

Traffic Management during the construction period has still not been fully addressed. The application fails to take sufficient account of the narrow, country roads in constant use by both cyclists and motorists. Particular attention needs to be paid to the dangerous bend on the B645 near Hail Weston where there have been frequent accidents.

Insufficient detail has been provided as to how construction traffic will be monitored particularly during peak times to ensure that there is no congestion as locals are travelling to work and schools. Approximately 1,000 pupils attend Kimbolton School and travel by car or bus.

How will traffic movement be monitored and what will be the penalties for drivers that choose not to use the officially designated routes?

It has been estimated that over the three year construction period there will be up to 9,600 two-way HGV movements for aggregate delivery trips plus hundreds and thousands of PV modules, 96 BESS container units, transformers, cabling, fencing and compounds could well increase vehicle movements

further than the high construction traffic totals estimated by the applicant. In addition there could be up to 800 workers arriving on a daily basis. Without an effective traffic management plan, congestion at peak times is of real concern. It would adversely affect the ability of the Emergency Services to respond to any incidents.

What assessment has been made of the impact on historic buildings from vibration and stress? There is a significant number of listed timber framed buildings with no foundations particularly in Kimbolton that could be detrimentally affected by the vibration of the HGV traffic and suffer structural stress.

Who will be responsible for road repairs and when could they be carried out when construction traffic will be operating for six days every week?

The recent Planning Inspector site visit would highlight the significant problems of HGV traffic and workers traffic that would be presented by traffic exiting from the A14 onto the B660 through Catworth. There is a very narrow, single track road just before Catworth that would cause major problems for local traffic. Similarly the tight bends at both ends of Kimbolton would present problems for heavy, construction traffic.

There is no acknowledgment of this in the responses from the Applicant.

No compelling argument has been presented that addresses the reasons for choosing the current site rather than alternatives that wouldn't unnecessarily target high-grade farmland. Why such a fragmented site? It seems to be an inefficient use of the land.

Issues surrounding the safety of Lithium batteries and the dangers they present to local residents including toxic fumes if one should catch fire, have not been addressed in detail. Although there are relatively few residents living next to the batteries, there is a high number of workers on site whose health and safety should be a high priority. It is crucial to have plans for a once in a lifetime situation. Much would depend on the weather conditions and the strength of the wind. What are the evacuation plans if such an incident were to arise? How will locals be made aware of any evacuation.

How will workers be made aware of any evacuation procedures?

There is insufficient detail regarding proposed measures that will mitigate the adverse impact on the landscape.

Landscaping is briefly referred to but who will be responsible for the maintenance of the landscaping to ensure it thrives and doesn't die off? Hundreds of trees were planted along the A14 when it was upgraded. Unfortunately due to the lack of maintenance, a high proportion of them died off.

The adverse impact on the landscape and rights of way needs to be urgently addressed. More detail is required as to how it will be managed.

The possibility of increased flooding in the area needs to be further addressed.

There is insufficient detail regarding an acceptably environmentally manner of the disposal of the solar panels at the end of the forty years.

Also insufficient detail regarding the security of the fragmented sites.

The issue of industrial sabotage [REDACTED] needs addressing. There is a possibility that there could be chips implanted in the panels which would give a hostile country the capability of shutting down the electricity generated. What measures are being put in place to guard against this threat.

Overall the application lacks any specific, detailed information about the points raised above. This undermines any confidence in the project.

There is no acknowledgment of the potential for major traffic congestion at peak times when locals are travelling to work and children are on their way to school. There are approximately 1,000 pupils travelling to Kimbolton School on a daily basis. There is also a school in Great Staughton with pupils travelling at peak times.

With up to 800 workers arriving daily at the site plus HGVs what measures will be put in place that to ensure that locals will be able to go about their daily lives safely during the construction period.

How will traffic movement be monitored and what measures will be used to ensure that construction traffic uses the official designated routes. What penalties will be applied if construction traffic fails to follow the official designated routes to the construction sites?

What assessment has been