

**Planning app. 25/01007/FUL : installation of an underground grid connection cable
(Additional technical details) - Long Sutton Solar Farm**

Long Sutton and Well Parish Council are extremely disappointed to learn that the solar farm developers are proposing no change at all to their original proposal to use the public highway in this parish for the virtual entirety of the cable route. It would appear that the reasoned objections of the Parish Council and of some 50 parishioners about the likely very considerable disruption, disturbance and inconvenience which the proposed route would have on this parish - primarily because of the existence of two schools in Long Sutton which generate very heavy levels of traffic during term time, which we backed up with statistics from our Speed Indicator Device - have been dismissed out of hand. We therefore wish to register a strong objection to this revised application.

The "Transport Technical Note" submitted by the developer in this revised application - which claims to have been produced in response to the Parish Council's and parishioners' concerns - is a deficient and inadequate document which in no way addresses the concerns of this parish council and our parishioners.

In the Parish Council's comment (registered on Hart's planning portal on 14 July) on the previous application, we noted the following:

"Data from the Parish Council's Speed Indicator Device show that during the two schools term time the average daily vehicle count already entering the village is some 2,300 and a similar count coming out, indicating over 4,500 vehicle movements a day in total through a village where much of the highway consists of narrow single-track lanes without pavements. This volume of traffic is already the subject of great concern to residents of the parish particularly as data from the SID also indicates that a significant proportion of vehicles break the 30mph speed limit with apparent impunity".

The "Transport Technical Note" (a title which itself is something of a euphemism) does not even address this data or these concerns. In a truly astonishing section of the note (paragraphs 1.2.22 and 1.2.23) it says the following:

"1.2.22 A site visit was undertaken on Friday 15 August 2025 and the routes were assessed. It was observed that the roads illustrated in Figure 2 [which include Wood Hill Lane and Long Lane] are very lightly trafficked with only 10 vehicles observed driving upon them during an hour of driving on these roads. It is expected that this is because the vast majority of drivers opt to use the main roads around the area...rather than travelling through these rural lanes.

"1.2.23. It is acknowledged that the site visit was undertaken during summer holidays and outside of peak times associated with school trips, and therefore did not capture the network at greatest stress. It is therefore expected that greater traffic levels can be

observed through the assessed roads at other times - however the site visit highlights that alternative routes exist and the roads often operate with relatively few trips."

To attempt to dismiss the Parish Council and our community's concerns by someone "driving around for an hour" in the middle of the school summer holidays is frankly amateurish and is seen as an insult to this community - in no way can this be said to constitute a proper technical assessment of the traffic consequences of what is proposed.

There are a number of references in the Transport Technical Note to the fact that there will be a Construction Traffic and Environment Management Plan which will detail various measures to minimise disruption and disturbance to local residents. These references do little more than repeat what was said in the original planning application - they add no substance to what such measures might be and we are being asked to take on trust that this Management Plan (which apparently does not yet exist) will adequately address this parish's concerns. Indeed, the whole tenor of the Transport Technical Note is patronising and arrogant.

Hart District Council will be aware that the National Planning Policy Framework , Section 9 "Promoting Sustainable Transport", comments on the impact of development proposals on transport infrastructure, and requires planning authorities to weigh the possible harms, including any impact on highway safety and the residual cumulative impact on the road network, against the claimed benefits of any proposals. In our view these proposals (and the asserted but as yet unsubstantiated mitigation measures) do not outweigh the considerable disruption and disturbance that they will cause to this parish and its residents. We would therefore urge Hart to reject this application.