

Green Hill Solar Farm

EN010170

Consultation Report Appendix: Targeted Consultation Section 42 and Section 44 Applicant Responses

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APFP Regulation 5(2)(q)



Contents

Section 42 Consultee – Applicant Response Table – Targeted Consultation	2
Section 44 Consultee – Applicant Response Table – Targeted Consultation	46



Section 42 Consultee – Applicant Response Table – Targeted Consultation			
Respondent	Theme	Comment	Applicant response
Anglian Water	Response to statutory consultation	Anglian Water previously submitted the below statutory consultation response on 19th December 2024.	Noted.
	Engagement	We do not appear to have been contacted subsequently or notified of the targeted consultation on proposed order limit extension. We have only just become aware of the latter after the deadline. We remain extremely concerned over the lack of engagement by Green Hill Solar Farm Limited with Anglian Water.	<p>The Applicant noted the response from Anglian Water.</p> <p>A s42 notification letter informing s42 consultees of the targeted consultation was issued on 6 March 2025.</p> <p>The Applicant provided an extension to the deadline for responses, providing Anglian Water a new deadline of 30 April 2025 to submit their response.</p>
	Further engagement requested	As previously requested by my colleague Darl Sweetland, please could you make contact as a matter of urgency to look to progress work with colleagues on the project's design, assessment and DCO. Please note, I am now the main Anglian Water contact for this project so please respond directly to me.	The Applicant met with Anglian Water on 13 May 2025, to discuss the proposals, and present an update on the Scheme design.
Bozeat Parish Council	Introduction	<p>Purpose of the consultation</p> <p>It was difficult to decipher the purpose of the consultation but after working through the website to find the related information, we</p>	The Applicant acknowledges these comments but remains confident in the level of consultation undertaken and information presented throughout the



		<p>understand that it is predominantly to add additional land to the development boundaries so that it includes the highway that would be affected by the creation of site entrances.</p> <p>We further understand that the consultation was also intended to address a failure in the previous consultation where information was not available when it should have been.</p>	<p>statutory consultation and targeted consultation, as described in the Consultation Report [EN010170/APP/GH5.1].</p> <p>The Applicant launched a targeted consultation to gather feedback on specific minor changes to the proposed Scheme's boundary presented within the PEIR. The proposed changes are transport-related and are for ensuring sufficient land is available to facilitate vehicle access to the sites and the cable route corridor.</p> <p>To address the distribution error during the statutory consultation, the Applicant provided printed copies of the PEIR, NTS and the SoCC for respondents who were unable to access the documents during the statutory consultation.</p>
Bozeat Parish Council	Quality of information presented	<p>Quality of the information presented</p> <p>The individual maps are very poorly presented because they are so restricted and lacking in context that they make it very difficult to determine exactly where land is being added. This might not have been so difficult if the Overview map did not employ such poor contrast and cover such a wide area.</p> <p>and that the individual sites entrances are far from clear.</p>	<p>The Applicant acknowledges these comments but remains confident in the level of consultation undertaken and information presented throughout the targeted consultation, as described in the Consultation Report [EN010170/APP/GH5.1].</p>



<p>Bozeat Parish Council</p>	<p>Order Limit Change 20</p> <p>Site Access</p> <p>Construction impact and traffic</p> <p>Bozeat</p>	<p>Comments on the changes</p> <p>From the Parish Council's point of view our main disappointment arising from the additional information is that despite our response to the PEIR, map 20 shows a site entrance that we strongly opposed in our PEIR response. This is because there are alternative access points to this site and this entrance would result in a route for construction traffic that passes through residential streets within Bozeat.</p>	<p>Access proposals are further discussed in Appendix 13.2: Transport Assessment. [EN010170/APP/GH6.3.13.2]</p> <p>A total of 47 access points across the Scheme are proposed for construction and operation purposes for the Sites, Cable Corridor and Cable Construction Compounds. The majority of access points will be improved existing field accesses.</p> <p>Construction routes for HGVs have been selected based on a combination of site visits, traffic surveys, review of sensitivity receptors and highway characteristics.</p> <p>Refer to Figure 13.4, which shows the proposed HGV routes (solid lines) and forecast construction worker routes (dashed lines) to access Green Hill C, D and E. Refer to the assessment tables in Appendix 13.1 [EN010170/APP/GH6.3.13.1], which include the assessment of these routes.</p>
<p>Bozeat Parish Council</p>	<p>Site selection (size)</p> <p>Cumulative impact – traffic disruption</p>	<p>A by-product of the changes is that they have highlighted the unprecedented size and extent of the scheme and the amount of traffic disruption that it would create over a prolonged period.</p>	<p>Chapter 13: Transport and Access [EN010170/APP/GH6.2.13] assesses the traffic disruption across the construction, operation and decommissioning phases of the Scheme.</p>



