

Good afternoon. My name is Anna-Kate Fuller. Both my husband and I grew up in Sherston and Norton, and we chose to stay and bring up our family here.

For our daughter, being in this landscape — walking the fields, swimming in the river, cycling or riding down the Fosse Way and around the villages — has been, and continues to be, an important part of her recovery from [REDACTED].

Industrialising this area with 4.5 metre panels, fencing, lighting, substations, battery storage and cabling will fundamentally change this landscape, soundscape and character forever. The loss of that tranquillity and sense of escape is something I am genuinely worried about for families like ours.

This is a place where at night we literally hear owls hooting — and beyond that, there is silence. The applicant says there will be no significant impact, but that is based on an assumed level of existing noise that does not reflect the reality here. They have not clearly explained what noise levels will actually be at nearby homes, especially at night.

I also want to speak about traffic.

I teach French at local primary schools, and my livelihood depends on travelling reliably between villages. On our lane, if a lorry comes through, everything stops. No one can pass. If I am late, I have to refund the school — which directly costs me money.

This proposal would bring over 20,000 additional vehicle movements onto narrow lanes that are not designed for this volume or size of traffic.

There is an absence of enough passing points so this will mean blocked roads, reversing with limited visibility, damage to verges and ancient hedgerows, and increased danger for cyclists and equestrians. Just three weeks ago, a horse was killed on these roads. I am genuinely frightened there will be more accidents if this goes ahead.

And this is not just construction traffic.

There will be ongoing traffic for maintenance, repairs, and the replacement of panels and batteries — meaning the impact on our roads will continue for decades.

The applicant says traffic will be controlled but what will prevent drivers using quicker routes through villages like Stanton St Quintin, Grittleton, Hullavington and Norton?

Who will monitor this, and how will it be enforced?

These roads are well-used cycling routes, including the Athelstan Pilgrim Way and the Wiltshire Cycle Route, which run through the scheme and our children have always loved cycling these routes year-round because they are quiet and safe.

On roads this narrow, there often isn't space for vehicles to pass cyclists safely — and introducing heavy traffic will make these routes significantly more dangerous.

The irony is that proposal is not expected to be carbon neutral before 2050 — which must be considered when weighing its benefits — and may never repay, in clean energy terms, the carbon used to build and install it.

We love this place. We have built our life, our family, and our work here and we are determined to fight to safeguard it.

Thank you.