

At the Hearing on 23rd October a discussion took place regarding BESS and about safety in particular.

I asked a question of the Chair and the applicant as to whether or not the Humberside Fire and Rescue Service were a statutory consultee specifically with regard to safety matters.

If my recollection is correct, I believe that the Chair thought it was a statutory consultee, although the applicant seemed to differ. So, there was some confusion on the issue.

I have since heard from Humberside F&R Service who have confirmed that they are not a statutory consultee. Given the high level of public concern with regard to safety and potential fire and contamination risk, would it not be wise to wait until the Humberside F&R Service are appointed statutory consultees, and have completed a thorough assessment of the issues?

Further to the Issue Specific Hearing of 23rd October, agenda item 8 Transport and Access, I wish to highlight issues relating to the use of Carr Lane, Long Riston for HGVs. At the aforementioned meeting, much discussion focused on issues relating to the unsuitability of Park Lane, but no mention was made in relation to Carr Lane.

Carr Lane is a long and narrow country lane, unsuited to HGVs. It leads to land owned by [REDACTED] who run a small holding and operate a nursery plant business. If the project proceeds their land will be totally surrounded. The family will be effectively imprisoned in their home of many years. Considerable damage could also be done to the operation of the business if multiple HGV movements take place over a long construction period.

However, specifically on the issue of transport and access, I feel the developer should look at using a better alternative route ie the lane off the A165 leading to [REDACTED] land. I understand that [REDACTED] has been receptive to the developer's entreaties and that panels are due to be situated on his land.

I also believe that the lack of a suitable turning off point from the A165 has negated its consideration as a better alternative route. It would, however, have the benefit of delivering a much shorter route over a considerably shorter distance to the solar farm than the kilometre long Carr Lane.

In addition, you should also be aware that Carr Lane has 2 bridges which would be unlikely to bear the weight of HGVs and may require significant structural costs.

From a business perspective, Carr lane is the owner's only access in and out of [REDACTED] and is in daily use. If a customer was to meet an HGV whilst visiting the plant nursery or the farm and they are not confident in reversing it would deter them from returning and will cause the plant nursery business to suffer.

Finally, I believe that [REDACTED] access is going to be used for wind turbine cables coming from the North Sea, This would also suggest that this is a more appropriate route.

I would therefore suggest that the lack of slip lane could be alleviated at minimal cost and whilst still not being Ideal, would at least mitigate against some of the business impact and mental trauma being experienced by the [REDACTED] and might be seen as a gesture of goodwill on the part of the developers.

ENDS