Central Bedfordshire Council	No comments	Thank you for your letter of 6th March 2025 in respect of the above. Central Bedfordshire Council has no comments to make in respect of this consultation.	Noted.
Cherwell District Council	General comments	The proposed solar arrays and associated battery storage systems and electricity sub-stations comply generally with Government guidance in respect to energy generation from sustainable sources and would, if within Cherwell District, comply with relevant Development Plan policies PSD1, ESD1 and ESD5. As such, the proposal constitutes sustainable development, and the principle is deemed acceptable.	Noted.
Cherwell District Council	No significant impact on Cherwell District	The proposed nine sites for the solar arrays, battery storage facilities and sub-stations, which will be between Northampton and Wellingborough, are all located approximately 26 miles east of the District's easternmost boundary. Accordingly, there would be no significant impact arising from this proposal on Cherwell District.	Noted.
Cherwell District Council	No objection	As sustainable development with no likely impact on Cherwell District, the Council has no objection and no observations to make in respect to the development proposal.	Noted.
Earls Barton Parish Council	Introduction	I understand that the deadline for receiving consultation responses has passed but,	Noted.



		<p>unfortunately, I was not able to respond until I had the comments approved at our parish council meeting on Monday evening (14th April).</p> <p>Earls Barton Parish Council has concerns relating to the proposed changes to the scheme, specifically the following:</p>	
<p>Order Limit Change 17</p> <p>Public Right of Way</p> <p>Construction impact and traffic</p> <p>Human health and safety</p>	<p>point 17 - we are greatly concerned over the inclusion of Right of Way TC14 (Mill Lane) in the scheme. This is a road primarily used by walkers and by a few vehicles for access to the adjoining fields and a residential property. It is not suitable for heavy good vehicles or construction traffic. The lane is used by walkers to access the River Nene corridor and, due to the very low level of traffic, it is seen and used locally as a pedestrian route. Therefore, we would ask that consideration is given to alternative access. If this is not possible, we would need the pedestrian access to be protected at all time through appropriate enhanced traffic management measures and for full access to be retained for those who live and own land on Mill Lane.</p>	<p>The Applicant confirms that the PRow Management Plan contains provisions to ensure PRow impacts are minimised, and that any impacts on PRow from construction are restored as soon as practicable, ahead of the Scheme's operation. Please also refer to the Outline Public Rights of Way and Permissive Access Routes Management Plan [EN010170/APP/GH7.10].</p>	
<p>Order Limit Change 18</p> <p>Road quality</p>	<p>point 18 - Station Road is in a terrible state of repair, something which has been raised with the local highway authority. In it's current condition, it is unsuitable for addition heavy goods/construction vehicles and major repair (preferably resurfacing) needs to be carried out on the road prior to any additional traffic</p>	<p>Routes have been identified that are suitable for Heavy Goods Vehicle (HGV) movements. More sensitive routes through villages have been avoided where possible. Road character and geometry have also been considered.</p>	



