

Doc - REP4 - 030 App14.2 page 7 para 3.3 still states that Access 9 – from Ingham Road onto Green Lane – is for operational period use only, which we would presume means it is NOT going to be used during the construction period, so why does the amended PROW plan – REP4-006 – sheet 10 of 20 still show that Green Lane is to be temporarily stopped up during the construction period? If no construction traffic is going to use it – why does it need to be stopped up? Maybe the answer is that it is, contrary to assurances, going to be used for construction as REP4-030 page 23 para 5.9 lists Access 9 as one of the 5 construction accesses for that area of Cottam 1!

Doc - REP4-028 page 78 para 7.19 has been amended to give assurance that the banksmen will have a 'toolbox talk' about the site – which gives far less comfort than the statement that the banksmen (in the plural) will be 'positioned alongside the boundary wall' – which, given the location of the retaining wall, means that if the vehicle gets too close it will injure the banksmen before it hits the wall? And so will enable them to 'ensure that there is no direct impact on the wall'? This suggests a rather cavalier attitude towards the safety and comfort of employees or an over optimist view of the available space for turning.

We trust that the Examiner, and the Applicant's representatives, have seen local media and social media pages over the last 5 months and noted the coverage of the repeated flooding in the area around Cottam 1. Roads that will be affected by the 24 month construction phase have consistently been flooded, as have the roads that will be used as diversion routes when construction traffic routes are blocked off for residents' use.

Only last week another construction vehicle came off the road on the narrows between Stow and Ingham. The locals have called that stretch of road with passing places 'the narrows' for generations for the obvious reason that the road is too narrow for vehicles going in opposite directions to pass each other. The blockage of that road while the vehicle was recovered caused considerable traffic issues locally. That road is not suitable for heavy construction traffic – and for the most part the weight restriction on that road has prevented many more such accidents occurring. With the Applicant arguing that the restriction does not apply to its construction traffic, as it is 'for access', I wonder how many more vehicles will end up in one of the ditches.

C8.2.12 – the footage showing the montage of the area covered by the four largest solar farm applications surrounding our parishes – finally gives clarity and scale to the extent of what is being proposed. Who, having seen that, can honestly say that using such a large expanse of agricultural land and open countryside, for an inefficient energy production scheme with a very large carbon footprint of its own, makes sense.

As interested parties we have been overwhelmed by the number of amended versions of core documents and the hundreds of additional documents with thousands of pages which are almost impossible to navigate. If you don't know which deadline the latest version of a document was to be amended by you can spend hours looking for them, and apart from the Application Documents most document titles rarely give a helpful indication of what they contain. As the Applicant for Cottam - along with those for Gate Burton, West Burton and Tillbridge - anticipated, by making all of these separate applications and then persuading the Planning Inspectorate to hear them all separately, local residents have not been able to read and respond to all of the relevant points affecting them, their livelihoods, their property values, their leisure activities, their children's education, their environment and their health etc. Many of us who have tried to engage in the process, in the hope that our hours of work and written and OFH submissions would be listened to, have become increasingly demoralized by the responses (or lack of) as so much of this seems to be a fait accompli with the basis for decision making weighted in favour of development of solar farms irrespective of the day to day and long term impact on the communities in line to host the developments. We can only trust that the interests of rural communities are fully taken into account in the decision making process.