

RR359 Emma Glass

There are many issues I could address today; however, I would like to focus specifically on construction logistics and the availability of key workers.

Firstly, I would like to question how the proposed timeline of 30 months to complete such a substantial project has been calculated. From experience, delays are common in large-scale construction projects due to factors such as staff shortages, adverse weather conditions, and delays in the supply of materials.

How has the 30-month timeline been realistically determined, and what contingencies have been built in for delays?

Looking at the 17 clean energy projects that have been authorised since the Labour government came to power, there are 10 major projects, many of which, to my knowledge, have barely begun. Considering the scale of the project being proposed here, it raises a further question:

Where will the required skilled workforce be sourced from, given the number of concurrent large-scale projects?

I previously worked for a company involved in ground-mounted solar projects, and one of the biggest challenges we faced was securing sufficient skilled workers. Approximately 95% of the workforce were migrant workers. It is important to note that individuals cannot simply be recruited without the appropriate qualifications. Workers must be properly trained, hold the necessary certifications, pass health and safety requirements, possess CSCS cards, and have the legal right to work in the UK. On one project I observed, the Home Office conducted a raid due to the presence of an illegal worker, highlighting how closely these matters are monitored.

What assurances can be provided that all workers will meet legal and safety requirements, and how will this be monitored and enforced throughout the project?

This leads to the issue of accommodation and worker transport. As many of these workers are unlikely to be local, they will require accommodation such as bed and breakfasts, HMOs, or other temporary housing, most likely within

surrounding communities. During my time with the company mentioned earlier, I was responsible for arranging such accommodation, and even on smaller projects this created ongoing challenges.

Where exactly will workers be housed, and what plans are in place to manage the impact on local housing availability and communities?

In several cases, we had to relocate workers due to complaints from local residents regarding anti-social behaviour, including alcohol and drug use.

What safeguards will be put in place to prevent anti-social behaviour and protect local residents?

The proposal suggests that workers will travel using minibuses or shared transport, which may appear practical on paper, but in reality, this is often difficult to implement effectively. We also know from previous developments—such as the construction of the airfield—that some workers ended up living in vehicles or makeshift containers, using the surrounding area for basic sanitation.

What guarantees will be put in place to prevent workers living in unsuitable conditions, and how will these standards be monitored and enforced?

Over the 30-month construction period, it is estimated that over 1,000,000 additional car journeys will be generated. This level of traffic is simply not sustainable. The B645 is already recognised as an accident blackspot, with 77 recorded accidents between 2011 and 2024, including 5 fatalities and 21 serious incidents. The addition of such traffic presents a serious risk to local communities and will inevitably place additional pressure on emergency services.

How can this volume of additional traffic be considered safe or acceptable on a road with such a history?

On the original plans, the entrance to Site D compound was through tracks after Hail Weston and before the bends, towards R A Hamilton Farm. This alternative would significantly reduce risk and allow for controlled access with traffic lights.

Why has this safer access route not been pursued, and will it be reconsidered?

Turning to HGV traffic, it has been stated that 35% of all projected HGV movements will occur during the first 12 weeks, equating to approximately 60 two-way journeys per day. Many of the roads proposed already have weight restrictions for good reason—they are not designed for such use.

I was a transport Manager for a local haulier for ■■■ years and know how these tend to work.

How will these roads be protected from damage, and who will be responsible for repairs?

What assessment has been made of the impact on historic buildings from vibration and structural stress?

The figures provided by EPE are not substantiated and may underestimate the required aggregate and associated transport.

Who will independently verify the accuracy of these figures, and who will enforce compliance if planning permission is granted?

Could we please be supplied the tonnage and area it is meant to cover to substantiate the figures are correct?

I would also like to draw attention to the proposed haulage routes. Having spoken to several hauliers, their response was clear: they will take the most economical route. While this may be lawful, it makes enforcement unrealistic.

How will haulage routes be monitored and enforced in practice, given commercial pressures on drivers and companies?

Additionally, although deliveries are suggested to occur outside peak hours, experience shows that drivers often queue from early morning.

What measures will prevent early queuing and additional congestion during peak times?

Finally, there is the issue of public rights of way. The suggestion that footpaths and bridleways will remain safely accessible during a 30-month construction period is unrealistic.

How will the safety of walkers, cyclists, and horse riders be guaranteed in practice?

My understanding is that Nationally Significant Infrastructure Projects are intended to benefit the wider community. However, many residents feel that the primary beneficiaries are the companies developing and operating these projects, particularly given government-backed pricing structures.

What direct and meaningful benefits will local communities receive to justify the long-term disruption and loss of high-quality agricultural land?

Attached is a map which shows the original entrance to Site D, also an alternative site that would cause minimal disruption and feed in other sites and closer to Eaton Socon, most of the land is owned by [REDACTED], I believe that his shoot is along there and that's why he didn't wanted it used?


Closing Statement

In conclusion, I would respectfully invite **Mr Sword** to visit the area in person. I would be more than willing to drive him around and show, first-hand, the roads, access points, and locations discussed today. Seeing these conditions physically would, I believe, provide a far clearer understanding of the very real risks and challenges faced by the local community.