		using it. I hope this clarifies out position.	Station road is already used by HGVs associated with the adjacent quarry.
Easton Maudit Parish Meeting	Introduction	The Easton Maudit Parish Meeting has considered the further information supplied by IGP on or about 13th March 2025 and responds to it as follows.	Noted.
Easton Maudit Parish Meeting	Introduction	1. This response is principally directed at the proposals identified as items 18 to 23 on the maps supplied In Figure 1 and Table 1.	Noted.
Easton Maudit Parish Meeting	Lack of information in targeted consultation materials	2. The villagers of Easton Maudit are concerned about the new proposals being advanced at this stage and in the manner in which this has been done. In particular, the map of the overall scheme [Figure 1] is too small to allow of identification of specific locations; and the enlargement of each numbered proposal is only of minimal help, since the public highways are minimally identified and street names are not always attached.	The Applicant acknowledges these comments but remains confident in the level of consultation undertaken and information presented throughout the targeted consultation, as described in the Consultation Report [EN010170/APP/GH5.1] . To ensure the materials for the targeted consultation were accessible, the Applicant provided printed copies of the Targeted Consultation- Information Brochure at Moulton Library and provided a digital version of the map on the Scheme website.
Easton Maudit Parish Meeting	Lack of information in targeted consultation materials	3. In addition, there is only the same generic description of what is stated to be the purpose of the requirement for the additional land, with no assessment of the likely disruption and disadvantages to the community from the	Please refer to Chapter 13: Transport [EN010170/APP/GH6.2.13] and Access and the supporting appendices for the full assessment of construction routing, accesses and traffic forecasts. The Outline Construction Traffic Management



		consequences of the proposals likely to be sought and the traffic measures likely to be proposed.	Plan [EN010170/APP/GH7.9] and Operational Traffic Management Plan [EN010170/APP/GH7.25] include proposed traffic mitigation measures.
Easton Maudit Parish Meeting	Lack of information in targeted consultation materials	4. Apart from this, it seems to us to be typical of IGS that they provide minimal information under cover of a disingenuous judgment that their “environmental team has assessed the changes and concluded that they do not introduce new or materially different significant environmental effects compared to the preliminary information already presented”.	The Applicant acknowledges these comments but remains confident in the level of consultation undertaken and information presented throughout the targeted consultation, as described in the Consultation Report [EN010170/APP/GH5.1]. To ensure the materials for the targeted consultation were accessible, the Applicant provided printed copies of the Targeted Consultation- Information Brochure at Moulton Library and provided a digital version of the map on the Scheme website.
Easton Maudit Parish Meeting	Order Limit Change 18 Station Road Impact on local community (Easton Maudit) General traffic impact	5. As regards the proposed item 18: the Station Road in Grendon is a route much used by motorists in Easton Maudit to Northampton via the A.45 or the back roads via Cogenhoe. Any interference with the free movement of traffic is likely to be substantially disruptive to our community.	Traffic management will be used at access points and will result in delay to users. construction times are set outside of peak hours to minimise disruption wherever possible.



Easton Maudit Parish Meeting	<p>Order Limit Change 19</p> <p>Lack of information in targeted consultation materials</p> <p>Impact on the local community (Easton)</p> <p>General traffic impact</p>	<p>6. As regards the proposal identified as Item 19: there is nothing in the enlarged plan or description to identify the precise location of the proposed changes, the time during which any obstruction will last or the nature and extent of the disruption to the community. Since the location affected is stated to be on the A.509, it is inevitable that this will create a most serious disruption of traffic generally and for the villagers of Easton Maudit as well.</p>	<p>Construction times are set outside of peak hours to minimise disruption wherever possible. These will be set out in the Outline CTMP. The construction programme and the specific details of construction including access times for individual junctions, will be part of the final CTMP.</p>
Easton Maudit Parish Meeting	<p>Order Limit Change 20</p> <p>Lack of information in targeted consultation materials</p>	<p>7. As regards Item no 20: again, there is no specific identification of the location affected by what is proposed. It is doubly confusing by the fact that the proposal is described as “near the Green Hill G site”.</p>	<p>The Applicant acknowledges these comments but remains confident in the level of consultation undertaken and information presented throughout the targeted consultation, as described in the Consultation Report [EN010170/APP/GH5.1].</p> <p>The references to the sites were included to assist with orientation of where these changes were made in reference to the wider scheme sites.</p> <p>For those which were classified as ‘near’ a site, this was likely representing a change associated with the cable route corridor and so was to assist with the closest site to the corridor.</p>



