

Carol Gilbert Sturton by Stow Parish Council.

The first point I would like to make is that this particular solar farm is on an unprecedented scale.

The combination of this with another three projects; none of us are experts dealing with the Planning Inspectorate and none of us are experts on dealing with solar farms or a solar project application.

From the multitude of documents that we are having to trawl our way through. It would appear that many of them are basically outline planning applications. How can anyone make an informed decision if the plans and documents are illustrative?

A lot of this uses the Rochdale envelope to procure a worst-case scenario, but that shouldn't really preclude from putting in a definitive plan.

From our understanding, the applicant is potentially an investor and maybe not actually the developer. So, my first question is, will this be sold on before it's actually getting to the developmental stage?

I will now be asking questions as opposed to making statements.

- How many solar panels are actually forecast to be used for the Cottam solar project?
- What is the rate of failure of the panels and the expected replacement timings? This will impact on traffic obviously throughout the duration of the project itself.
- Where will these panels be manufactured?
- Has the carbon that will be produced in the mining of the bare earth minerals. The manufacture and transport actually being accounted for against the generation of the electricity?
- The mental health of residents is something that seems to be being systematically marginalized. This is something that we are going to have to put up with for a minimum of 40 years. One of the projects is potentially spanning 60 years. These are not temporary projects. The mental health of residents should have more consideration.
- There doesn't appear to be an upper limit of time or an upper limit of generation on the site. Why is that? I would have expected it to be capped.
- What is the actual capacity needed in order to generate 600MW? Because you will have change (DC to AC) from the solar panel generation to Cottam; My understanding is it's about a 6% differential.
- Again! Sheep and grazing seem to be coming under grass management. As a strategy. clearly this cannot be a serious option. There are four large solar projects, one of which has actually agreed that there are not only enough

sheep, but there is also not the infrastructure, the transport, there are not the abattoirs, there are not the shepherds or the sheep. So, can we dismiss this out of all of the written stuff, please?

- Lighting. In a rural area, which we clearly are, there are no other buildings. There's no background light pollution that that can be mitigated to take account of any lighting that flicks on and off. It (the documentation) does state that they could be using infrared light, which I'm assuming will be used for cameras, because clearly we can't see in infrared. This is something that really needs to be taken into account if ordinary white light is to be used in any form. This will have a major impact on the surrounding area. It will have a major ecological impact as well.
- There doesn't appear to be a time limit specified in the DCO for operational reasons, yet the paperwork states potentially 40 years until decommissioning. Why is it not stated in the DCO?
- On page 78, schedule ten, Article 22. It refers to blasting and piling. We know that we'll have piling of which would be a nonsense in itself. But where will they have to be blasting? To my mind, there isn't a rock problem.
- Traffic is going to be a major, major headache. The A1500 is going to be a main route through to Sturton then turning onto B1241 to Stow and all the way through to Willingham. The B1241 is going to be the main access route. This is going to be used for access 114, 115 and 119. You need to be aware that this is a very narrow road in places with very narrow pavements.

This will also take traffic past Sturton by Stow primary school. The documentation does state traffic will not be moved between 5 and 6 (17:00-18:00). When you go past school at 3:00 (15:00), there are many cars parked. It becomes a single-track road, buses, lorries – it is not unusual if one has to reverse. There is no room for manoeuvre.

Whilst I'm on the subject of traffic. There are five transport transformers of approximately 70m that will be needed to be moved from the A1500 using the B1241. To get to their final resting place. Now, I am aware that Stow Parish Council have particular and major concerns regarding the bends in the middle of Stow, which go past the scheduled monument of Saint Mary's, which is immovable. You cannot widen the road in any way, shape or form when you get to that particular point.

Turning off the A1500 onto the B1241. There is a pedestrian refuge. You may have to look at actually reconfiguring that particular staggered crossroads. You won't get anything that's 70m long around that corner. There are two additional corners within Sturton that will have the potential to be problematic as well. Never mind the 75 cable drums, which are 26m in length as well.

The traffic in chapter 14. Appendix 14.2. There's quite a serious omission, actually. The traffic passing along the B1241 in Sturton by Stow passes the primary school which is not included in the safety and delay assessments. Why is that?