between the crown of the pipeline and underside of the service should be maintained. If this cannot be achieved the service shall cross below the pipeline with a clearance distance of 0.6 metres.</li> </ul>	National Gas Transmission	Y	<p>Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required.</p> <p>More information can be found within Chapter 16 within Volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Other Environmental Topics including Utilities.</p>

	<ul style="list-style-type: none"> <li>• A new service should not be laid parallel within an easement strip</li> <li>• Clearance must be at least 600mm above or below the pipeline</li> <li>• An NGT representative shall approve and supervise any cable crossing of a pipeline.</li> <li>• A Deed of Consent is required for any cable crossing the easement</li> </ul>			
Guidance	Where the promoter intends to acquire land, extinguish rights, or interfere with any of NGT apparatus, protective provisions will be required in a form acceptable to it to be included within the DCO. NGT requests to be consulted at the earliest stages to ensure that the most appropriate protective provisions are included within the DCO application to safeguard the integrity of apparatus and to remove the requirement for objection.	National Gas Transmission	Y	Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required.
Guidance	Access to NGT pipelines must be maintained at all times during construction and post	National Gas Transmission	Y	Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The

	construction to ensure the safe operation of the network.			Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required.
Impact on utilities	<p>I am also highly concerned about the amount of hedgerow that will be destroyed across all the proposals in the brochure</p> <p>Finally, most of our utilities run under the road verges and we suffered both water and telephone damages whilst the wind farm was constructed</p>	E16	N	<p>The Scheme has been designed to retain and buffer the vast majority of existing trees and hedgerows and retains woodland. The Scheme has been designed to ensure hedgerows are outside of the developable areas of the Scheme, with minimum 10 m undeveloped stand-off buffers (increased to 15 m where trees present). Where possible, the layout of the Scheme will use existing farm tracks and field openings as the preferred routes for construction access, minimising loss of hedgerows (sections of), where possible. Therefore, the majority of this habitat will be retained, however, some sections of hedgerow will need to be removed to facilitate access and will be temporarily removed to facilitate construction of cable routes.</p> <p>Measures to ensure incursion into retained hedgerow habitat does not occur will be put in place, e.g. security fencing, which will be implemented at an early stage to protect retained habitats from incursion during construction. As detailed in the <b>Framework LEMP [EN010143/APP/7.14]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>), new sections of</p>

				<p>hedgerow will be planted and existing hedgerows will be enhanced.</p> <p>The Environmental Impact Assessment has identified no significant negative impacts to utilities. More information can be found within Chapter 16 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Other Environmental Topics including Utilities.</p>
Noise and Vibration	9. Noise impact on residents has not been discussed in the document.	E21	N	<p>Comment noted. The Applicant provided a Targeted consultation brochure (<b>Appendix O1 to the Consultation Report [EN010143/APP/5.2]</b>), which consisted of information about the 24 revisions to the Site Boundary for design, construction, transport and access requirements. The 24 proposed amendments consulted on as part of the targeted consultation were assessed, and it was found that they did not introduce any new significant environmental effects. This means that the findings of the PEI Report published as part of the Statutory Consultation remained unchanged and as such there was no requirement to share any further environmental information as part of the targeted consultation. More information can be found within Chapter 11 within Volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Noise and Vibration.</p>
Scheme Design	Further to your email, I note that you are seeking permanent rights	E22 E23	Y	Comment noted.



	<p>concerning the land belonging to [REDACTED] and they object to this proposal because of the impact it would have on their private dwelling and garden and the detrimental effect on the value if the permanent rights were granted.</p> <p>My clients do not feel that adequate reasoning has been provided as to the need for this land and why land on the opposite side of the road away from the house cannot be taken instead to lessen the impact on my client's property.</p> <p>My clients feel that the existing junction is sufficiently wide enough with good visibility currently used by large agricultural machines and articulated lorries on a daily basis. There has never been an issue with accessibility at this junction. They have aerial photography going back to the 1950's showing the junction is still the same so fail to understand why you need to alter it now for a mere 8 abnormal loads!</p>		<p>As shown on the <b>Land Plan [EN010143/APP/2.1]</b> the Applicant is now seeking a temporary possession of the land at the front of this property. This is a change from what was shown at the targeted consultation and has been made in consideration of the feedback received from this landowner. The temporary right of access over this parcel of land is required to construct and decommission the substation which will be sited off Tottering Lane. Substation components will be delivered using an abnormal load vehicle which will need to cross over this section of land to successfully undertake a left turn manoeuvre off the B1228 Street Lane- this has been determined by the Applicant's swept path analysis. Swept paths are shown in <b>Appendix 13-5: Framework Construction Traffic Management Plan, Annex A: Proposed Access Layouts, Visibility Splays and Swept Paths, ES Volume 2 [EN010143/APP/6.2]</b>(this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>). Access to this parcel of land would be temporary in nature and the project would seek to minimise any disturbance caused by vehicle overrun. However, in the event of any damage caused, this would be made good to the satisfaction of the landowner.</p>
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	In seeking to obtain the permanent right you have not approached my client with any proposals to explain or reach an agreement on the outlined access and as such we do not feel there is any attempt being made to engage with my clients and their concerns.			
Scheme Design	<p>NGT has a feeder main located within or in proximity to the Order limits. Details of this infrastructure is as follows:</p> <ul style="list-style-type: none"> <li>▪ Feeder Main 29 Ganstead to Asselby</li> <li>▪ Ancillary apparatus</li> </ul>	National Gas Transmission	Y	Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions for gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required.
Scheme Design	Please note that NGT has existing easements for these pipelines which provides rights for ongoing access and prevents the erection of permanent / temporary buildings/structures, change to existing ground levels or storage of materials etc within the easement strip.	National Gas Transmission	Y	<p>Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions for gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required.</p> <p>The access locations for the solar farm and grid connection corridor are included in the <b>Framework Construction Traffic Management Plan (CTMP)</b></p>

				<p><b>[EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>..</p> <p><b>Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1]</b> describes the assessment of effects on Transport and Access arising from the scheme. Measures including HGV Routing, the use of internal routes and turning places within the Order limits are set out in the <b>Framework Construction Traffic Management Plan (Appendix 13-5, ES Volume 2 [EN010143/APP/6.2])</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>). that aims to mitigate adverse effects on the road links during construction.</p>
Size of scheme	As with this whole scheme I believe that it is far too big and far too invasive in a rural landscape such as ours and these vague new proposals just add to an already intolerable situation for those of us who are being forced to live alongside it.	E18	N	<p><b>The Statement of Need [EN010143/APP/7.1]</b> explains the need for the development of large-scale solar generation, demonstrates why the Scheme is urgently needed at the scale proposed and the proposed location is highly suitable for such a scheme; and outlines how the Scheme also addresses relevant aspects of established and emerging government energy and climate change policy and commitments.</p> <p>The Applicant provided a Targeted consultation brochure (Appendix O1 to the <b>Consultation Report [EN010143/APP/5.2]</b>), which showed in detail on pages 3 - 13 of this document the 24 revisions to the Site Boundary for design, construction, transport and access requirements.</p>

				<p>This illustrated the changes spatially on a map, in addition to outlining the changes via a text description. The Applicant also welcomed enquiries in relation to the consultation materials during the consultation period (including any requests for hard copies of the materials) using the contact details provided.</p> <p>The <b>Environmental Statement [EN010143/APP/6.1]</b> presents the findings of an assessment of likely significant effects on the community and environmental receptors. The Applicant has included the provision of offsets/buffer zones from residential properties, local roads and settlements such as Gribthorpe, Willitoft and Spaldington to respond to the existing landscape character and views and to reduce visual impact.</p> <p>The proposed landscape mitigation can be viewed in the <b>Framework Landscape and Ecological Management Plan [EN010143/APP/7.14]</b> (this is secured in the draft <b>DCO [EN010143/APP/3.1]</b>). More information can be also found within Chapter 10 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Landscape and Visual Amenity.</p>
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<p>Utilities</p>	<p>My comments on the revisions to the Scheme are as follows:-</p> <p>1. RE Points 15 &amp; 16 – what ‘verge maintenance’ is to be implemented? How will this affect those of us on the C88 who have their utilities (water, telephone) under the verges? What damage are you intending to do to the verges? The wind farm construction caused huge problems which have still not been resolved.</p>	<p>E18</p>	<p>N</p>	<p>Verge maintenance is suitable management of the grassland and hedgerow habitats to increase species diversity, whilst adhering to safety requirements (e.g. inside visibility splays). The existing verges and access points are already managed in this way.</p> <p>The Scheme has undertaken extensive traffic studies and confirmed that the track can accommodate the movement of HGV vehicles without trespass onto the verges. As the track is single lane, to ensure that vehicles do not enter and exit and meet on the access at the same time (risking trespass onto the verges), a controlled access system will be in place.</p> <p>Similarly, there would be no requirement for road widening / highway improvements at the junction with the A63 as all traffic would enter and exit from/to the west. More information can be found in the <b>Framework Construction Environmental Management Plan [EN010143/APP/7.7]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>The assessment within the ES includes consideration of site access locations and any areas where traffic routing for HGV or Abnormal Indivisible Loads (AIL) may ingress on verges close to ancient or veteran trees. More information can be found within Chapter 5 within volume 1 of the <b>Environmental Statement</b></p>
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				<b>[EN010143/APP/6.1]</b> which describes the Environmental Assessment Methodology.
Utilities	5. The utilities of water and telephone/broadband are located in the verges of the proposed new boundary areas. There is no information given as to how these utilities will be protected. Residents CANNOT be left without water due to incompetent workmanship on your behalf. The utilities have been badly damaged in the past so this is of utmost importance to all residents not just those living within the curtilage of the proposed new boundary changes	E21	N	The Applicant will continue dialogue with all relevant statutory undertakers throughout the DCO process and through to operation of the Scheme, should the proposal be consented. The <b>Draft DCO [EN010143/APP/3.1]</b> will include standard protective provisions for various categories of statutory undertakers, and the Applicant will negotiate a bespoke set of protective provisions if required.
<b>Consultation</b>				
Consultation Documents	IT IS NOT OCTOBER 2ND BUT IT IS CLOSED However I will still respond. Interest Local Resident	E14	N	Comment and interest in the Scheme noted. The Applicant notes that this consultee was defined as a newly affected Person with Interest in the land affected by the Scheme at the targeted consultation, and as such the statutory consultation brochure and feedback form were shared with the consultee to give them an opportunity to respond.

				<p>As part of the targeted consultation, the Applicant has accepted freeform feedback which followed the structure of the statutory consultation feedback form. More information on the targeted consultation can be found in Chapters 6 and 7 of the <b>Consultation Report [EN010143/APP/5.2]</b>.</p>
<p>Consultation Documents</p>	<p><i>[Are you responding on behalf of an organisation or group and if so, please share the name of the organisation or group:]</i></p> <p>I am a local resident with property adjoining targetted additional boundary areas 15 and 16. I am not responding on behalf of an organisation (item3).</p> <p><i>[Are you happy for us to contact you about your response if required?]</i></p> <p>I write to express my strong objection to the proposed East Yorkshire Solar Farm (EYSF) and am happy to be contacted (Item 4).</p> <p><i>[Based on our updated proposal shared in this consultation, what are your views on East Yorkshire Solar Farm?]</i></p>	<p>E15</p>	<p>N</p>	<p>Comment and interest in the Scheme noted. The Applicant provided a Targeted consultation brochure (Appendix O1 to the <b>Consultation Report [EN010143/APP/5.2]</b>), which showed in detail on pages 3 - 13 of this document the 24 revisions to the Site Boundary for design, construction, transport and access requirements. This illustrated the changes spatially on a map, in addition to outlining the changes via a text description. All information presented was accurate at the time of publication.</p> <p>The Applicant also welcomed enquiries in relation to the consultation materials during the consultation period (including any requests for hard copies of the materials) using the contact details provided.</p>

	Item 7. I oppose the proposal. Inadequate and misleading information is insufficient to persuade me otherwise.			
Consultation Documents	<p><i>[Further comments: Please share any further comments you have on East Yorkshire Solar Farm.]</i></p> <p>Item 16. The proposal, whilst seemingly impressively detailed, contains vague and contradictory information e.g. different heights of panels and fences and no clear details on additions to the site boundaries at points 15 and 16 bordering our property. There is a strong impression of this being a generic, 'cut and paste' document deliberately wide open to an elastic interpretation.</p>	E15	N	<p>Comment and interest in the Scheme noted. The Applicant provided a Targeted consultation brochure (<b>Appendix O1 to the Consultation Report [EN010143/APP/5.2]</b>), which showed in detail on pages 3 - 13 of this document the 24 revisions to the Site Boundary for design, construction, transport and access requirements. This illustrated the changes spatially on a map, in addition to outlining the changes via a text description. All information presented was accurate at the time of publication.</p> <p>Information about heights of the different scheme components can be found within Chapter 2 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b>, which describes the Scheme.</p>
Consultation Documents	<p><i>[How did you find out about our consultation?]</i></p> <p>Item 17. Word of mouth.</p> <p><i>[Have you attended any of our consultation events?]</i></p> <p>Item 18. No. Represented by my spouse.</p>	E15	N	<p>Comment noted.</p> <p>The Applicant provided a Targeted consultation brochure (Appendix O1 to the <b>Consultation Report [EN010143/APP/5.2]</b>), which showed in detail on pages 3 - 13 of this document the 24 revisions to the Site Boundary for design, construction, transport and access requirements. This illustrated the changes spatially on a map, in addition to outlining the changes via a text</p>