You can find an overview of the changes we are making to our plans in the adjacent map.

What hasn't changed?


Despite the proposed changes and refinements, our overarching proposals for East Park Energy remain broadly unchanged. They include:




A solar farm capable of generating up to 400 MW of clean electricity – equivalent to more than enough power for every home in Bedford and St Neots



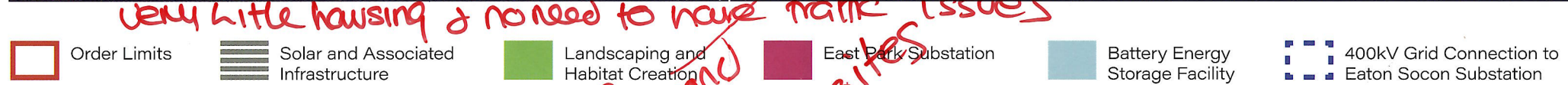
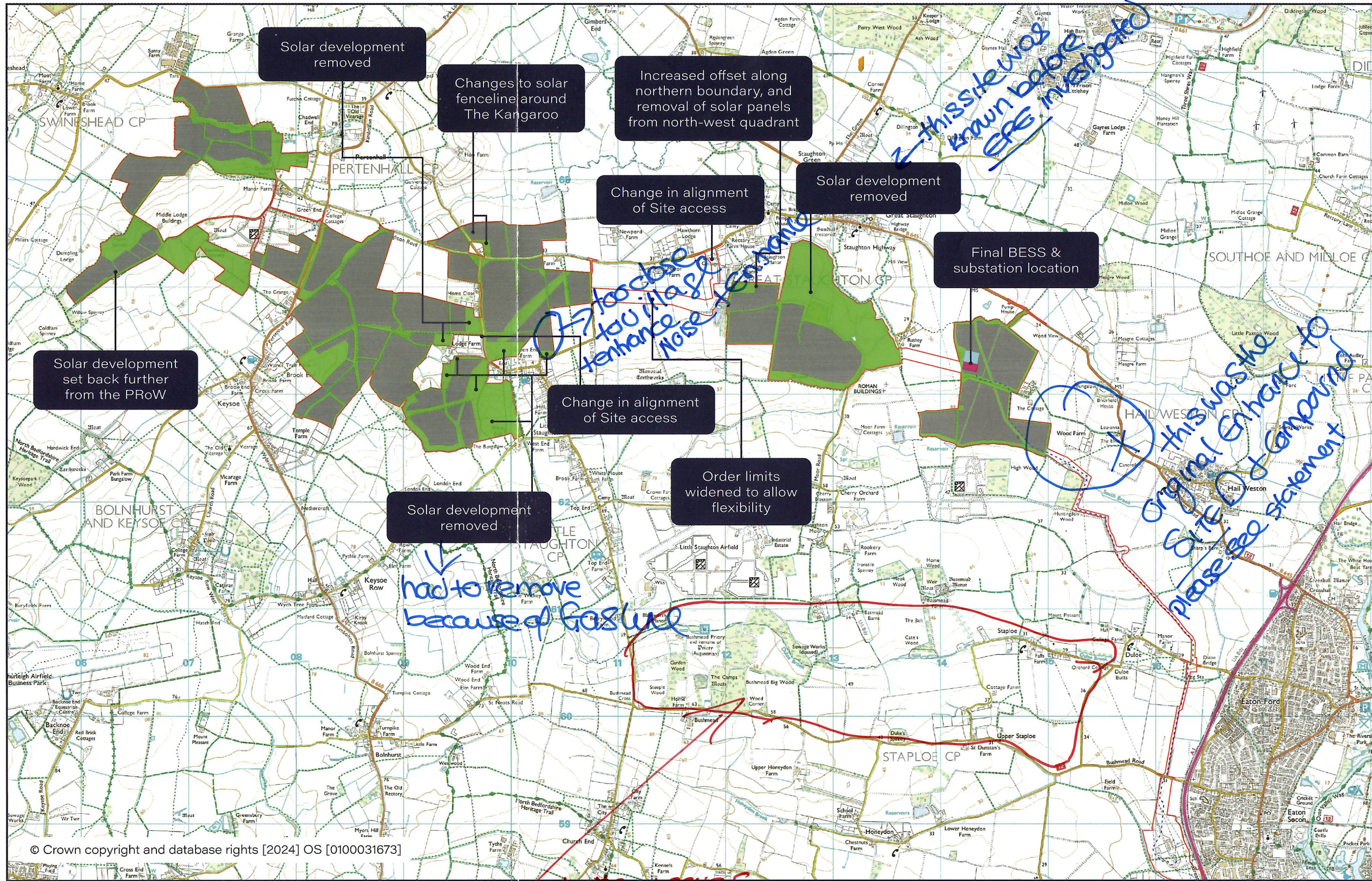
A battery energy storage facility capable of storing up to 100 MW of electricity until it's needed



A connection to the electricity network via underground cables at Eaton Socon substation



Works to enhance and maintain the natural environment.



Very little housing & no need to have traffic issues

Alternative site that would link to other solar sites

This Scheme is far too close to residents

