

Examiners questions.

Q1.8.3 Noise levels. This question relates to maintained roads and whilst it is welcomed, there is no reference to noise levels of traffic on unmade roads whether these are temporary or otherwise. *I would therefore suggest it be extended to include these.*

10.8.28 Applicant Document: EN01041-000182-6.1 ES Vol 1 Chapter 10 Noise and Vibration PO1.pdf

“If vibration levels from HGVs were an issue relative to residential properties, there would be definitive evidence of its’ effect as the movement of HGVs occurs constantly across the road network in the UK through villages and towns. It is the experience of the author of this assessment and evidence collated over the years, that under normal road conditions (i.e., maintained roads) there is no likely perceptible vibration at property facades. At close range to kerbside the only likely perceptible vibration would be due to `potholes’ and even under these conditions, the likely level of vibration within proximity (i.e., within a metre distance) would not be significant in terms of nuisance or cosmetic damage. Refer to ES Vol 2 Appendix 10-3: Construction Plant Data [EN010141/DR/6.2]’.

*Please note that this does not reference temporary roads or unmade surfaces and should be extended to all of these proposed in the scheme that are adjacent to homes.*

The same Applicant Document: EN01041-000182-6.1 ES Vol 1 Chapter 10 Noise and Vibration PO1.pdf Page 60 refers to:

NMP5: College Cottage 508326, 264701 Baseline measured at rear of property boundary in field to east. Noise climate generally formed by local road traffic noise & birdsong. Farm activities may occur at certain times of the year. Site A slight or negligible throughout.

*I would suggest this study is extended to the boundary [REDACTED] [REDACTED] on the opposite side of the B660 in Green End and closer to the hardcore, single-track road which is to be used for access to site A. The track runs the length of [REDACTED] boundary and the noise of HGVs and other construction traffic traversing the unmade, hardcore track for most of the day between 7 am to 6pm for 30 months should be anticipated.*

To include my property in the list on page 66 due to the proximity to Site A and to the access road. “Routing of plant and vehicles will be optimised to minimise noise at sensitive locations’ – *how will that work when temporary roads or unmade roads have already been designated?*

Also, to measure the sound from the existing Solar installation at Manor Farm, Pertenhall

I would draw your attention to a paragraph from my submission at the open floor hearing and followed up with my post hearing submission which I do not believe has been addressed by the applicant.

“Construction:

My home abuts proposed site A, near Manor Farm Solar, commissioned in 2016. The build for the 15MW site (covering approximately 75 acres) took more than three months. It was a horrendous experience for those of us living close by with large vehicles awaiting access to the site from 6 a.m. daily before negotiating a long, unmade gravel road from 7 am until 6 p.m. each day. Piling could be heard for miles so you can imagine the noise living 150 metres away. In addition to all the deliveries, the workforce travelled to the site daily creating havoc for locals trying to go about their normal lives. The dust and relentless noise/ disruption was unbearable. Having gone through this build it appears we could well be faced with another”