	<p><i>[How informative did you find our consultation materials?]</i></p> <p>Item 19. I have found the proposal uninformative, raising more queries than it answered and ignoring local concerns.</p>			<p>description. The 24 proposed amendments consulted on as part of the targeted consultation were assessed, and it was found that they did not introduce any new significant environmental effects. This means that the findings of the PEI Report published as part of the Statutory Consultation remained unchanged and as such there was no requirement to share any further environmental information as part of the targeted consultation.</p> <p>The Applicant also welcomed enquiries in relation to the consultation materials during the consultation period (including any requests for hard copies of the materials) using the contact details provided.</p>
<p>Consultation Documents</p>	<p>I live at [REDACTED]</p> <p>I have received the documents with regard to the extra/additional site boundary areas. The information received does not address the following issues.</p> <p>1. The documents DO NOT in any way give any information as to the impact on residents living within the curtilage of the proposed boundary changes.</p>	<p>E21</p>	<p>N</p>	<p>The Applicant provided a Targeted consultation brochure (<b>Appendix O1</b> to the <b>Consultation Report [EN010143/APP/5.2]</b>), which showed in detail on pages 3 - 13 of this document the 24 revisions to the Site Boundary for design, construction, transport and access requirements. This showed the changes spatially on a map, in addition to outlining the changes via a text description. The Applicant also welcomed enquiries in relation to the consultation materials during the consultation period (including any requests for hard copies of the materials) using the contact details provided.</p> <p>A full Environmental Impact Assessment has been undertaken for the Scheme with the assessments</p>

				reported in technical <b>Chapters 5 to 15</b> of the <b>Environmental Statement [EN010143PP/6.1]</b> .
Consultation Documents	In summary this is not a consultation document that has been sent out but a dictatorial document stating what Boom plan to do.	E21	N	<p>Comment noted. All feedback received within the consultation timeframe (01/09/23 – 02/10/23 at 23:59) was forwarded to the consultation team and captured and considered as feedback. The Applicant considered this feedback received when finalising the Scheme proposals ahead of submitting the application for Development Consent.</p> <p>Changes that have been made to the Scheme as a result of consultation can be found at Section 4.7 in Chapter 4 and Section 7.8 in Chapter 7 of the <b>Consultation Report [EN010143/APP/5.2]</b>.</p>
Consultation Documents	<p>The only "new information" Boom Power has sent out is some drawings of where the new boundaries are to be.</p> <p>I feel Boom Power are treating residents in the area as if they are stupid but we are not as green as perhaps you think we are cabbage looking.</p> <p>In order for any of us to make an informed decision we would need a full details of how these proposed new boundary changes</p>	E21	N	<p>The targeted consultation was targeted at landowners and statutory consultees affected by the 24 revisions being consulted on. The changes related to 24 minor additions to the Order limits which resulted in a small increase in land required for the Scheme. The changes proposed had been assessed and did not introduce any new significant environmental effects. This means that the findings of the Preliminary Environmental Information (PEI) Report published at the statutory consultation did not change, and there was no requirement for the Applicant to consult further.</p> <p>Everyone was welcome to respond to the consultation, regardless of whether they received a letter or email inviting them to do so. All feedback</p>

	<p>will affect each and every resident in the area.</p> <p>Boom Power have NOT supplied such information which therefore makes a mockery of their idea of a consultation.</p>		<p>received within the consultation timeframe (01/09/23 – 02/10/23 at 23:59) was forwarded to the consultation team and captured and considered as feedback. This included local stakeholders and the Applicant considered the feedback received when finalising the Scheme proposals ahead of submitting the application for Development Consent.</p> <p>The Applicant has provided full details of the proposed changes at targeted consultation to Section 42(1)(d) consultees. The Applicant notified Persons with Interest in the Land (PILs) affected by the proposed changes of the targeted consultation directly by letter. This included PILs who had been newly identified following the proposed changes, as well as PILs who were previously contacted at statutory consultation and whose land was also affected by the changes.</p> <p>If PILS were contacted at statutory consultation and had not received a targeted consultation letter, this was because their land interest was not considered to be affected by these proposed changes at targeted consultation. The Applicant also contacted selected stakeholders such as relevant Parish Councils, Local Authorities and statutory organisations to provide them with an opportunity to comment on the proposed changes. More information on the targeted consultation can be found in Chapters 6 and 7 of the <b>Consultation Report [EN010143/APP/5.2]</b></p>
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<p>Consultation Documents</p>	<p>I would add like both I particularly concerned at what must be a deliberate attempt to disguise the impact on residential properties. I say it has to be assumed to be a deliberate act as the intended developer will as a starting point use maps which identify the residential properties. To work from those plans and produce plans of the proposed development which completely fail to identify Gribthorpe village has to be a deliberate act.</p>	<p>E29</p>	<p>N</p>	<p>Comment noted.</p> <p>The Applicant provided a Targeted consultation brochure (<b>Appendix O1</b> to the <b>Consultation Report [EN010143/APP/5.2]</b>), which showed in detail on pages 3 - 13 of this document the 24 revisions to the Site Boundary for design, construction, transport and access requirements. This showed the changes spatially on a map, in addition to outlining the changes via a text description.</p> <p>During the non-statutory consultation, residents from Gribthorpe shared their concerns regarding the proximity of some of the potential solar PV areas to their own properties. Due to the high quantity of feedback at the non-statutory consultation that specifically cited impact on Gribthorpe a virtual meeting was held with residents of the hamlet of Gribthorpe on 11 May 2023, further details of this meeting can be found in Chapter 3 of the <b>Consultation Report [EN010143/APP/5.2]</b>. In response to the comments, the Applicant amended the design to move panels further away from the hamlet of Gribthorpe, on the approach from the west and south. In the revised design, the Applicant increased the size of the buffers zones and introduced further screening planting to ensure the impact to the views was minimised from properties in Gribthorpe.</p>
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				<p>Following the non-statutory consultation, additional land was offered to the Scheme and areas regarded as suitable, considering the Applicant's site selection considerations, were identified. This resulted in Solar PV Areas 1g and 1h (to the east of Gribthorpe) being included in the Solar PV Site at statutory consultation.</p> <p>The assessment work reported in the PEI Report considered likely environmental effects on receptors in Gribthorpe, as seen in Chapters 6 – 16, in particular 3 (Alternatives and Design Evolution), 7 (Heritage), 8 (Ecology), 9 (Flood Risk), 10 (Landscape and Visual Amenity), 11 (Noise and Vibration), 12 (Socio-economic), 13 (Traffic), 14 (Human Health), 15 (Soils and Agricultural Land), and 16 (Other Environmental Topic). A full Environmental Impact Assessment has been undertaken for the Scheme with the assessments reported in technical Chapters 5 to 15 of the <b>Environmental Statement [EN010143PP/6.1]</b>.</p> <p>After the statutory consultation was held, it was determined that instead of using this land for solar PV infrastructure, it would be better used for ecological mitigation (becoming Ecology Mitigation Areas 1g and 1h, as shown in Figure 3 and described in paragraph 1.4.3). These Ecological Mitigation Areas are protected from any other development for the operational lifetime of the</p>
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				Scheme and demonstrate that the Applicant has taken into account Gribthorpe's previous comments regarding proximity to solar PV areas.
Consultation Documents	If omitting Gribthorpe is not a deliberate act but rather an error it would have to bring into question what if any reliance may be placed on the plans presented as part of the consultation exercise. If so fundamentally flawed in that respect what other flaws are there? And in what other ways not obvious to us as lay people do the said plans misrepresent the proposed development?	E29	N	<p>During the non-statutory consultation, residents from Gribthorpe shared their concerns regarding the proximity of some of the potential solar PV areas to their own properties. Due to the high quantity of feedback at the non-statutory consultation that specifically cited impact on Gribthorpe a virtual meeting was held with residents of the hamlet of Gribthorpe on 11 May 2023, further details of this meeting can be found in Chapter 3 of the <b>Consultation Report [EN010143/APP/5.2]</b>. In response to the comments, the Applicant amended the design to move panels further away from the Hamlet of Gribthorpe, on the approach from the west and south. In the revised design, the Applicant increased the size of the buffers zones and introduced further screening planting to ensure the impact to the views was minimised from properties in Gribthorpe.</p> <p>Following the non-statutory consultation, additional land was offered to the Scheme and areas regarded as suitable, considering the Applicant's site selection considerations, were identified. This resulted in Solar PV Areas 1g and 1h (to the east of Gribthorpe) being included in the Solar PV Site at statutory consultation.</p>

				<p>The assessment work reported in the PEI Report considered likely environmental effects on receptors in Gribthorpe, as seen in Chapters 6 – 16, in particular 3 (Alternatives and Design Evolution), 7 (Heritage), 8 (Ecology), 9 (Flood Risk), 10 (Landscape and Visual Amenity), 11 (Noise and Vibration), 12 (Socio-economic), 13 (Traffic), 14 (Human Health), 15 (Soils and Agricultural Land), and 16 (Other Environmental Topic). A full Environmental Impact Assessment has been undertaken for the Scheme with the assessments reported in technical Chapters 5 to 15 of the <b>Environmental Statement [EN010143PP/6.1]</b>.</p> <p>After the statutory consultation was held, it was determined that instead of using this land for solar PV infrastructure, it would be better used for ecological mitigation (becoming Ecology Mitigation Areas 1g and 1h, as shown in Figure 3 and described in paragraph 1.4.3). These Ecological Mitigation Areas are protected from any other development for the operational lifetime of the Scheme and demonstrate that the Applicant has taken into account Gribthorpe’s previous comments regarding proximity to solar PV areas.</p> <p>The Applicant provided a Targeted consultation brochure (Appendix O1 to the <b>Consultation Report [EN010143/APP/5.2]</b>), which consisted of accurate information about the 24 revisions to the Site Boundary for design, construction, transport</p>
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				and access requirements. The Applicant welcomed and responded to enquiries received via the contact details shared during targeted consultation on the Scheme webpage and brochure.
Distribution area	<p>4. Why hasn't this letter been sent to the whole community? Everyone from Spaldington will be affected by this 'revision' because these roads are used constantly for access to and from the village and yet many people have told us that they haven't received a letter from you about the Targeted Consultation. To announce 24 revisions to only a fraction of the community is extremely divisive. You say that 'the 24 proposed revisions detailed in this booklet have been assessed and do not introduce any new significant environmental effects.' Of course there will be significant environmental effects if you are removing verges and pavements. Who has this been 'assessed' by?</p>	E18	N	<p>The targeted consultation was targeted at landowners and statutory consultees affected by the 24 revisions being consulted on. The changes related to 24 minor additions to the Order limits which resulted in a small increase in land required for the Scheme. The changes proposed had been assessed and did not introduce any new significant environmental effects. This means that the findings of the Preliminary Environmental Information (PEI) Report published at the statutory consultation did not change, and there was no requirement for the Applicant to consult further.</p> <p>The Applicant notified Persons with Interest in the Land (PILs) affected by the proposed changes of the targeted consultation directly by letter. This included PILs who had been newly identified following the proposed changes, as well as PILs who were previously contacted at statutory consultation and whose land was also affected by the changes. If PILs were contacted at statutory consultation and had not received a targeted consultation letter, this was because their land interest was not considered to be affected by these proposed changes at targeted consultation.</p> <p>The Applicant also contacted selected stakeholders such as relevant Parish Councils,</p>



				<p>Local Authorities and statutory organisations to provide them with an opportunity to comment on the proposed changes.</p> <p>Although the Applicant did not publicise the targeted consultation beyond the targeted correspondence, everyone was welcome to respond to the targeted consultation, regardless of whether they received a letter or email inviting them to do so, and the Applicant has considered all responses received.</p> <p>The Scheme has been designed to retain and buffer the vast majority of existing trees and hedgerows and retains woodland. The Scheme has been designed to ensure hedgerows are outside of the developable areas of the Scheme, with minimum 10 m undeveloped stand-off buffers (increased to 15 m where trees present). Where possible, the layout of the Scheme will use existing farm tracks and field openings as the preferred routes for construction access, minimising loss of hedgerows (sections of), where possible. Therefore, the majority of this habitat will be retained, however, some sections of hedgerow will need to be removed to facilitate access and will be temporarily removed to facilitate construction of cable routes.</p> <p>Measures to ensure incursion into retained hedgerow habitat does not occur will be put in place, e.g. security fencing, which will be</p>
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				<p>implemented at an early stage to protect retained habitats from incursion during construction. As detailed in the <b>Framework LEMP [EN010143/APP/7.14]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>), new sections of hedgerow will be planted and existing hedgerows will be enhanced.</p> <p>Verge maintenance will provide suitable management of the grassland and hedgerow habitats to increase species diversity, whilst adhering to safety requirements (e.g. inside visibility splays).</p> <p>More information can be found within Chapter 5 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the Environmental Assessment Methodology, Chapter 17 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b>, which describes the assessment on Cumulative Effects and Interactions and Chapter 18 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b>, which describes the Summary of Environmental Effects.</p>
Engagement	As I have not yet had a reply and wish to respond.	E11	N	<p>Comment noted. All feedback received within the consultation timeframe (01/09/23 – 02/10/23 at 23:59) was forwarded to the consultation team and captured and considered as feedback. The Applicant considered the feedback received when finalising the Scheme proposals ahead of</p>

				submitting the application for Development Consent.
Engagement	I assume that my concerns will not be answered so I take it I have good reason to be worry.	E11	N	All feedback received within the consultation timeframe (01/09/23 – 02/10/23 at 23:59) was forwarded to the consultation team and captured and considered as feedback. The Applicant considered the feedback received when finalising the Scheme proposals ahead of submitting the application for Development Consent.
Engagement	All will go into my response as you are unable to respond due to a lack of professional commitment.	E11	N	All feedback received within the consultation timeframe (01/09/23 – 02/10/23 at 23:59) was forwarded to the consultation team and captured and considered as feedback. The Applicant considered the feedback received when finalising the Scheme proposals ahead of submitting the application for Development Consent. The Applicant welcomed and responded to enquiries received via the contact details shared during targeted consultation on the Scheme webpage and brochure.
Engagement	<i>[Do you have any comments on the information presented in our Preliminary Environmental Information Report? Please specify any environmental topic areas you are commenting on]</i>  Information presented consultants not up to the job as they had no knowledge of the project.	E14	N	Comment noted. Members of the Applicant project team have been responsible for constructing more than 700 MW of solar developments in the UK between 2015 and 2017 and developing more than 850 MW of solar projects, including the UK's first NSIP solar PV project Cleve Hill which was granted a Development Consent Order in 2020.  <b>The Statement of Need [EN010143/APP/7.1]</b> explains the need for the development of large-scale solar generation, demonstrates why the