Easton Maudit Parish Meeting	Order Limit Change 21 Proximity to site of cultural heritage and significance Lack of trust in developer	8. As regards Item no. 21: this location can be identified as commencing just yards from the west front of the Grade 1 listed Church of St Peter and St Paul and extending for approx. 250 yards to the west into the sharp right-hand corner of Easton Lane and Easton Way. The particular concern of the village is that representatives of IGP have repeatedly stated to villagers that they will not use this length of road for access for their vehicles and the villagers are gravely concerned that they cannot be trusted since IGP appears now to be seeking authority for the opposite.	ES Chapter 12 is supported by a heritage Statement (Appendix 12.1[EN010170/APP/GH6.3.12.1]), which assesses heritage assets and conservation areas.
Easton Maudit Parish Meeting	Order Limit Change 21 General traffic impact Impact on local community	If the proposal is for the purpose of laying cables this will cause considerable disruption to all who use the road as well as the villagers themselves. Apart from which, the location and length of road in question is outside what was stated on the original plans as being an “area of search” for cables.	Please refer to Chapter 4: Scheme Description [EN010170/APP/GH6.2.4] for the process of cable laying.
Easton Maudit Parish Meeting	Order Limit Change 22 Lack of information in targeted consultation materials.	9. As regard item no 22: there is nothing to identify accurately this site and I am unable to add additional comments to my general criticisms.	The Applicant acknowledges these comments but remains confident in the level of consultation undertaken and information presented throughout the targeted consultation, as described in the Consultation Report [EN010170/APP/GH5.1].
Easton Maudit Parish Meeting	Order Limit Change 23	10.As regards item no 23: this location is identifiable. Since the location affected	Vehicle forecasts are outlined in the Transport Assessment. Chapter 13: Transport and Access



	General traffic impact Impact on local community	is stated to be on the A.509, it is inevitable that this will create a most serious disruption of traffic not merely to general traffic but also to villagers.	[EN010170/APP/GH6.2.13] outlines the forecast vehicle movements and their likely effects on receptors within the study area. The OCTMP [EN010170/APP/GH7.9] and OOTMP [EN010170/APP/GH7.25] are prepared and support the application, these include traffic mitigation measures.
Easton Maudit Parish Meeting	Further information requested	11. For all the above reasons it is submitted that IGP should give greater consideration to its Targeted Proposals and provide more information and justification for the measures now sought.	Noted.
Grendon Parish Council	Introduction	As per the information provided on your website, and as a statutory consultee, Grendon Parish Council would like to object to the use of specific areas within your targeted consultation: <ul style="list-style-type: none"> • Station Road, Earls Barton to Grendon • Easton Way, Grendon to Easton Maudit 	Noted.
Grendon Parish Council	Road quality Objection to use of Station Road	The reason for the objections are as follows. The Council objects to the extension of use to the use of Station Road as a transport link because:	Please refer to Chapter 13: Transport and Access [EN010170/APP/GH6.2.13] for full transport assessment.



