



# Rathlin Energy Ltd 21.02464.STFUL - APA356332140

## Planning Reference

<b>Application Reference:</b>	21/02464/STFUL
<b>Address:</b>	Rathlin Energy Ltd West Newton Exploration Well Site Fosham Road High Fosham East Riding of Yorkshire
<b>Proposal:</b>	To construct an extension to the existing West Newton A (WNA) wellsite, test, appraise and produce from the two existing wells and drill, test, appraise and produce from up to six (6) new wells followed by decommissioning and wellsite restoration.

## User information

<b>Your name:</b>	Nick Bulmer
<b>Your address:</b>	10 Cartwright Lane, Beverley, HU17 8NA

## Comments

<b>Commenter type:</b>	Member of the Public
<b>Stance:</b>	Object
	Climate emergency. How is this proposal in anyway compatible with the aims of COP26! (Or any of the other declarations issued at the UN climate chage conferences). It will be an embarrassment to the UK, particularly the East Riding of Yorkshire Council, as it will surely be raised.

**Your comments:**

Road traffic.

Road casualty appraisal, 3 collisions on very lightly trafficked roads saying that there are no safety concerns is not taking into account the significant increase in traffic especially HGV use if production goes ahead. Proportionately this must make for an assessment being of higher road safety risk.

Carrying out a vehicle movement study over a short period in April 2021 when there was hesitancy and the population was just starting to venture out again during an ongoing pandemic is hardly representative of traffic flows during better weather months in 'normal' times. Cyclists particularly use these quieter lanes, is it not the declared aim of government (national and local) to encourage exercise, cycling being mentioned in particular.

The Traffic Impact conclusions (5.5) are really manipulating the 'inconvenient' truth of the published increase of 132 daily vehicle trips on single track roads.

\* "The well-site is situated in a rural location, with traffic routing relatively close to or through New Ellerby and Marton. There are a number of properties located adjacent to the traffic route and as such all vehicle drivers associated with the well-site are to ensure they are considerate to all other road users and local residents."

Whilst not wishing to in anyway denigrate HGV drivers it is well known that they must work to a schedule and, I would guess that, if there are delays and holdups on-route then they will be pressured into 'hurrying it along'. The vehicle studies are done in an ideal world with time to drive in an ideal way - not realistic. What contingencies are in place for breakdowns/holdups on the route to North Linc's? Humber bridge closures? Congestion on the A63 through Hull or the heavily congested route to Beverley and from Beverley to the A63 is unsuitable. For how long can the facility hold production if the trafficking routes are held up?

Water.

I can see no conclusions to any contamination of the chalk aquifer. The aquifer is very likely to become an even more important local water source as the climate changes.

Please listen to the locals who live near to the present

facility, they know the real life truth of how such a plant  
will be operated.

**Created date:**

14/08/2021 15:56