	<p>Maximum negative effect on local residents.All will be affected</p>			<p>Scheme is urgently needed at the scale proposed and the proposed location is highly suitable for such a scheme; and outlines how the Scheme also addresses relevant aspects of established and emerging government energy and climate change policy and commitments.</p> <p><b>The Environmental Statement [EN010143/APP/6.1]</b> presents the findings of an assessment of likely significant effects on the community and environmental receptors.</p> <p><b>A Framework Skills, Supply Chain and Employment Plan (FSSCEP) [EN010143/APP/7.15]</b> has been prepared to maximise and pro-actively expand the economic benefits of the Scheme for the local community.</p>
<p>Engagement</p>	<p>It is blatantly obvious that that my property/land details have been purchased from the Land Registry which is why I am at a loss as to why the owner of my neighbours house ( No.2) has NOT received the consultation document.</p> <p>I am in almost daily contact with this person. It makes it look as if Boom Power are deliberately excluding or being discriminating to residential properties in the area.</p>	<p>E21</p>	<p>N</p>	<p>The targeted consultation was targeted at landowners and statutory consultees affected by the 24 revisions being consulted on. The changes related to 24 minor additions to the Order limits which resulted in a small increase in land required for the Scheme. The Applicant notified Persons with Interest in the Land (PILs) affected by the proposed changes of the targeted consultation directly by letter. This included PILs who had been newly identified following the proposed changes, as well as PILs who were previously contacted at statutory consultation and whose land was also affected by the changes. A copy of the letters</p>

	<p>I would also question whether every house on Main Street in Spaldington has had the document as there is an impact on those residents.</p> <p>It is very shoddy workmanship by Boom Power to be exclusive and discriminatory with regard to who and who have not been contacted.</p>			<p>issued can be found at Appendices O3 and O4 of the <b>Consultation Report [EN010143/APP/5.2]</b>.</p> <p>If PILS were contacted at statutory consultation but did not receive a targeted consultation letter, this was because their land interest was not considered to be affected by the 24 proposed changes which formed the basis of the targeted consultation. The Applicant also contacted selected stakeholders such as relevant Parish Councils, Local Authorities and statutory organisations to provide them with an opportunity to comment on the proposed changes. The emails issued to these organisations can be found at Appendix O2 of the <b>Consultation Report [EN010143/APP/5.2]</b>.</p> <p>Although the Applicant did not publicise the targeted consultation beyond the targeted correspondence, everyone was welcome to respond to the targeted consultation, regardless of whether they received a letter or email inviting them to do so, and the Applicant has considered all responses received.</p> <p>More information on the targeted consultation can be found in Chapters 6 and 7 of the <b>Consultation Report [EN010143/APP/5.2]</b>.</p>
Engagement	<p>On behalf of [REDACTED] I attach a formal response to the targeted consultation.</p> <p>The following documents are</p>	E22 E23	N	<p>The Applicant responded to this consultee to confirm that their response had been recorded. The Applicant has considered and had regard to each individual attachment with a response from this consultee within this Appendix (Q3).</p>

	<p>attached;</p> <ul style="list-style-type: none"> <li>• Targeted consultation report</li> <li>• Appendix 1 - Email communication with Boom</li> <li>• Appendix 2 - Transport statement for wind turbine and associated plans</li> <li>• Letter of Authority for agent to act.</li> </ul> <p>I would be grateful if you could confirm receipt and make further contact to discuss the highlighted issues.</p>			
<p>Engagement</p>	<p>2.0 Communication with Land owner                  The landowners have no direct involvement with the solar scheme and do not have any land that will be included as solar development.</p> <p>The landowners have not received any informal consultation relating to the inclusion of their land in the revised site boundary prior to receipt of the targeted consultation information. Prior to the publishing of the targeted consultation information, we would have anticipated a direct form of contact to notify them of the potential inclusion of their land</p>	<p>E22 E23</p>	<p>N</p>	<p>Comment noted. The Applicant notes that this consultee was defined as a newly affected Person with Interest in the land (PiLs) affected by the Scheme at the targeted consultation, and as such the statutory consultation brochure and feedback form were shared with the consultee to give them an opportunity to respond. The Land Referencing methodology (Appendix R1 to the Consultation Report) outlines the approach taken to identify and notify those identified as having an interest in the land affected by the Scheme. Land Interest Questionnaires were issued as soon as practicable as and when PiLs were identified.</p> <p>Landownership within the Order limits is set out in the <b>Book of Reference [EN010143/APP/4.3]</b>. The <b>Statement of Reasons [EN010143/APP/4.1]</b> includes more detailed information on each land plot and future uses. <b>The Schedule of</b></p>

	<p>and an explanation of the proposed works and the impact it may have on their property. The receipt of the targeted consultation including their land, which had previously been excluded, has been an unreasonable public declaration of an intention to take an interest in their property without any prior notification.</p> <p>On 26th September 2023, days before the closure of this statutory targeted consultation closure, the landowners received a land interest questionnaire which refers to the forthcoming non statutory consultation closing on 30th October, which is clearly in 2022 it is evident from this document that this correspondence should have been sent to them much earlier in the consultation process as affected landowners, this further highlights the lack of direct consultation.</p> <p>Boom energy have been contacted on receipt of the targeted consultation information</p>			<p><b>Negotiations and Powers Sought</b>  <b>[EN010143/APP/4.4]</b> includes more detail in respect of the powers sought over land and the status of discussions with affected landowners.</p>
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	<p>and not provided any justification for the proposals to include my clients land, a site meeting was offered in advance of the consultation closing date but was declined on the basis that they felt they had provided sufficient information via an email attached in Appendix 1.</p> <p>The affected landowner is very distressed by the way this has been approached and very frustrated that no representative has been to the property in advance of the consultation to discuss and justify the proposals with any prior offer to reach any agreement outside of the compulsory powers and as such we do not feel there is any attempt being made to engage with my clients and their concerns.</p>			
Engagement	<p>3.0 Justification for proposed land take                  We are advised that the land is required for design and construction and transport and access requirements to the substation however we have seen no explanations as to why the</p>	E22 E23	Y	<p>As shown on the <b>Land Plan [EN010143/APP/2.1]</b> the Applicant is now seeking a temporary possession of the land at the front of this property. This is a change from what was shown at the targeted consultation and has been made in consideration of the feedback received from this landowner. The temporary right of access over this parcel of land is required to construct and</p>



	<p>above land has now been included after the initial statutory consultation.</p>			<p>decommission the substation which will be sited off Tottering Lane. Substation components will be delivered using an abnormal load vehicle which will need to cross over this section of land to successfully undertake a left turn manoeuvre off the B1228 Street Lane- this has been determined by the Applicant's swept path analysis. Swept paths are shown in <b>Appendix 13-5: Framework Construction Traffic Management Plan, Annex A: Proposed Access Layouts, Visibility Splays and Swept Paths, ES Volume 2 [EN010143/APP/6.2]</b>. Access to this parcel of land would be temporary in nature and the project would seek to minimise any disturbance caused by vehicle overrun. However, in the event of any damage caused, this would be made good to the satisfaction of the landowner.</p>
<p>Engagement</p>	<p>Title number (if registered) YEA [REDACTED] in respect of sub-soil boundary site [REDACTED]. Land description: Public highway (Willitoft Road), Spaldington Goole</p> <p>You inform me in the case of this title I hold subsoil interests. I would wish to discuss this with yourselves - the implications.</p>	<p>E34</p>	<p>Y</p>	<p>It is noted that the Scheme will impact upon landowners with subsoil interests. Landowners affected by the Scheme have been provided with the opportunity to speak with the project team at any stage of the project as it has progressed through design development. The Applicant will continue to liaise with landowners as appropriate.</p> <p>The Applicant will notify this stakeholder in line with Section 56 of the Planning Act 2008 if the Application is accepted for Development Consent. This consultee will be able to review these Application documents published at this stage and register as an Interested Party should they wish to discuss further.</p>

<p>Planning requirements</p>	<p>In my opinion this consultation does not comply with the requirements of a DCO as the previous consultations have not either. The plans used are misleading and lack detail.</p> <p>Please confirm receipt of this email</p>	<p>E20</p>	<p>N</p>	<p>The Applicant provided a Targeted consultation brochure (Appendix O1 to the <b>Consultation Report [EN010143/APP/5.2]</b>), which consisted of information about the 24 revisions to the Site Boundary for design, construction, transport and access requirements. The 24 proposed amendments consulted on as part of the targeted consultation were assessed, and it was found that they did not introduce any new significant environmental effects. This means that the findings of the PEI Report published as part of the Statutory Consultation remained unchanged and as such there was no requirement to share any further environmental information as part of the targeted consultation.</p> <p>As part of the Targeted Consultation, the Applicant notified consultees under Section 42(1)(a) and (b) of the Planning Act 2008 via email and wrote to those affected Persons with Interest in the Land affected by the changes (under Section 42(1) (d) of the Planning Act 2008 to notify them of changes and invite comment. More information can be found in the <b>Consultation Report [EN010143/APP/5.1]</b>. The Applicant responded to this consultee to confirm that their response had been recorded.</p>
<p>Statutory Consultation</p>	<p>The obvious conclusion would appear to be no reliance may be placed on the plans or the consultation process. That the process itself may well be fatally flawed.</p>	<p>E29</p>	<p>N</p>	<p>As part of the Targeted Consultation, the Applicant notified consultees under Section 42(1)(a) and (b) of the Planning Act 2008 via email and wrote to those affected Persons with Interest in the Land affected by the changes (under Section 42(1) (d)</p>

	<p>Please confirm receipt of this email.</p>			<p>of the Planning Act 2008 to notify them of changes and invite comment. More information can be found in the <b>Consultation Report [EN010143/APP/5.1]</b>, and within Chapter 4 within volume 1 of the Environmental Statement <b>[EN010143/APP/6.1]</b>, which describes the assessment on Consultation and Engagement.</p> <p>All feedback received within the consultation timeframe (01/09/23 – 02/10/23 at 23:59) was forwarded to the consultation team and captured and considered as feedback. The Applicant considered the feedback received when finalising the Scheme proposals ahead of submitting the application for Development Consent. The Applicant responded to this consultee to confirm that their response had been recorded.</p>
<p><b>Environment</b></p>				
<p>Biodiversity and Wildlife</p>	<p>I am right in thinking that all hedges surrounding every field will be removed and replaced with heavy duty security fences.</p>	<p>E11</p>	<p>N</p>	<p>No – The majority of hedgerows will be retained and the perimeter fencing will be installed 10m away from hedgerows on the inside of the fields - increased to 15m where hedgerow trees are present. Hedgerows will only be affected at access points and cable crossings, the effects of which will be minimised and/or temporary in places. Additionally, large areas of existing hedgerows will be enhanced and strengthened. The proposed indicative fencing can be viewed in the <b>Framework Landscape and Ecological Management Plan [EN010143/APP/7.14]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>) and is described in Chapter 2 within volume 1 of</p>

				the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the Scheme.
Biodiversity and Wildlife	<p><i>[Ecology: Based on the information provided do you agree with our proposed approach to ecological mitigation?]</i></p> <p>8 Ecology- Strongly disagree                  Constant noise will scare away wildlife which we have encouraged on our land. High security fences will limit range of wildlife. Seemed to rely on desk studies not basic field trials.</p>	E14	N	<p>Chapter 8 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Ecology has been informed by a desk study and a range of field surveys. Previous stages such as Scoping were more desk based but stated what surveys would then be undertaken in the continued assessment. The potential for noise disturbance during construction has been assessed in the <b>Habitats Regulations Assessment [EN010143/APP/7.12]</b> and Ecology ES Chapter, and mitigated where required. Noise will not impact wildlife during operation of the scheme. The security fencing will include gaps at the bottom in strategic locations to allow small mammals (such as badger and brown hare) continued access to the Site.</p>
Biodiversity and Wildlife	<p><i>[Ecology: Based on the information provided do you agree with our proposed approach to ecological mitigation?]</i></p> <p>Item 8. I strongly disagree to the supposed ecological mitigation. The erection of large mesh fences may allow very small animals</p>	E15	N	<p>The security fencing will include gaps at the bottom in strategic locations to allow small mammals, such as badger and brown hare continued access to the Site.</p> <p>The security perimeter fence will be implemented early in the construction phase to secure the Order limits and prevent construction activity in proximity to peripheral habitats and retained habitats within the Order limits. The fence will be set back from</p>

	<p>such as rodents and rabbits but seem definitely and disproportionately aimed at deer, present in only small numbers.</p>			<p>the retained habitats such as hedgerows, woodlands and watercourses around each area, allowing access around and into adjacent areas.</p> <p>The fence design will include gaps to allow small mammals that may use retained habitats, including badger, brown hare and hedgehog, to pass underneath at strategic locations and into and across the Solar PV areas. Any temporary fencing present during construction and permanent perimeter fencing will also allow continued movement of otter along watercourses where they have been found to be present. Some animals such as badger and foxes will be able to easily pass under the perimeter fencing, and for this reason solar developers no longer tender to proposed badger gates.</p> <p>The location of the proposed indicative fencing can be viewed on the <b>Framework Landscape and Ecological Management Plan [EN010143/APP/7.14]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).and is described in Chapter 2 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the Scheme.</p>
<p>Biodiversity and Wildlife</p>	<p>8. There is no information as to how hedges belonging to residents within the proposed new boundaries will be protected from damage and if they are damaged that they will be replaced with like</p>	<p>E21</p>	<p>N</p>	<p>The Scheme has been designed to retain and buffer the vast majority of existing trees and hedgerows and retains woodland. The Scheme has been designed to ensure hedgerows are outside of the developable areas of the Scheme, with minimum 10 m undeveloped stand-off buffers</p>