		<ul style="list-style-type: none"> the road integrity is inadequate to support the current number of HGV's traversing 	
Grendon Parish Council	Construction traffic	the road integrity will not support additional axle loading of construction HGVs and articulated HGV's with extra large loads, e.g. shipping containers and transformers	Please refer to Chapter 13: Transport and Access [EN010170/APP/GH6.2.13] for full transport assessment.
Grendon Parish Council	Impact of construction traffic	<p>major changes would be required to the bridge traffic light system to accommodate additional articulated and heavy/extra wide loads leading to an unacceptable impact on:</p> <ul style="list-style-type: none"> o local residents required to use this access route for work and school o schoolchildren required to use this access route for access to education o local businesses o cyclists, horse traffic and walkers - lead to danger to life for all these o the public foot and bridle route; this road and bridge route is adjacent to and includes a well supported and major footpath along the river Nene AND is a major bridleway. 	<p>Please refer to Chapter 13: Transport and Access [EN010170/APP/GH6.2.13] for full transport assessment.</p> <p>Please refer to Chapter 17: Socio-Economics, Tourism and Recreation [EN010170/APP/GH6.2.17] and its supporting appendix. These consider the experience for users, changes to visual aspect, and what this may mean for enjoyment of use.</p> <p>Furthermore, Chapter 18: Human Health [EN010170/APP/GH6.2.18] considers both the physical and mental health implication of changes to PROW use, and considers the importance of community culture and how the Scheme impacts upon sense of place.</p>
Grendon Parish Council	Existing road infrastructure quality	the structure of bridge's integrity is questionable; the bridge will REQUIRE full re-assessment to ensure it has the capacity to withstand additional heavy and extra wide loads; a detailed engineering survey to	Please refer to Chapter 13: Transport and Access [EN010170/APP/GH6.2.13] for full transport assessment. Refer to Figure 13.4 [EN010170/APP/GH6.4.13.4], which shows the proposed HGV routes (solid



		ascertain the structural integrity to withstand proposed increased in traffic MUST be completed prior to the application going any further.	lines) and forecast construction worker routes (dashed lines).
Grendon Parish Council	Existing road quality and infrastructure Flood risk	High flood risk: <ul style="list-style-type: none">the structural integrity of the bridge - weakening exacerbated by water over topping the bridgethe structural integrity of the roads - weakening of the roadway exacerbated by water over topping the bridge4 road closures in 2024 due to extensive and deep flooding, over-topping of both the bridges and Station Road.	Please refer to Chapter 13: Transport and Access [EN010170/APP/GH6.2.13] for full transport assessment. The Applicant acknowledges the reported flooding and road closures affecting Station Road. The Flood Risk Assessment [EN010170/APP/GH6.3.10.1] considers fluvial and surface water flood risk across the Scheme using the latest NaFRA2 and RoFSW datasets. While the Scheme does not include works to existing road or bridge structures, flood risk has been considered in the selection and design of access routes. The Scheme has been designed so that it does not exacerbate existing flood risk to Station Road, nearby bridges, or surrounding land. Construction activities will be programmed with consideration of local flood risk to reduce the likelihood of disruption where practicable.
Grendon Parish Council	Existing road infrastructure	This is a 7.5tonne HGV limit road and MUST NOT be traversed by vehicles over this limit	Please refer to Chapter 13: Transport and Access [EN010170/APP/GH6.2.13] for full transport assessment.



		which includes the MAJORITY of the CONSTRUCTION TRAFFIC proposed.	Roads with weight restrictions are acknowledged within the Transport Assessment and will be adhered to.
Grendon Parish Council	Existing road infrastructure	Topography and road bends (90 degree angles) make this road inaccessible to articulated lorries and therefore unsuitable. The acuity of the bends in the road when exiting the bridge going towards the construction site make this route inaccessible to articulated and extra wide roads.	<p>Station Road is accessed from the A45 and provides access to Green Hill BESS. The route is used by HGVs associated with the adjacent quarry. The Scheme will add HGV movements to Station Road and also workers associated with Green Hill BESS.</p> <p>The alignment of Station Road is generally suitable for HGV movements. In instances where the largest HGV movements (16.5m articulated lorry) meet at the 's-bend' north of the aggregates access, drivers will need to look ahead for approaching traffic. A drawing has been prepared that shows vehicles passing at this location together with the forward visibility splays.</p>
Grendon Parish Council	Construction traffic Human health and safety	Any attempt to use this as a route for articulated and extra wide/heavy loads will cause to danger to life (pedestrians, horseriders and road users).	<p>The alignment of Station Road is generally suitable for HGV movements. In instances where the largest HGV movements (16.5m articulated lorry) meet at the 's-bend' north of the aggregates access, drivers will need to look ahead for approaching traffic. A drawing has been prepared that shows vehicles passing at this location together with the forward visibility splays.</p>



