

[REP2-084] Applicant Response to ExAs 1st Written Questions

Q1.0.20 Community Fund

If the Community Benefit Fund is not offering any mitigation, then what is the purpose for mentioning the fund in [APP-045] 6.16 Chapter 16: Human Health? Point 16.6.55 states “Additionally, the beneficial effects of the aforementioned Community Fund will continue throughout this phase to support community resilience within the Local Study Area and the Wider Study Area over the long-term.” Is the Applicant able to expand on what “community resilience” is and how the Community Fund will benefit this?

I would like to respectfully challenge the statement made by the Applicant about the Community Benefit Fund. Whilst it may not be a requirement of the DCO to include this, I would question why the Applicant would opt to not include details of this Community Benefit Fund so it is secured for the local communities should the scheme be approved. Based on the knowledge many developers sell on schemes once approval has been given, I would suggest the Applicant is not wanting to commit to the Community Benefit Fund within the DCO so the fund cannot be enforced, because if it was in the DCO the scheme may not look as financially attractive to potential purchasers of the scheme if it were to be sold.

For example, In the House of Commons Debate Pack, 11 October 2024, Number CDP 2024/0127 In Debate on community benefits from renewable energy projects, it states, “In England, the previous government consulted on plans to take ownership of and update the Community Benefits Protocol for England, which was developed by the trade body RenewableUK, and covered onshore wind farms. The existing protocol recommended developers should offer packages or in-kind benefits of £5,000 per megawatt of installed capacity, per year, for the operational lifetime of the project.”

If this was applied to large scale solar and this scheme specifically then the Applicant would be looking at £3.4 million per year. Whilst I appreciate this is not the case for NSIP solar schemes at the moment, I think this is a good example of what level of benefits should be offered when communities are impacted and have to live with the effects of large scale energy projects for 60 years.

The fact the Applicant has not even discussed details of what the Community Benefit Fund would consist of and how it would work for the 60 years of the scheme, then I and others within the local community are very sceptical that the Applicant will actually provide anything substantial or relative to the size and impact of their scheme on the local residents and surrounding areas.

The Applicant states in their response to the ExA “The purpose is to ensure that there are local benefits from the Proposed Development, in addition to the benefits provided to meet national energy targets. The purpose is not to offer mitigation due to no significant effects being identified that this fund would mitigate, but to serve as an act of goodwill to the local community.”

If The Applicant is doing the Community Benefit Fund as “an act of goodwill to the local community” then surely that goodwill should be secured in the DCO if the Applicant is actually committed to providing this Community Benefit Fund.

[PD-014] Q18.0.6

Barred Routes

Outline Construction Management Plan [REP4-026] updated October 2025 still contains unclear information in relation to the barred routes, which I raised in a previous submission [REP3-088]. It is noted and appreciated there is a more detailed map for North and South Clifton, however there are still several discrepancies between the roads listed and those shown in Figure 4.2. I also believe some roads have been omitted from the barred routes list which The Applicant has previously discussed with local residents and confirmed would not be used for construction and site traffic.

Within [REP4-026] point 4.2.8, the roads listed are as follows:

- Mill Lane (to the west and east of the A1133)
- Moor Lane (to the west of the A1133)
- High Street (South Clifton), to the west of the A1133

The roads shown in Figure 4.2 are as follows, as stated by their official road signs:

- Mill Lane, North Clifton (to the west and east of the A1133)
- Mill Lane, South Clifton (to the west of the A1133)
- Vicarage Road, South Clifton (to the west of the A1133)

Moor Lane, North Clifton

During consultation, myself and others specifically raised the issue of the narrow single-track lanes to the East of the A1133 in North Clifton (Mill Lane, Moor Lane, and Cottage Lane). The Applicant advised these would not be used for construction or site traffic on the basis that they are unsuitable. I note Mill Lane (East) North Clifton is listed and shown as a barred route but Moor Lane, North Clifton is not. The Applicant has previously stated when asked, this single track road would not be used and the access point that was shown previously has been removed as shown within [REP4-026] Figure 2.1 Site Access Location Plan.

I specifically raised concerns early on in the consultation and subsequently in [REP3-088] about Moor Lane, North Clifton as this runs in front of our home about construction traffic using this road to cut through to areas of the site, rather than using the internal site access routes within the scheme, especially as there is currently a plan for a Site Compound to be located in a field just off Moor Lane, North Clifton beyond our property.

I would request Moor Lane, North Clifton is listed as a barred route as the Lane is a single track and not suitable for construction and site traffic. The junction where Moor

Lane joins the A1133 is very dangerous, it is on the crest and brow of a hill, depending on the direction you are approaching from, and visibility is very restricted in both directions.