	<p>or like. And by that I mean that if it's a six foot high mature hedge that is damaged it will be replaced with six foot high mature hedge plants. Some hedges, mine as an example, are used as shelter belts for livestock so a gap CANNOT be filled with hedging whips.</p>			<p>(increased to 15 m where trees present). Where possible, the layout of the Scheme will use existing farm tracks and field openings as the preferred routes for construction access, minimising loss of hedgerows (sections of), where possible. Therefore, the majority of this habitat will be retained, however, some sections of hedgerow will need to be removed to facilitate access and will be temporarily removed to facilitate construction of cable routes.</p> <p>Measures to ensure incursion into retained hedgerow habitat does not occur will be put in place, e.g. security fencing, which will be implemented at an early stage to protect retained habitats from incursion during construction. As detailed in the <b>Framework Landscape and Ecological Management Plan [EN010143/APP/7.14] (FLEMP)</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).new sections of hedgerow will be planted and existing hedgerows will be enhanced.</p>
<p>Construction impacts</p>	<p>3. I do not understand what you mean by 'pavement tie in and reinstatement works at the access location' mean. Are you intending to rip up the verges and hedges so you can access the site more easily? If this is the case then you have to be entirely transparent about your intentions. This plan is far too vague.</p>	<p>E18</p>	<p>N</p>	<p>The access locations for the solar park and grid connection corridor are included in the <b>Framework Construction Traffic Management Plan (CTMP) [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>The Scheme has been designed to retain and buffer the vast majority of existing trees and hedgerows and retains woodland. The Scheme has been designed to ensure hedgerows are</p>

				<p>outside of the developable areas of the Scheme, with minimum 10 m undeveloped stand-off buffers (increased to 15 m where trees present). Where possible, the layout of the Scheme will use existing farm tracks and field openings as the preferred routes for construction access, minimising loss of hedgerows (sections of), where possible. Therefore, the majority of this habitat will be retained, however, some sections of hedgerow will need to be removed to facilitate access and will be temporarily removed to facilitate construction of cable routes. Where new bellmouths are required or existing ones are increased, any lost hedgerows across this width will be planted along the inside curves of the bellmouths.</p> <p>Measures to ensure incursion into retained hedgerow habitat does not occur will be put in place, e.g. security fencing, which will be implemented at an early stage to protect retained habitats from incursion during construction. As detailed in the <b>Framework Landscape and Ecological Management Plan [EN010143/APP/7.14] (FLEMP)</b>, new sections of hedgerow will be planted and existing hedgerows will be enhanced.</p>
Construction impacts	7. There is no information as to how the verges will be protected from long term damage.	E21	N	<p>Where possible, the layout of the Scheme will use existing farm tracks and field openings as the preferred routes for construction access, minimising effects on verges (sections of), where possible. Therefore, the majority of this habitat will be retained, however, some sections will need to</p>

				<p>be removed to facilitate access and will be temporarily affected to facilitate construction of cable routes. The proposed landscape mitigation for the Scheme can be viewed in the <b>Framework Landscape and Ecological Management Plan [EN010143/APP/7.14]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>Where new bellmouths are required or existing ones are increased, any verges across this width will be replaced along the inside curves of the bellmouths, utilising the turves and soil of the verges to retain the seed bank. Maintenance of the verges would reflect the required management within the visibility splays for safety, as per management required for existing access points. Cabling across designated verges will be minimised to widths of 5m, with prevention of encroachment from other works outside of this area. Turves will be removed and stored carefully while the cable is installed across the verge, with subsoil also retained separately to that from other areas. The soil and turves will be replaced immediately on completion of the cable installation in that location.</p>
Cultural heritage	<i>[Cultural heritage: Based on the information provided do you agree with our proposed approach to cultural heritage mitigation?]</i>	E14	N	<p>The solar panels are on struts/legs that are rammed or screwed into the ground, rather than concrete bases. The principal components of the Scheme can be found in <b>Chapter 2: The Scheme, ES Volume 1 [EN010143/APP/6.1]</b>. New grassland will be created under and around the panels,</p>



	12 Cultural Heritage. Strongly disagree concrete based under the solar panels is not ecologically sound.			where this was previously arable, which will provide habitat for a range of species. More information is available in the <b>Framework Landscape and Ecological Management Plan [EN010143/APP/7.14]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b> ).
Cultural heritage	<p><i>[Cultural heritage: Based on the information provided do you agree with our proposed approach to cultural heritage mitigation?]</i></p> <p>Item 12. I strongly disagree. The East Riding has an abundance sites of historical and cultural interest, notably the magnificent Howden Minster and the stately homes of the area. These will not be enhanced, nor tourism be encouraged, by the siting of a large, ugly industrial development.</p>	E15	N	Removing carbon emissions and sustaining our shared heritage are compatible goals. As sustainable energy sources are critical in reducing climate change, the sustainable development and use of renewable energy sources ultimately supports the long-term future of heritage assets. Nonetheless, careful consideration of the setting of heritage assets during the design of the proposed development has sought to minimise impacts to the historic environment, including the setting of Howden Minster, which has been considered in great detail within the DCO submission. <b>Chapter 7 within volume 1 of the Environmental Statement [EN010143/APP/6.1]</b> describes the assessment on Cultural Heritage.
Landscape mitigation approach	<p><i>[Landscape and views: Based on the information provided do you agree with our proposed approach to landscape mitigation?]</i></p> <p>9 Landscape and views - Strongly disagree All views will have security fencing and panels. This</p>	E14	N	<p>An assessment on the impacts on visual amenity for visual receptors including residents, PRow users and road users has been undertaken and is presented in <b>Chapter 10: Landscape and Visual Amenity, ES Volume 1 [EN010143/APP/6.1]</b>.</p> <p>The proposed indicative fencing can be viewed in the <b>Framework Landscape and Ecological Management Plan [EN010143/APP/7.14]</b> and is</p>

	is SIGNIFICANT for local residents 6.69			described in Chapter 2 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the Scheme.
PEI Report	<p><i>[Do you have any comments on the information presented in our Preliminary Environmental Information Report? Please specify any environmental topic areas you are commenting on.]</i></p> <p>Item 14. The impression I have gained is that the whole proposal has been prepared with due regard to current, fashionable trigger attitudes and tick lists to score 'brownie points'. All of the headings given will certainly gain wide recognition and general approval but there is little genuine appreciation of the impact on the locality and its residents. The suggestion that construction workers may arrive by bicycles is typical and fanciful in the extreme.</p>	E15	N	<p>A full Environmental Impact Assessment has been undertaken for the Scheme with the assessments reported in technical Chapters 5 to 15 of the <b>Environmental Statement [EN0100143APP/6.1]</b>.</p> <p><b>Framework Construction Traffic Management Plan and Travel Plan [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>). provides details of the measures that will be in place, such as strategic signing mitigate the effects on local road users.</p>
Noise and Vibration	<i>[Noise and vibration: Based on the information provided do you agree with our proposed approach to noise and vibration mitigation?]</i>	E14	N	The proposed site is large and, although construction activities are scheduled for two years, the locations would be continually moving and would not affect any one location for a substantial period of time. The Noise and Vibration assessment has identified noise and vibration

	<p>11 Noise and Vibration - Strongly disagree. The soil is heavy clay like a bog in winter, with much standing water ,very difficult to even drive over in winter with a smallll vehicle. You are planning to build all the year round. In summer it sets like concrete making it difficult to pile drive the solar panel posts.</p> <p>At least two years of constant construction the noise level and I constant inconvienece to the residents is not INSIGNIFICANT.</p>			<p>effects during the construction phase as temporary and not significant. More information can be found within Chapter 11 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Noise and Vibration.</p> <p>The Applicant has undertaken an assessment of noise emissions from solar farm infrastructure. No significant effects are identified. More information can be found within <b>Chapter 11 within volume 1 of the Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Noise and Vibration.</p>
<p>Visual screening</p>	<p><i>[Landscape and views: Based on the information provided do you agree with our proposed approach to landscape mitigation?]</i></p> <p>Item 9. I strongly disagree. Fences of the heights, rather vaguely described, together with token shrubbery and hedges will do nothing to eliminate the impression of being in a large industrial estate, especially as some of the back up equipment will be higher than hedges, fences and the panels themselves. The view from the front of our</p>	<p>E15</p>	<p>N</p>	<p>An assessment on the impacts on visual amenity for visual receptors including residents, PRow users and road users has been undertaken and is presented in <b>ES Volume 1 [EN010143/APP/6.1]</b>. The proposed landscape and ecological mitigation measures are set out in the <b>Framework Landscape and Ecological Management Plan [EN010143/APP/7.14] (FLEMP)</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>) and include hedgerow enhancement, proposed hedgerow and hedgerow trees, proposed woodland and species rich grassland. The Framework LEMP contains details of locations where the planting of ‘ready hedges’ and larger specimen trees is proposed to further reduce the assessed impacts on residential properties.</p>

	property, facing southwards, will be one of almost uninterrupted reflective panels in areas 2f and 2g.			
<b>Flood Risk, Drainage and Water Environment</b>				
Flood risk	<p><i>[Based on the information provided do you agree with our proposed approach to flood risk mitigation?]</i></p> <p>13 Flood risk. Strongly disagree, In Winter the land is already substantially under water, due to heavy clay. Where is the run off from the panels going. The drainage is very poor. This will be a SIGNIFICANT problem over the site.</p>	E14	N	<p>Runoff from the solar PV panels will essentially be rainwater that will drain to the ground. As the panels are of a single axis tilting design they will not focus surface water in specific areas and there will be no single 'drip track' from the panels (as occurs in fixed (non-tilting) panel arrangements). Maintenance visits will check for signs of developing flow paths and mitigate where necessary. The pollution risk from this runoff is minimal as solar PV panels do not contain any liquid (hazardous or not) that could contaminate rainwater.</p> <p>Overall, given the implementation of a Drainage Strategy including SuDS provision, there would be negligible impact to the receiving groundwater from operational surface water runoff.</p> <p>More information on the assessment of runoff can be found in Chapter 19: Flood Drainage, <b>ES Volume 1 [EN010143/APP/6.1]</b></p>
Flood risk	<p><i>[Based on the information provided do you agree with our proposed approach to flood risk mitigation?]</i></p>	E15	N	<p>A Flood Risk Assessment has been produced for the Scheme, which considers impact on flood risk from all sources (<b>Appendix 9-3, ES Volume 2 [EN010143/APP/6.2]</b>). As the solar PV panels will be raised, floodwater will be able to move freely</p>

	Item 13. I strongly disagree. Having lived here for over 25 years I can emphatically state that the local area is subject to extensive inundation in almost every winter.			beneath as per the existing scenario. Floodplain compensation areas will be provided to account for the small loss of floodplain volume due to the solar PV panels located within Flood Zone 3 to prevent an increase in flood risk to third party land. A Framework Surface Water Drainage Strategy has been prepared ( <b>Appendix 9-4, ES Volume 2 [EN010143/APP/6.2]</b> ) to manage surface water to prevent an increase in flood risk to third party land.
<b>General</b>				
General communications	I refer to your letter dated 1st September 2023 regarding the above proposed DCO and changes proposed. This is a response on behalf of National Gas Gas PLC (NGT). Having reviewed the targeted consultation documents, NGT wishes to make the following comments regarding gas infrastructure which is located within and in close proximity to the Order limits and therefore may be affected by proposals.	National Gas Transmission	Y	<p>Comment noted. The Applicant wrote to National Gas Transmission on 19 September 2023 to engage with them regarding their assets. The Applicant will continue to liaise with statutory undertakers throughout the DCO process. The draft DCO includes protective provisions for gas undertakers, and the Applicant will negotiate a bespoke set of protective provisions with National Gas Transmission if required.</p> <p>More information can be found within Chapter 16 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Other Environmental Topics including Utilities.</p>
Opposition	<p><i>[Based on our updated proposal shared in this consultation, what are your views on East Yorkshire Solar Farm?]</i></p> <p>7 I oppose the proposal.</p>	E14	N	Comment noted.