			<p>Please refer to Chapter 17: Socio-Economics, Tourism and Recreation [EN010170/APP/GH6.2.17] and its supporting appendix. These consider the experience for users, changes to visual aspect, and what this may mean for enjoyment of use.</p> <p>Furthermore, Chapter 18: Human Health [EN010170/APP/GH6.2.18] considers both the physical and mental health implication of changes to PROW use, and considers the importance of community culture and how the Scheme impacts upon sense of place.</p>
Grendon Parish Council	<p>Objection to use of Easton Way</p> <p>Construction impact and traffic</p>	<p>The Council objects to the use of use of Easton Way as a transport link because:</p> <ul style="list-style-type: none"> the road integrity is inadequate to support the current number of HGV's traversing the road integrity will not support additional axle loading of construction HGVs and articulated HGV's with extra large loads, e.g. shipping containers and transformers 	<p>Please refer to Chapter 13: Transport and Access [EN010170/APP/GH6.2.13] for full transport assessment. Refer to Figure 13.4 [EN010170/APP/GH6.4.13.4], which shows the proposed HGV routes (solid lines) and forecast construction worker routes (dashed lines).</p>
Grendon Parish Council	Existing road infrastructure	<p>the structure of bridge's integrity is questionable; the bridge will REQUIRE full re-assessment to ensure it has the capacity to withstand additional heavy and extra wide loads; a detailed engineering survey to ascertain the structural integrity to withstand</p>	<p>Please refer to Chapter 13: Transport and Access [EN010170/APP/GH6.2.13] for full transport assessment.</p>



		proposed increased in traffic MUST be completed prior to the application going any further.	
Grendon Parish Council	Existing road infrastructure Flood risk	High flood risk: <ul style="list-style-type: none">the structural integrity of the bridge - weakening exacerbated by water over topping the bridgethe structural integrity of the roads - weakening of the roadway exacerbated by water over topping the bridge4 road closures in 2024 due to extensive and deep flooding, over-topping of both the bridges and Easton Way.	<p>The Applicant acknowledges the reported flooding and road closures affecting Easton Way. The Flood Risk Assessment [EN010170/APP/GH6.3.10.1] has considered flood risk across the Scheme using the latest NaFRA2 and RoFSW datasets. Areas subject to known flood risk have been identified and considered during the routing and design of access corridors.</p> <p>While the Scheme does not involve permanent works to Easton Way or its structures, the design ensures that it does not exacerbate existing flood risk to highways or third-party land. Construction programming will be developed with consideration of localised flood risk to reduce the potential for disruption where practicable.</p>
Grendon Parish Council	Existing road infrastructure	<p>Topography, road width (pinch point at the bridge and Easton Maudit) and 90 degree bends within Easton Maudit make this road inaccessible to articulated lorries and therefore unsuitable.</p> <p>The acuity of the bends in the road make this route inaccessible to articulated and extra wide roads.</p>	<p>The Outline CTMP [EN010170/APP/GH7.9] identifies construction routes. These routes will be secured as part of any permission granted through the DCO process with the local authorities having powers to enforce against any infringement.</p> <p>In instances where the largest HGV</p>



			<p>movements (16.5m Artic) meet bends, drivers will need to look ahead for approaching traffic.</p> <p>The routes proposed have been identified as suitable for Heavy Goods Vehicle (HGV) movements, and careful consideration has been made for sensitive routes through villages, avoiding them where possible.</p> <p>Please refer to Chapter 13: Transport and Access [EN010170/APP/GH6.2.13] for full transport assessment.</p>
Grendon Parish Council	Construction traffic Human health and safety	Any attempt to use this as a route for such loads will cause to danger to life (pedestrians, horseriders and road users).	<p>Please refer to Chapter 17: Socio-Economics, Tourism and Recreation [EN010170/APP/GH6.2.17] and its supporting appendix. These consider the experience for users, changes to visual aspect, and what this may mean for enjoyment of use.</p> <p>Furthermore, Chapter 18: Human Health [EN010170/APP/GH6.2.18] considers both the physical and mental health implication of changes to PROW use, and considers the importance of community culture and how the Scheme impacts upon sense of place.</p>