<p>Opposition</p>	<p>You have written to me regarding amendments to the proposed scheme and my possible interest in land marked adjacent to 2b.</p> <p>I Object to these amendments in full but especially the one proposed on drawing no. 072-ARDG-EST-YRKSHR-SF-INDLOP-JT</p>	<p>E20</p>	<p>N</p>	<p>Comment noted.</p>
<p>Opposition</p>	<p>I would like to register my concern as regards both the proposed development as originally outlined and the amendments to the proposed scheme.</p> <p>Rather the reiterate all that has already been said I would flag up that agree with all that has been said by both [REDACTED] and the Foggathorpe Parish Council in both their original letters and the those forwarded to you in the course of the last few days.</p>	<p>E29</p>	<p>N</p>	<p>Responses received from Foggathorpe Parish Council have been considered and included in <b>Appendices P1 and Q1</b> of the Consultation Report [EN010143/APP/5.1]. Responses from [REDACTED] have been considered and included in <b>Appendix Q3</b>.</p>
<p>Opposition</p>	<p><i>[Community benefit fund:                  As part of this scheme, we are exploring the use of a community benefit fund, and our aim is be to work with organisations that will spend the money to support the projects to benefit the</i></p>	<p>E35</p>	<p>N</p>	<p>The Applicant is exploring the use of a community benefit fund as part of the scheme and aims to work with local organisations that will best spend the money to support the community. During Statutory Consultation, responses were sought on causes which the fund might support. There may be opportunities to fund projects which have a specific focus on education or skills, or which</p>

	<p><i>local community. We would like to understand what causes are important to you. Please indicate which causes you feel the benefit fund should support. (Please tick as many boxes as needed).]</i></p> <p>Stopping solar farms</p>			<p>inform young people, workers, local residents and visitors about the Scheme more generally. The criteria for the allocation of funding have not yet been set but the Applicant welcomes these suggestions.</p> <p>The justification for the proposed Scheme is discussed in <b>The Statement of Need [EN010143/APP/7.1]</b>. It explains the need for the development of large-scale solar generation, demonstrates why the Scheme is urgently needed at the scale proposed and why the proposed location is highly suitable for such a scheme, and how the Scheme addresses relevant aspects of established and emerging government energy and climate change policy and commitments.</p>
Opposition	<p><i>[How did you find out about our consultation?]</i></p> <p>F---ing waste of time</p>	E35	N	Comment noted.
<b>Scheme Design</b>				
Impact on land value	<p>Landowner: [REDACTED] Property: [REDACTED] Title: [REDACTED]</p> <p>Site Ref: 12 - Lane / Street Lane junction, near Spaldington, west of Solar PV Area 2</p> <p>Site Description: 12. Wood Lane / Street Lane junction, near</p>	E22 E23	N	<p>The Landscape and Visual Amenity Assessment assesses the impact of the Scheme on visual amenity at a number of identified viewpoints that were agreed in consultation with the councils.</p> <p>The Landscape and Visual Amenity Assessment assess the impact of the Scheme on landscape character and visual amenity at Operation Year 15, which follows landscape professional guidance. The proposed mitigation planting is likely to become established and provide an effective</p>

	<p>Spaldington, west of Solar PV Area 2b</p> <p>Reason for change: Transport and access requirement</p> <p>Description of change: This proposed amendment to the Site Boundary is to include an area to facilitate access for abnormal load construction vehicles transporting the proposed Grid Connection Substations equipment to Solar PV Area 1c</p> <p>Agent: [REDACTED]</p> <p>Summary: [REDACTED], owners of title [REDACTED] AND [REDACTED] object to the proposed inclusion of their land because of the impact it would have on their private dwelling and garden and the detrimental effect on the value if the permanent rights were granted and failure to consider alternative access measures with less impact on the community</p>		<p>screen prior to Year 15. Tree planting does take longer to establish to provide an effective screen and it is assessed that by Operation Year 15 the proposed tree planting will have achieved this objective, although there is the potential that the tree planting will have established sufficiently to provide an effective screen prior to this. Timescales for establishment and plant growth is based on a number of factors including species, soils, climate and exposure.</p> <p>More information can be found within <b>Chapter 10: Landscape and Visual Amenity, ES Volume 1 [EN010143/APP/6.1]</b> which describes the assessment on Landscape and Visual Amenity. The proposed landscape mitigation which is secured in the DCO can be viewed in the <b>Framework Landscape and Ecological Management Plan [EN010143/APP/7.14] (this is secured in the draft DCO [EN010143/APP/3.1]).</b></p> <p>The access route chosen, which includes routing abnormal load vehicles along Street Lane and Wood Lane has been carefully considered. Alternative routes, e.g. along Tottering Lane from Foggathorpe have also been reviewed and are not considered technically appropriate due to their size restrictions.</p>
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<p>Impact on land value</p>	<p>1.0 Proposal                  East Yorkshire Solar Farm Limited (a Boom Power company) (the Applicant) is proposing a new solar farm with energy storage, known as East Yorkshire Solar Farm, situated between the villages of Gribthorpe, Spaldington and Wressle, and the town of Howden (the Scheme). A Grid Connection Corridor outside of the Solar PV Site will link the Scheme to National Grid’s Drax Substation (approximately 6.2 km south-west of the Solar PV Site).</p> <p>Initial statutory consultation for the East Yorkshire Solar Farm (the Scheme) was carried out between 9 May and 20 June 2023. The feedback from that consultation has resulted in further design and assessment work comprising 24 revisions to the Site Boundary for design and construction and transport and access requirements and this now includes my client’s property when they were previously unaffected.</p>	<p>E22                  E23</p>	<p>N</p>	<p>Comment noted. Landownership within the Order limits is set out in the <b>Book of Reference [EN010143/APP/4.3]</b>. <b>The Statement of Reasons [EN010143/APP/4.1]</b> includes more detailed information on each land plot and future uses. <b>The Schedule of Negotiations and Powers Sought [EN010143/APP/4.4]</b> includes more detail in respect of the powers sought over land and the status of discussions with affected landowners.</p>
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<p>Programme</p>	<p>2. There is no time span given as to how long the boundary changes will last.</p>	<p>E21</p>	<p>N</p>	<p>The Order limits are shown on <b>Figure 1-2, ES Volume 3 [EN010143/APP/6.3]</b> and represent the maximum extent of land to be acquired or used for the construction, operation (including maintenance), and decommissioning of the Scheme. This allows for consideration of the potential environmental effects of the full range of options under consideration, to ensure that the likely significant effects of each of the component options has been scoped into the assessment.</p> <p>The Order limits straddle the boundary between East Riding of Yorkshire Council and North Yorkshire Council. The Solar PV Site, Ecology Mitigation Area and Interconnecting Cable Corridor are solely located within the administrative area of East Riding of Yorkshire Council. The Grid Connection Corridor and Site Accesses are located within the administrative areas of East Riding of Yorkshire Council and North Yorkshire Council.</p> <p>The design life of the Scheme is 40 years, with decommissioning to commence 40 years after commencement of operation, final commissioning, as secured via Requirement 18 of Schedule 2 of the draft <b>DCO [EN010143/APP/3.1]</b>.</p>
<p>Proposed masterplan</p>	<p><i>[Do you agree with the layout in our proposed masterplan for East Yorkshire Solar Farm?]</i></p> <p>5 Strongly disagree to your</p>	<p>E14</p>	<p>N</p>	<p>Comment noted. At statutory consultation, the Applicant provided a brochure (Appendix K1), feedback form (Appendix K2), Frequently Asked Questions (Appendix K3), Statement of Community Consultation (Appendix G1), Site</p>

	<p>proposed master plan Reasons It has deliberate ambiguity coupled with a lack of facts. They are well hidden to add to the difficulty in accessing your paperwork. There were no experts or any one with any idea what boom was about at the consultation meeting.</p>		<p>Elements Plan (contained in Appendix K4), Site Boundary Plan (contained in Appendix K4), Scheme Location Plan (contained in Appendix K4), the PEI Report (Ref. 1) and Non-Technical Summary of the Preliminary Environmental Information (PEI) Report (Appendix K5). All of the above documents presented accurate information at the time of publication.</p> <p>The Statement of Community Consultation (SoCC) explained how the Applicant would carry out the statutory consultation, including details of how the Applicant would ensure that the consultation is fair, transparent, and inclusive. The Applicant consulted with the host Local Authorities, East Riding of Yorkshire Council, North Yorkshire County Council and Selby District Council (prior to the latter two being replaced by North Yorkshire Council in April 2023) and incorporated their comments in the final SoCC.</p> <p>The brochure (<b>Appendix K1</b>) consisted of accurate information about the Applicant's proposal for East Yorkshire Solar Farm, its location and design, likely impacts and proposed mitigation of the identified impacts.</p> <p>The Applicant also welcomed and responded to enquiries received via the contact details shared during statutory consultation on the Scheme webpage and brochure, in addition to hosting four</p>
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				<p>in-person events and two online webinars. At these drop-in sessions, any members of the public could meet members of the project team, view information and plans, and ask questions about any topic of their choice.</p> <p>All the events exhibited a full suite of the consultation materials (<b>Appendices K1-K5</b> and the East Yorkshire Solar Farm PEI Report (Ref. 1)), as well as exhibition boards to help clearly explain proposals to event attendees. A full set of the consultation documents (<b>Appendices K1-K5</b> and the East Yorkshire Solar Farm PEI Report (Ref. 1) were also available to view throughout the consultation period at the six document inspection locations provided.</p> <p>Consultation feedback forms (<b>Appendix K2</b>) were available to complete at the events or later return to the Applicant by freepost. Alternatively, members of the public could email their answers to the project email address.</p>
Proposed masterplan	<p><i>[Do you agree with the layout in our proposed masterplan for East Yorkshire Solar Farm?]</i></p> <p>Item 5. I strongly disagree with the proposed layout of the EYSF. Whilst this may be commercially more profitable to the developer it will blight a substantial area of the county ,which already has large</p>	E15	N	<p>Comment noted.</p> <p>The justification for the proposed Scheme is discussed in <b>The Statement of Need [EN010143/APP/7.1]</b>. It explains the need for the development of large-scale solar generation, demonstrates why the Scheme is urgently needed at the scale proposed and why the proposed location is highly suitable for such a scheme, and how the Scheme addresses relevant aspects of</p>

	<p>numbers of wind turbines - themselves a cheaper and less land intensive method of power generation.</p>			<p>established and emerging government energy and climate change policy and commitments.</p> <p>The Framework Landscape and Ecological Management Masterplan illustrates the planting proposed within the Scheme, including enhancement of existing hedgerows, new hedgerows and tree and shrub planting. The mitigation design has taken into consideration views from properties and appropriate planting or offsets from the Solar PV Panels has been designed to reduce adverse impacts. Details are contained in the <b>Framework LEMP [EN010143/APP/7.14]</b>.</p>
<p>Proposed masterplan</p>	<p><i>[Do you agree with the layout in our proposed masterplan for East Yorkshire Solar Farm?</i></p> <p><i>Please provide any further comments and suggestions you may have on the masterplan.]</i></p> <p>The updated proposal to widen the road at the junction of Northfield road and Highfield road appears to incorporate the narrow pavement outside Corner House, making the house uninhabitable.</p>	<p>E33</p>	<p>N</p>	<p>Vehicle Swept Path analysis has been undertaken at the junction of the A163 and B1228. The Applicant has treated the existing traffic island housing street lighting and the property kerblin on the south east as a constraint to be avoided. In order to complete the turning manoeuvre, traffic will be held and the escorted vehicle will mount the kerb in front of the garage forecourt in order to turn onto the B1228 in order to ensure the traffic island and kerblin adjacent to the property are unaffected.</p> <p>Swept paths are shown in <b>Appendix 13-5: Framework Construction Traffic Management Plan, Annex A: Proposed Access Layouts, Visibility Splays and Swept Paths, ES Volume 2 [EN010143/APP/6.2]</b>.</p>

				<p>Any damage to the kerbline adjacent to the garage forecourt where vehicle overrun occurs will be reinstated to the satisfaction of the local highways authority.</p> <p>This junction was selected over the junction of the A163 and Station Road at Foggathorpe due to the greater footprint available at the crossroad at Highfield to turn and the wider carriageway of B1228 being more appropriate to the abnormal load vehicle.</p>
<b>Soil and agricultural land</b>				
Agriculture	<p><i>[Do you have any comments on the information presented in our Preliminary Environmental Information Report? Please specify any environmental topic areas you are commenting on.]</i></p> <p>Destroying food production and environment. Industrialising country side and making climate change worse</p>	E35	N	<p>The justification for the proposed Scheme is discussed in <b>The Statement of Need [EN010143/APP/7.1]</b>. It explains the need for the development of large-scale solar generation, demonstrates why the Scheme is urgently needed at the scale proposed and why the proposed location is highly suitable for such a scheme, and how the Scheme addresses relevant aspects of established and emerging government energy and climate change policy and commitments. The PV site is non-permanent development of agricultural land and soil health will be preserved. Grassland will be established, available for agricultural grazing. More information can be found within Chapter 15 within Volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Soils and Agricultural Land.</p>

				<p>The Applicant has undertaken a review of the brownfield registers to identify any brownfield sites which may be suitable. This has identified no brownfield sites that are of a suitable size and location for the Scheme. More information can be found within Chapter 3 within Volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the Alternatives and Design Evolution.</p> <p>The Solar PV Site will be available for animal husbandry, alongside the PV panels, through the lifetime of the proposed development. On decommissioning, the agricultural land classification grading of soils will be unaltered from baseline conditions. More information can be found within Chapter 15 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Soils and Agricultural Land.</p> <p>The Landscape and Visual Amenity Assessment assess the impact of the Scheme on landscape character and visual amenity at Operation Year 15, which follows landscape professional guidance. The proposed mitigation hedgerow planting is likely to become established and provide an effective screen prior to Year 15. Tree planting does take longer to establish to provide an effective screen and it is assessed that by Operation Year 15 the proposed tree planting will have achieved this objective, although there is the potential that the tree planting will have</p>
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				<p>established sufficiently to provide an effective screen prior to this. Timescales for establishment and plant growth is based on a number of factors including species, soils, climate and exposure. More information can be found within <b>Chapter 10: Landscape and Visual Amenity, ES Volume 1 [EN010143/APP/6.1]</b> which describes the assessment on Landscape and Visual Amenity and the <b>Framework Landscape and Ecological Management Plan [EN010143/APP/7.14] (FLEMP)</b> (this is secured in the draft DCO [EN010143/APP/3.1]).</p> <p>The lifecycle greenhouse gas impact assessment has considered carbon emissions from construction, operation, and decommissioning of the Scheme. The significance of effect from each lifecycle stage is presented in <b>Chapter 6: Climate Change, ES Volume 1 [EN010143/APP/6.1]</b>.</p>
Land use	<p><i>[Do you have any comments on the information presented in our Preliminary Environmental Information Report? Please specify any environmental topic areas you are commenting on.]</i></p> <p>Ref. land surrounded by land boundary 20.</p> <p>Some land is BMV land. Has under-drainage schemes</p>	E34	N	<p>The Applicant will work with the landowner to avoid impacts on under-drainage schemes. The application has sufficient flexibility to allow micro siting of posts once drains are identified, as described within the parameters of the application in Chapter 2: The Scheme in Volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b>.</p> <p><b>Chapter 9: Flood Risk, Drainage and Water Environment, Volume 1 [EN010143/APP/6.1]</b> and the <b>Framework Surface Water Drainage Strategy</b>, which is <b>Appendix 9-4: ES Volume 2 [EN010143/APP/6.2]</b> provides more information</p>



	approved by DEFRA. MAFF. These drains are at risk of breakage upon vertical posts being installed to support solar panels.			on how sustainable drainage will be achieved on site and greenfield runoff rates will be achieved.
<b>Transport and Access</b>				
Access routes	There must be a reason that you have not identified on your maps where the entrances to each field are.	E11	N	The access locations for the solar park and grid connection corridor are included in the <b>Framework Construction Traffic Management Plan (Appendix 13-5, ES Volume 2 [EN010143/APP/6.2])</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b> ).
Access routes	The hedges on the opposite sides of the roads, on our property will be drastically cut back to improve access.	E11	N	The Scheme has been designed to retain and buffer the vast majority of existing trees and hedgerows and retains woodland. The Scheme has been designed to ensure hedgerows are outside of the developable areas of the Scheme, with minimum 10 m undeveloped stand-off buffers (increased to 15 m where trees present). In this location, the Applicant has proposed to use an existing field access, with hedgerow removal limited to the widening of the bellmouth in order to cater for the type of construction vehicles required. Therefore, no additional hedgerow removal would be required to achieve the required junction visibility to ensure the safe access and egress from the access point.  More information can be found in the <b>Framework Construction Environmental Management Plan [EN010143/APP/7.7]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b> ).

				<p>Measures to ensure incursion into retained hedgerow habitat does not occur will be put in place, e.g. security fencing, which will be implemented at an early stage to protect retained habitats from incursion during construction. As detailed in the <b>Framework Landscape and Ecological Management Plan [EN010143/APP/7.14]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>), new sections of hedgerow will be planted and existing hedgerows will be enhanced.</p>
Access routes	<p>My particular interest is the proposed access route from Newsholme, change number 4. After registering our objections to this access route at two of your consultation meetings I am surprised that this access route is still included in your plan.</p>	E12	Y	<p>It is proposed that access to the solar park sites in the vicinity of Newsholme will be accessed off Rowlandhall Lane, with construction vehicles and deliveries originating from the Site Compound off the B1228 Street Lane. Therefore it is not anticipated that HGVs will be navigating through the village of Newsholme and vehicles will follow the most appropriate routes available as explained above.</p> <p>Post construction, the solar park site in the vicinity of Newsholme will be accessed via the private means of access within Newsholme. Use of the Newsholme village access during operation will largely be restricted to access by site staff and maintenance workers with vehicles using this route generally being no larger than a van or Light Goods Vehicle (LGV). More information on operational traffic and access can be found in the <b>Framework Operational Environmental</b></p>

				<p><b>Management Plan [EN010143/APP/7.8]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>This access strategy has been updated based upon the feedback received from both Statutory Consultation and the Targeted Consultation.</p> <p>Details of the updated construction traffic routing in the area can be found in <b>Appendix 13-4: Transport Assessment, ES Volume 2 [EN010143/APP/6.1]</b> and within the <b>Framework Construction Traffic Management Plan (Appendix 13-5, ES Volume 2 [EN010143/APP/6.2])</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p>
Access routes	<p>We consider the access route from Newsholme to be unacceptable for the following reasons;</p> <ul style="list-style-type: none"> <li>• poor access to the village of Newsholme from the A36 main road. This is a straight, narrow road with a high volume of fast moving traffic, any vehicle travelling west to enter Newsholme will need to stop blocking the west bound carriageway creating the potential for rear end collisions.</li> <li>• The loop road through Newsholme is designated as</li> </ul>	E12	Y	<p>It is proposed that access to the solar park sites in the vicinity of Newsholme will be accessed off Rowlandhall Lane, with construction vehicles and deliveries originating from the Site Compound off the B1228 Street Lane. Therefore, it is not anticipated that HGVs will be navigating through the village of Newsholme and vehicles will follow the most appropriate routes available as explained above.</p> <p>Post construction, the solar park site in the vicinity of Newsholme will be accessed via the private means of access within Newsholme. Use of the Newsholme village access during operation will largely be restricted to access by site staff and maintenance workers with vehicles using this route generally being no larger than a van or Light Goods Vehicle (LGV). More information on</p>

	<p>“UNSUITABLE FOR HEAVY GOODS VEHICLES”</p> <ul style="list-style-type: none"> <li>• the loop road through newsholme is a narrow single vehicle width road, there are no footpaths and pedestrians have to walk in the road</li> <li>• Where footpath number 6 joins the loop read there is a blind corner and access is currently restricted by a power line support pole, power line, telephone lines and an oak tree. Due to these restrictions and the limited road width any large vehicle approaching footpath 6 from the east is unable to turn right onto footpath number 6</li> <li>• To turn on to footpath number 6 any large vehicle would need to enter Newsholme from the west junction off the A63 then drive through the village to the turn off</li> <li>• the footpath / loop road junction is a stop for the local school bus. It is also the access point for locals and walkers who regularly use the footpath.</li> <li>• There is an alternative access to the project works, Area 3c, from another point.</li> </ul>			<p>operational traffic and access can be found in the <b>Framework Operational Environmental Management Plan [EN010143/APP/7.8]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>This access strategy has been updated based upon the feedback received from both Statutory Consultation and the Targeted Consultation.</p> <p>Details of the updated construction traffic routing in the area can be found in <b>Appendix 13-4: Transport Assessment, ES Volume 2 [EN010143/APP/6.1]</b> and within the <b>Framework Construction Traffic Management Plan (Appendix 13-5, ES Volume 2 [EN010143/APP/6.2])</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p>
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<p>Access routes</p>	<p>The alternative would be to for all traffic to exit the main A63 road at the west entrance to Newsholme, follow Green Lane to access point 9 or continue to access point10, Point 10 is only a short distance from Area 3c and also provides access to the cable connection corridor that runs along the north boundary of Area 3c from Rowland Hall to Brind. Using this alternative route it would not be necessary for traffic to enter Newsholme village and the access route, number 4 would not be required.</p>	<p>E12</p>	<p>Y</p>	<p>It is proposed that access to the solar park sites in the vicinity of Newsholme will be accesses off Rowlandhall Lane, with construction vehicles and deliveries originating from the Site Compound off the B1228 Street Lane. Therefore, it is not anticipated that HGVs will be navigating through the village of Newsholme and vehicles will follow the most appropriate routes available as explained above.</p> <p>Post construction, the solar park site in the vicinity of Newsholme will be accessed via the private means of access within Newsholme, however operational vehicles will not include HGVs in line with the advisory restrictions that are in place.</p> <p>This access strategy has been updated based upon the feedback received from both Statutory Consultation and the Targeted Consultation.</p> <p>Details of the updated construction traffic routing in the area can be found in <b>Appendix 13-4: Transport Assessment, ES Volume 2 [EN010143/APP/6.1]</b> and <b>Appendix 13-5: Framework CTMP, ES Volume 2 [EN010143/APP/6.2]</b>.</p>
<p>Access routes</p>	<p>I trust you will accept that the Newsholme is not an acceptable access route and change your plans accordingly.</p>	<p>E12</p>	<p>Y</p>	<p>It is proposed that access to the solar park sites in the vicinity of Newsholme will be accessed off Rowlandhall Lane, with construction vehicles and deliveries originating from the Site Compound off the B1228 Street Lane. Therefore it is not</p>

				<p>anticipated that HGVs will be navigating through the village of Newsholme and vehicles will follow the most appropriate routes available as explained above.</p> <p>Post construction, the solar park site in the vicinity of Newsholme will be accessed via the private means of access within Newsholme, however operational vehicles will not include HGVs in line with the advisory restrictions that are in place.</p> <p>This access strategy has been updated based upon the feedback received from both Statutory Consultation and the Targeted Consultation.</p> <p>Details of the updated construction traffic routing in the area can be found in <b>Appendix 13-4: Transport Assessment, ES Volume 2 [EN010143/APP/6.1]</b> and <b>Appendix 13-5: Framework CTMP, ES Volume 2 [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p>
Access routes	You do not state in your response what will happen to the street light that is in the middle of the road at this junction? Presumably if the abnormal load needs to make the turn the street light will need to be taken down? I assume that this light will not then be put back up until the abnormal load lorry has	E19	N	<p>Vehicle Swept Path analysis has been undertaken at the junction of the A163 and B1228. Swept paths are shown in <b>Appendix 13-5: Framework Construction Traffic Management Plan, Annex A: Proposed Access Layouts, Visibility Splays and Swept Paths, ES Volume 2 [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>). The Applicant has treated the existing traffic island housing street</p>

	retraced its steps, and indeed you don't state if there will be more than one lorry movement. Also, you do not state how long this disruption will last, 1 day, 1 week, 2 months?			<p>lighting as a constraint to be avoided. In order to complete the turning manoeuvre, traffic will be held and the escorted vehicle will mount the kerb in front of the garage forecourt in order to turn onto the B1228 in order to ensure the traffic island and street lighting are unaffected.</p> <p>It is anticipated that no more than ten abnormal load deliveries will be required to the site, and any disruption to traffic at the junction of the B1228 and Street Lane will be temporary in nature and limited to the time taken for the vehicle to complete the manoeuvre under escort.</p> <p>Any damage to the kerblines adjacent to the garage forecourt where vehicle overrun occurs will be reinstated to the satisfaction of the local highway authority.</p>
Access routes	Furthermore, you state "Any damage to kerbs as a consequence of this movement will be repaired to the satisfaction of the Local Authority." Will this happen immediately the abnormal load has gone or will it be left for sub-contractors to pick up probably months down the line?	E19	N	<p>Pre and Post condition surveys will be undertaken as part of the abnormal load manoeuvre and any repairs and associated timings to complete these repairs will be agreed with the Local Authority.</p> <p>Details are provided within the mitigation sections of <b>Appendix 13-4: Transport Assessment, ES Volume 2 [EN010143/APP/6.1]</b> and <b>Appendix 13-5: Framework CTMP, ES Volume 2 [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p>
Access routes	The plans you have supplied showing the site boundary fail to show the relationship with	E20	N	The Applicant can confirm that no access to the solar park site for construction or operational vehicles shall be taken from the unnamed road off

	<p>properties and roads. The village of Gribthorpe does not even exist according to these plans. They show no details of fencing, gate, lighting or cameras etc.</p>			<p>Tottering Lane that leads towards the hamlet of Gribthorpe. Access to land adjacent to Gribthorpe will be via Tottering Lane.</p> <p>Construction accesses are shown in <b>Appendix 13-4: Transport Assessment, ES Volume 2 [EN010143/APP/6.1]</b> and <b>Appendix 13-5: Framework CTMP, ES Volume 2 [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>Details of accesses are also shown on the <b>Streets, Rights of Way and Access Plans [EN010143/APP/2.4]</b>.</p> <p>Details of fencing, lighting and security measures are set out in <b>Chapter 2: The Scheme, ES Volume 1 [EN010143/APP/6.1]</b>.</p>
<p>Access routes</p>	<p>The proposed access to 2b is on a blind S bend ? Vehicles joining Wood Lane from 2b would not be able to be seen by traffic using would lane. This bend already suffers at least one collision every year as it stands now. This proposed access can only add to the danger of this bend and would create a greater risk to life.</p>	<p>E20</p>	<p>Y</p>	<p>The Applicant has undertaken an assessment of the viable access locations on Wood Lane and can confirm that:</p> <p>Access to the land parcel dubbed 2B will be from an internal track originating from land parcel 2E, therefore access to land parcel 2B for solar panel installation will be from the road linking Spaldinton Grange and Spaldinton.</p> <p>However, access to the opposing side of the carriageway to Lane Parcel 2B will be required on Wood Lane in order to install the grid connection corridor. The Applicant has reviewed the existing access locations and can confirm that an existing</p>



				<p>access will be upgraded away from the existing S-Bend to access the land to the north of Wood Lane.</p> <p>Speed surveys have been conducted in the vicinity of this access to determine the required junction visibility in order to ensure that vehicles can safely access / egress this access point.</p> <p>The location of access points off Wood Lane are presented on the <b>Streets, Rights of Way and Access Plans [EN010143/APP/2.4]</b> and</p> <p>This access strategy has been updated based upon the feedback received from both Statutory Consultation and the Targeted Consultation. .</p> <p>Details of the updated construction traffic routing in the area can be found in <b>Appendix 13-4: Transport Assessment, ES Volume 2 [EN010143/APP/6.1]</b> and <b>Appendix 13-5: Framework CTMP, ES Volume 2 [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>Swept path drawings for abnormal load vehicles including the access to the substation on Tottering Lane are included within <b>Appendix 13-5: Framework Construction Traffic Management Plan, Annex A: Proposed Access Layouts, Visibility Splays and Swept Paths, ES Volume 2 [EN010143/APP/6.2]</b>.</p>
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<p>Access routes</p>	<p>I fail to see how Boom would even consider this as an access point for all the above reasons especially when access could be achieved through Mount Pleasant Farm yard, an already established access for HGV movements, with much better visibility, and then over land owned by the land marked as 2b.</p>	<p>E20</p>	<p>Y</p>	<p>The Applicant has undertaken an assessment of the viable access locations on Wood Lane and can confirm that:</p> <p>Access to the land parcel dubbed 2B will be from an internal track originating from land parcel 2E, therefore access to land parcel 2B for solar panel installation will be from the road linking Spaldington Grange and Spaldington. This access strategy has been updated based upon the feedback received from both Statutory Consultation and the Targeted Consultation.</p> <p>Details of the updated construction traffic routing in the area can be found in <b>Appendix 13-4: Transport Assessment, ES Volume 2 [EN010143/APP/6.1]</b> and <b>Appendix 13-5: Framework CTMP, ES Volume 2 [EN010143/APP/6.2]</b>.</p>
<p>Access routes</p>	<p>10. Where road junctions are being widened there are no details of the reason why are given ie vehicle sizes, type of goods to be delivered.</p>	<p>E21</p>	<p>N</p>	<p>Where proposed accesses are required, the Applicant has designed a bellmouth in order to ensure that construction vehicles can safely access / egress the local road network in order to minimise disruption. The type of vehicle utilised to validate the footprint of the access design is demonstrated on the access proposals included in the <b>Framework Construction Traffic Management Plan and Travel Plan [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p>

				<p>Swept path drawings are included within <b>Appendix 13-5: Framework Construction Traffic Management Plan, Annex A: Proposed Access Layouts, Visibility Splays and Swept Paths, ES Volume 2 [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>.. These drawings include the vehicle sizes and types. The abnormal loads are for transformer components.</p>
Manoeuvring HGVs	<p>East Riding of Yorkshire Planning application 12/03283/STPLF for a proposed single wind turbine on land off Tottering Lane Gribthorpe submitted in July 2012 was for a wind turbine measuring 50m to the hub and 78m to the tip and was granted at appeal. As part of that process HY Consulting produced a transport analysis that incorporated the manoeuvring of HGV special loads at the Newsholme house Junction.</p>	E22 E23	N	<p>Vehicle swept path analysis has been considered for the delivery of the transformer components to the land off Tottering Lane. Access will be via the A163, B1228, Wood Lane and Tottering Lane.</p> <p>The abnormal load vehicle assessed is 30.6m in length.</p> <p>Swept path drawings for abnormal load vehicles including the access to the substation on Tottering Lane are included within <b>Appendix 13-5: Framework Construction Traffic Management Plan, Annex A: Proposed Access Layouts, Visibility Splays and Swept Paths, ES Volume 2 [EN010143/APP/6.2]</b>.</p>
Route access	<p>The transportation of the 26.2m long rotor blade pack needed to be accommodated on the route as well as a generator with 5.7m load width.</p>	E22 E23	N	<p>The site access locations for the solar park and grid connection corridor are included in the <b>Framework Construction Traffic Management Plan and Travel Plan [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p>

	<p>The access route used in this scenario used;</p> <ul style="list-style-type: none"> <li>• the A163 between the A614 New Road and B1228 Street Lane;</li> <li>• The B1228 Street Lane between the A163 and Wood Lane;</li> <li>• Wood Lane between the B1228 Street Lane and Willitof Road;</li> <li>• Tottering Lane between Wood Lane and the site access.</li> </ul>			
Route design	<p>Appendix 2 provides and extract of the report detailing the limited amount of work required at this junction to accommodate this unusual loads which simply involved temporary reinforcement of the soft verge on Wood Lane adjacent to the Street Lane junction and Temporarily rotating the giveaway sign on pole through 90° on Wood Lane adjacent to the Street Lane junction.</p>	E22 E23	N	<p>. Vehicle swept path analysis has been considered for the abnormal load vehicles. Swept path drawings are included within <b>Appendix 13-5: Framework Construction Traffic Management Plan, Annex A: Proposed Access Layouts, Visibility Splays and Swept Paths, ES Volume 2 [EN010143/APP/6.2].</b></p>
Route design	<p>The swept path analysis plans (also contained in appendix 2) produced for this junction clearly demonstrated the ability to accommodate significant unusual loads with limited impact on the surrounding property, the applicants have been unaware that this access was taken when</p>	E22 E23	N	<p>Vehicle swept path analysis has been considered for the delivery of the transformer components to the land off Tottering Lane. Access will be via the A163, B1228, Wood Lane and Tottering Lane. Swept path drawings for abnormal load vehicles including the access to the substation on Tottering Lane are included within <b>Appendix 13-5: Framework Construction Traffic Management Plan, Annex A: Proposed Access Layouts,</b></p>

	the turbine was constructed and in reality there was no evidence of the access ever being used.			<p><b>Visibility Splays and Swept Paths, ES Volume 2 [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>The abnormal load vehicle assessed is 30.6m in length; this vehicle swept path analysis has had to consider a number of constraints such as the existing overhead cables and telegraph pole which lies in the northbound carriageway verge, which the Applicant seeks to provide sufficient separation so as to protect this asset. Track pads/matts can be used to minimise impacts, but any damage to the land in front of the property will be repaired to the satisfaction of the landowner. No permanent widening is proposed at the junction of the B1228 and Wood Lane.</p>
Route design	Whilst we appreciate that the proposed route of access involved the utilization of the access in the opposite direction, we see no reason why a swept path analysis would require the developers to acquire an interest on my client's land for access.	E22 E23	N	<p>Vehicle swept path analysis has been considered for the delivery of the transformer components to the land off Tottering Lane. Access will be via the A163, B1228, Wood Lane and Tottering Lane. Swept path drawings for abnormal load vehicles including the access to the substation on Tottering Lane are included within <b>Appendix 13-5: Framework Construction Traffic Management Plan, Annex A: Proposed Access Layouts, Visibility Splays and Swept Paths, ES Volume 2 [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>The abnormal load vehicle assessed is 30.6m in length. The vehicle swept path analysis has had to</p>

				<p>consider a number of constraints such as the existing overhead cables and telegraph pole which lies in the northbound carriageway verge, which the Applicant seeks to provide sufficient separation so as to protect this asset. It should be noted that this parcel of land has been identified as temporary possession and any overrun of the property frontage will be protected through the use of track pads or similar arrangement. Any damage to the land in front of the property will be repaired to the satisfaction of the landowner. No permanent widening is proposed at the junction of the B1228 and Wood Lane.</p>
Route design	<p>If it is deemed that additional land is reasonably required at this junction, the Land on the opposite side of the road away from [REDACTED]voe has been offered by the registered owner to boom energy as an alternative to the proposals in order to mitigate any negative impact on my client's property, however this does not seem to have been followed up.</p>	E22 E23	N	<p>Vehicle swept path analysis has been considered for the delivery of the transformer components to the land off Tottering Lane. Access will be via the A163, B1228, Wood Lane and Tottering Lane. Swept path drawings for abnormal load vehicles including the access to the substation on Tottering Lane are included within <b>Appendix 13-5: Framework Construction Traffic Management Plan, Annex A: Proposed Access Layouts, Visibility Splays and Swept Paths, ES Volume 2 [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>The abnormal load vehicle assessed is 30.6m in length. The vehicle swept path analysis has had to consider a number of constraints such as the existing overhead cables and telegraph pole which lies in the northbound carriageway verge, which</p>

				<p>the Applicant seeks to provide sufficient separation so as to protect this asset. It should be noted that this parcel of land has been identified as temporary possessions and any overrun of the property frontage will be protected through the use of track pads or similar arrangement. Any damage to the land in front of the property will be repaired to the satisfaction of the landowner. No permanent widening is proposed at the junction of the B1228 and Wood Lane.</p> <p>When the abnormal load is undertaking this manoeuvre, the vehicle will be under escort, will all traffic temporarily held whilst manoeuvre is undertaken, due to the vehicle having to occupy both sides of the carriageway.</p>
Route design	<p>It would appear that an alternative route of access could be utilized that would not involve any turning at this junction as indicative HGV routing could allow HGV to access the site from the A63 at Newsholme rather than multiple corners on the route highlighted from the A614. There is no suggestion that alternative options have been appraised or considered in order to lessen the impact on my client's private dwelling.</p>	E22 E23	N	<p>The Applicant is seeking to minimise HGV routing of vehicles through the village of Newsholme, to minimise disruption to the village. Only one access is proposed off the A614 in order to access land to the west of the A614.</p> <p>The site access locations for the solar park and grid connection corridor are included in the <b>Framework Construction Traffic Management Plan and Travel Plan [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p>

<p>Route design</p>	<p>The land owners feel that the existing junction is sufficiently wide enough with good visibility currently used by large agricultural machines and articulated lorries on a daily basis. There has never been an issue with accessibility at this junction and in light of the fact that the junction has not required any additional works for wind turbine blades the acquisition of rights over my client's land appears to be unjustified.</p>	<p>E22 E23</p>	<p>N</p>	<p>Vehicle swept path analysis has been considered for the delivery of the transformer components to the land off Tottering Lane. Access will be via the A163, B1228, Wood Lane and Tottering Lane. Swept path drawings are included within <b>Appendix 13-5: Framework Construction Traffic Management Plan, Annex A: Proposed Access Layouts, Visibility Splays and Swept Paths, ES Volume 2 [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>The abnormal load vehicle assessed is 30.6m in length. The vehicle swept path analysis has had to consider a number of constraints such as the existing overhead cables and telegraph pole which lies in the northbound carriageway verge, which the Applicant seeks to provide sufficient separation so as to protect this asset. It should be noted that this parcel of land has been identified as temporary possessions and any overrun of the property frontage will be protected through the use of track pads or similar arrangement. Any damage to the land in front of the property will be repaired to the satisfaction of the landowner. No permanent widening is proposed at the junction of the B1228 and Wood Lane.</p> <p>When the abnormal load is undertaking this manoeuvre, the vehicle will be under escort, will all traffic temporarily held whilst manoeuvre is undertaken, due to the vehicle having to occupy both sides of the carriageway.</p>
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Route design	<p>4.0 Analysis of Alternatives &amp; Risk Management</p> <p>In arriving at the decision to include my clients land there appears to have been no consideration of alternative routes of access or other land take on the opposite side of the road to my client's property that would have a lesser impact on their property and also reduce the risk of damage and disturbance to a valuable rural property.</p> <p>The road junction is very dangerous due to the speed at which vehicles travel north to south and the road junction needs to be clearly defined at all times to prevent accidents. My clients have concerns that the widening of the access could lead to access in and out of their property being far more dangerous as vehicles will not have the ability to see their property access as they sweep off Street Lane B1228 and could result in accidents, nor will they be able to see traffic coming west along Wood Lane.</p>	E22 E23	Y	<p>Vehicle swept path analysis has been considered for the delivery of the transformer components to the land off Tottering Lane. Access will be via the A163, B1228, Wood Lane and Tottering Lane. Swept path drawings are included within <b>Appendix 13-5: Framework Construction Traffic Management Plan, Annex A: Proposed Access Layouts, Visibility Splays and Swept Paths, ES Volume 2 [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>The abnormal load vehicle assessed is 30.6m in length. The vehicle swept path analysis has had to consider a number of constraints such as the existing overhead cables and telegraph pole which lies in the northbound carriageway verge, which the Applicant seeks to provide sufficient separation so as to protect this asset. It should be noted that this parcel of land has been identified as temporary possessions and any overrun of the property frontage will be protected through the use of track pads or similar arrangement. Any damage to the land in front of the property will be repaired to the satisfaction of the landowner. No permanent widening is proposed at the junction of the B1228 and Wood Lane.</p> <p>When the abnormal load is undertaking this manoeuvre, the vehicle will be under escort, will all traffic temporarily held whilst the manoeuvre is</p>

				<p>undertaken, due to the vehicle having to occupy both sides of the carriageway.</p> <p>As part of design development, alternative routes to transport the transformer equipment via abnormal load were considered. This optioneering consisted of an assessment of the junction of Highways and Foggathorpe off the A163. As part of this assessment, it was concluded that the junction at Highfield was the most appropriate, due to the size of this junction reducing the impact of turning manoeuvres off the A163, and the B1228 being a wider carriageway than Station Road and Bell Lane.</p>
Route design	<p>5.0 Conclusion</p> <p>[REDACTED] object to the inclusion of their property on the grounds of the diminution of value of their property, failure to consider the impact of the proposals on them as land owners and associated risks of traffic movements on the junction and lack of consideration of alternatives to manage the impact on their property and the community.</p>	E22 E23	Y	<p>Vehicle swept path analysis has been considered for the delivery of the transformer components to the land off Tottering Lane. Access will be via the A163, B1228, Wood Lane and Tottering Lane. Swept path drawings are included within <b>Appendix 13-5: Framework Construction Traffic Management Plan, Annex A: Proposed Access Layouts, Visibility Splays and Swept Paths, ES Volume 2 [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>The abnormal load vehicle assessed is 30.6m in length. The vehicle swept path analysis has had to consider a number of constraints such as the existing overhead cables and telegraph pole which lies in the northbound carriageway verge, which the Applicant seeks to provide sufficient separation so as to protect this asset. It should be noted that</p>

				<p>this parcel of land has been identified as temporary possessions and any overrun of the property frontage will be protected through the use of track pads or similar arrangement. Any damage to the land in front of the property will be repaired to the satisfaction of the landowner. No permanent widening is proposed at the junction of the B1228 and Wood Lane.</p> <p>When the abnormal load is undertaking this manoeuvre, the vehicle will be under escort, will all traffic temporarily held whilst the manoeuvre is undertaken, due to the vehicle having to occupy both sides of the carriageway.</p> <p>As part of design development, alternative routes to transport the transformer equipment via abnormal load were considered. This optioneering consisted of an assessment of the junction of Highways and Foggathorpe off the A163. As part of this assessment, it was concluded that the junction at Highfield was the most appropriate, due to the size of this junction reducing the impact of turning manoeuvres off the A163, and the B1228 being a wider carriageway than Station Road and Bell Lane.</p>
Route design	<p>C2</p> <ul style="list-style-type: none"> <li>• Street Lane Junction with Wood Lane</li> <li>• AILV must turn left from Street Lane onto Wood Lane</li> <li>• Swept path analysis indicates</li> </ul>	<p>E22 E23</p>	N	<p>Vehicle swept path analysis has been considered for the delivery of the transformer components to the land off Tottering Lane. Access will be via the A163, B1228, Wood Lane and Tottering Lane. Swept path drawings are included within <b>Appendix 13-5: Framework Construction Traffic</b></p>

	<p>that the AILV may overrun the soft verge on the southeast side of Wood Lane, and it is within close proximity with the existing giveway sign.</p> <ul style="list-style-type: none"> <li>• IMG_004</li> <li>• Provide temporary reinforcement to the soft verge, and rotate the giveway sign on pole through 90° to minimise the potential for a vehicle strike.</li> <li>• Fig 7 and 8</li> </ul>			<p><b>Management Plan, Annex A: Proposed Access Layouts, Visibility Splays and Swept Paths, ES Volume 2 [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>The abnormal load vehicle assessed is 30.6m in length. The vehicle swept path analysis has had to consider a number of constraints such as the existing overhead cables and telegraph pole which lies in the northbound carriageway verge, which the Applicant seeks to provide sufficient separation so as to protect this asset. It should be noted that this parcel of land has been identified as temporary possessions and any overrun of the property frontage will be protected through the use of track pads or similar arrangement. Any damage to the land in front of the property will be repaired to the satisfaction of the landowner. No permanent widening is proposed at the junction of the B1228 and Wood Lane.</p> <p>When the abnormal load is undertaking this manoeuvre, the vehicle will be under escort, will all traffic temporarily held whilst manoeuvre is undertaken, due to the vehicle having to occupy both sides of the carriageway.</p>
Route design	<p>D1</p> <ul style="list-style-type: none"> <li>• Wood Lane between the southwest side 'S' bend and Willitof Road</li> <li>• AILV must negotiate the narrow 'S' bends and the remaining</li> </ul>	E22 E23	N	<p>The abnormal load vehicle assessed is 30.6m in length; the vehicle swept path analysis has had to consider a number of constraints such as the existing overhead cables and telegraph pole which lies in the northbound carriageway verge, which the Applicant seeks to provide sufficient separation</p>

	<p>section of Wood Lane to the Willitof Road junction</p> <ul style="list-style-type: none"> <li>• Swept analysis indicates that the generator would overhang the verge, and would subsequently be within close proximity to the adjacent trees/ foliage.</li> <li>• Check trees/ foliage prior to transport and cut back as required.</li> <li>• Fig 9 and 10</li> </ul>			<p>so as to protect this asset. Track pads/matts can be used to minimise impacts, but any damage to the land in front of the property will be repaired to the satisfaction of the landowner.</p> <p>The Scheme has been designed to retain and buffer the vast majority of existing trees and hedgerows and retains woodland. The Scheme has been designed to ensure hedgerows are outside of the developable areas of the Scheme, with minimum 10 m undeveloped stand-off buffers (increased to 15 m where trees present).</p> <p>Where possible, the layout of the Scheme will use existing farm tracks and field openings as the preferred routes for construction access, minimising loss of hedgerows (sections of), where possible. Therefore, the majority of this habitat will be retained, however, some sections of hedgerow will need to be removed to facilitate access and will be temporarily removed to facilitate construction of cable routes.</p>
Route design	<p>D2</p> <ul style="list-style-type: none"> <li>• Wood Lane at the southwest ‘S’ bend</li> <li>• AILV must negotiate the narrow ‘S’ bend.</li> <li>• The existing carriageway width is below the recommended ‘useful’ width of 4.0 metres in places, although sufficient grass is available on both sides to</li> </ul>	E22 E23	N	<p>The abnormal load vehicle assessed is 30.6m in length; the vehicle swept path analysis has had to consider a number of constraints such as the existing overhead cables and telegraph pole which lies in the northbound carriageway verge, which the Applicant seeks to provide sufficient separation so as to protect this asset. Track pads/matts can be used to minimise impacts, but any damage to the land in front of the property will be repaired to the satisfaction of the landowner.</p>

	<p>accommodate widening to meet the specification requirements.</p> <ul style="list-style-type: none"> <li>• Reinforce grass verge along the west side of Wood Lane to create a 4.0 metre width of useable carriageway, and to enable a clearance width of 5.7m</li> <li>• Fig 9 and 10</li> </ul>			
Route design	<p>D3</p> <ul style="list-style-type: none"> <li>• Wood Lane at the northeast 'S' bend</li> <li>• AILV must negotiate the narrow 'S' bend</li> <li>• The existing carriageway width is below the recommended 'useful' width of 4.0 metres in places, although sufficient grass is available on both sides to accommodate widening to meet the specification requirements.</li> <li>• Reinforce grass verge along the west side of Wood Lane to create a 4.0 metre width of useable carriageway, and to enable a clearance width of 5.7m</li> <li>• Fig 11 and 12</li> </ul>	<p>E22 E23</p>	N	<p>The abnormal load vehicle assessed is 30.6m in length; the vehicle swept path analysis has had to consider a number of constraints such as the existing overhead cables and telegraph pole which lies in the northbound carriageway verge, which the Applicant seeks to provide sufficient separation so as to protect this asset. Track pads/matts can be used to minimise impacts, but any damage to the land in front of the property will be repaired to the satisfaction of the landowner.</p>
Route design	<p><i>[Further comments: Please share any further comments you have on East Yorkshire Solar Farm.]</i></p>	E33	N	<p>Vehicle Swept Path analysis has been undertaken at the junction of the A163 and B1228. More information on Vehicle Swept Path analysis can be found within the <b>Framework Construction Traffic Management Plan (Appendix 13-5, ES Volume 2</b></p>

	<p>We are aware that our comments reflect self-interest. However this property is all we have in the world and have endured the increasing traffic noise since we moved in over 30 years ago. The actual solar farm is a good idea and we partly support the proposition. Further information on the actual changes to the road junction are needed as the thick black lines do not explain it clearly.</p>			<p><b>[EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p> <p>The Applicant has treated the existing traffic island housing street lighting and the property on the south east as a constraint to be avoided. In order to complete the turning manoeuvre, traffic will be held and the escorted vehicle will mount the kerb in front of the garage forecourt in order to turn onto the B1228 in order to ensure the traffic island and property are unaffected.</p> <p>Any damage to the kerblines where vehicle overrun occurs will be reinstated to the satisfaction of the local highways authority.</p> <p>More information regarding traffic management during construction is available in the Framework Construction Traffic Management Plan (CTMP) (<b>Appendix 13-5, ES Volume 2 [EN010143/APP/6.2]</b>) (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p>
<p>Route design</p>	<p><i>[Further comments: Please share any further comments you have on East Yorkshire Solar Farm.]</i></p> <p>Need access Ings Lane 24-7. You can f--- off traffic lights for length Ings lane.</p>	<p>E35</p>	<p>N</p>	<p>Signals would be primarily associated with the pavement tie in works for the proposed access construction, rather than deliveries associated with the construction of the solar park, which will use banksman control to ensure construction vehicles safely access and egress Ings Lane. <b>Framework Construction Traffic Management Plan and Travel Plan [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>). provides details of the measures that will be in place, such</p>

				as strategic signing mitigate the effects on local road users.
Traffic management	Spaldington Lane was patched recently for the Tour of Britain, the engineers working on it said that the whole of Spaldington Lane needs to be rebuilt with foundations up to todays traffic. Will you be doing this on all roads in the area as they all have the same problems.	E11	N	<p>Pre and post construction period surveys will be carried out on Spaldington Lane to assess the condition of the road and any detrimental impacts caused by construction traffic would be reviewed, with repairs undertaken if required.</p> <p>Further details can be found in the mitigation sections found in <b>Appendix 13-4: Transport Assessment, ES Volume 2 [EN010143/APP/6.1]</b> and <b>Appendix 13-5: Framework CTMP, ES Volume 2 [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p>
Traffic management	<p><i>[Traffic: Based on the information provided do you agree with our proposed approach to traffic mitigation?]</i></p> <p>10 Traffic- Strongly disagree                  Comparing an A class road , single carriageway and a white line , with a single track C road with some passing places and NO white line. Is ambiguous at the very least. The C road is already unsuitable for heavy traffic over 7.5 tons. You look as though you are completely ignoring the deterioration of the roads due to your high level of heavy goods</p>	E14	N	<p>It is not currently expected that any Abnormal Indivisible Load (AIL) movements will use Spaldington Road to access the Site. The only large vehicle movements on Spaldington Road will consist of standard agricultural sized tractors with a trailer.</p> <p>For further information, including expected vehicle volumes, please refer to <b>Appendix 13-4: Transport Assessment, ES Volume 2 [EN010143/APP/6.1]</b>.                  Pre and Post condition surveys will be undertaken on routes expected to be used by delivery vehicles and any repairs and associated timings to complete these repairs will be agreed with the Local Authority.</p>



	<p>traffic, somewhere you will have details of what the vehicles weigh loaded, how many will be using the roads but I cannot find it. This is SIGNIFICANT to residents.</p>			<p>Details are provided within the mitigation sections of <b>Appendix 13-4: Transport Assessment, ES Volume 2 [EN010143/APP/6.1]</b> and <b>Appendix 13-5: Framework CTMP, ES Volume 2 [EN010143/APP/6.2]</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b>).</p>
<p>Traffic management</p>	<p><i>[Traffic: Based on the information provided do you agree with our proposed approach to traffic mitigation?]</i></p> <p>Item 10.A I strongly disagree. Firstly the description of Spaldington Road being a single carriageway road is at the very least sloppy but more likely deliberately deceitful. The aim appears to be the supposition that Spaldington Road will easily cope with the vaguely ill defined volume of construction traffic. The A614 from which Spaldington Road branches is indeed a single carriageway road of 'A' grade and serves as the main trunk road to the east Yorkshire coast. Spaldington Road on the contrary, is 'C' grade. It is little more than a an old cart lane inadequately</p>	<p>E15</p>	<p>N</p>	<p><b>Framework Construction Traffic Management Plan and Travel Plan [EN010143/APP/6.2]</b> (secured in the <b>draft DCO [EN010143/APP/3.1]</b>). provides details of the measures that will be in place, such as strategic signing mitigate the effects on local road users.</p> <p>A road condition survey will be carried out on local roads identified ahead of construction starting. Where necessary, these roads will be repaired to the same or better standard once the solar farm is complete. The survey will also show where passing places are needed so that existing traffic can continue to move freely. Where new passing places are installed, they will be left in place for the long-term benefit of the community. A Framework Construction Traffic Management Plan (CTMP) is presented at <b>Appendix 13-5, ES Volume 2 [EN010143/APP/6.2]</b>.</p> <p>The proposed site is large and, although construction activities are scheduled for two years, the locations would be continually moving and</p>

	<p>surfaced with tarmac and haphazardly repaired when potholes become embarrassing to the local authority (Note the 'repairs' made recently for the route of the Tour of Britain). Although certain areas were marginally widened some time ago to allow access for wind turbine construction traffic it is still essentially a single track road with passing places. The damage to verges, under which utilities are routed, is evidence that it is inadequate even for the current level of traffic. Much of this traffic is heavy goods vehicles and modern large farm equipment which can extend the full width of this road and also the adjacent Willitof Road. As the road is currently under only a national speed limit traffic is speeding and already a danger. Damage to the verge at the corner of our property has in the past resulted in flooding of part of our land.</p> <p>The installation of traffic lights, with no precise location noted, will only result in concentration of</p>			<p>would not affect any one location for a substantial period of time. The Noise and Vibration assessment has identified noise and vibration effects during the construction phase as temporary and not significant. More information can be found within Chapter 11 within volume 1 of the <b>Environmental Statement [EN010143/APP/6.1]</b> which describes the assessment on Noise and Vibration.</p>
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	<p>traffic noise (engines and braking) outside our property</p> <p><i>[Noise and vibration: Based on the information provided do you agree with our proposed approach to noise and vibration mitigation?]</i></p> <p>Item 11. I strongly disagree. See Item 10 above. At our property. we are subjected to considerable noise and an increase in traffic, combined with construction noise will only aggravate the issue.</p>			
<p>Traffic management</p>	<p>3. The C88 is now a very busy road at certain times of the day and if traffic management systems in the form of traffic lights are used how do residents in the middle of the proposed areas know when it is safe to leave their property?</p>	<p>E21</p>	<p>N</p>	<p>Any traffic management required at Site access locations would be directly associated with the access itself and would not be expected over long stretches of road either side of the access. Suitably qualified traffic marshals will be positioned at the proposed Site accesses, and at any crossing points between the road network and the Site during construction to ensure vehicle movements are controlled safely.</p> <p>For further information, including expected vehicle volumes, please refer to the Framework <b>Construction Traffic Management Plan and Travel Plan (Appendix 13-5, ES Volume 2 [EN010143/APP/6.2])</b> (this is secured in <b>the draft DCO [EN010143/APP/3.1]</b>) which provides details of the measures that will be in place, such as</p>

				strategic signing mitigate the effects on local road users.
Traffic management	4. The traffic management systems have not been laid out in the documents so we can only guess as to how traffic will be managed.	E21	N	<b>The Framework Construction Traffic Management Plan and Travel Plan (Appendix 13-5, ES Volume 2 [EN010143/APP/6.2])</b> (this is secured in the <b>draft DCO [EN010143/APP/3.1]</b> ) provides details of the measures that will be in place, such as strategic signing mitigate the effects on local road users.
Traffic management	6. There are no details of the vehicles to be used on the single track road that is unsuitable for heavy vehicles. Also there seems to be nothing in the document about the impact during harvest when the road is taken up by combines.	E21	Y	Details of the tractor-trailer vehicle size (expected to be up to 12m in length) are included within the <b>Framework Construction Traffic Management Plan (Appendix 13-5, ES Volume 2 [EN010143/APP/6.2])</b> (this is secured in <b>the draft DCO [EN010143/APP/3.1]</b> ). Routing of vehicles has been designed to minimise impacts on local roads during the construction period and due regard will be made to other events taking place on the local roads.
Traffic management	<i>[Traffic: Based on the information provided do you agree with our proposed approach to traffic mitigation?]</i>  As previously stated.	E33	N	Comment noted.

## A.2 References

- Ref. 1 BOOM East Yorkshire Solar Farm Preliminary Environmental Information Report: <https://www.boom-power.co.uk/east-yorkshire/#eysf-planning-docs>