Grendon Parish Council	Coring report for reference	<p>We have attached a full and recent coring report identifying the fundamental issues with the structural integrity of Station Road.</p> <p>We look forward to your acknowledgement of receipt and full consideration of the objections and reasons.</p>	Noted.
Health and Safety Executive	Major Accident Hazard (MAH) site identified within the Cable Route Search Area	<p>According to HSE's records, the proposed Green Hill Solar Farm project components as specified in the Targeted Consultation Information Brochure, March 2025, Figure 1: Overview of the proposed changes to the site boundaries in the Scheme cross the Consultation Zones of a Major Accident Hazard (MAH) site. It is noted the MAH Site is located within the "Cable Route Search Area". The Applicant should make contact with the below operator, to inform an assessment of whether or not the proposed development is vulnerable to a possible major accident:</p> <ul style="list-style-type: none"> • HSE Ref #0306 operated by Coleman UK Plc, Holcot Land, Sywell, NN6 0BN. 	<p>Noted. Chapter 24: Other Environmental Matters [EN010170/APP/GH6.2.24] considers Utilities within the Order Limits.</p> <p>Appropriate protective provisions will be included within the DCO.</p>
Health and Safety Executive	Major accident hazard pipelines identified	<p>There are also several major accident hazard pipelines that the proposed development crosses, operated by Cadent Gas Ltd:</p> <ul style="list-style-type: none"> • HSE Ref # 6933 (Stretton Lane / Wootton, Transco ref. 1207) <p>Chemicals, Explosives and Microbiological Hazards Division – Unit 4</p>	<p>Noted.</p> <p>Appropriate protective provisions will be included within the DCO.</p>



		<p>NSIP Consultations Land Use Planning Team Building 1.2, Redgrave Court, Bootle L20 7HS NSIP.applications@hse.gov.uk Green Hill Solar Farm Unit 25.7 Coda Studios 189 Munster Road London SW6 6AW Email: info@greenhillsolar.co.uk Sent via email 2</p> <ul style="list-style-type: none">• HSE Ref # 6934 (Mears Ashby / Wellingborough, Transco ref: 1208)• HSE Ref # 6935 (Mears Ashby / Harpole, Transco ref: 1209)	
Health and Safety Executive	<p>Major accident hazard pipelines identified</p> <p>Site E.1 and E.2</p> <p>Cable Route Search Area</p>	<p>It is noted the pipelines fall within 'Site E.1 & Site E.2' and the 'Cable Route Search Area'. Since the works will entail underground cabling and access routes, HSE strongly recommends that at the earliest opportunity, the applicant liaises with the pipeline operators above. There are three particular reasons for this:</p> <p>i) the pipeline operator may have a legal interest in developments in the vicinity of the pipeline. This may restrict developments within a certain proximity of the pipeline;</p>	<p>The appropriate protective provisions will be included within the DCO.</p>



		<p>ii) the standards to which the pipeline is designed and operated may restrict major traffic routes within a certain proximity of the pipeline. Consequently there may be a need for the operator to modify the pipeline or its operation, if the development proceeds;</p> <p>iii) to establish the necessary measures required to alter/upgrade the pipeline to appropriate standards.</p>	
Health and Safety Executive	Unlikely to object based upon the information in Chapters 1 to 6 of the PEIR	Based on the information in the Preliminary Environmental Information Report, Chapters 1 to 6, November 2024, EN010170, it is unlikely that HSE would advise against the development. Please note that the advice is based on HSE's existing policy for providing land-use planning advice and the information which has been provided. HSE's advice in response to a subsequent planning application may differ should HSE's policy or the scope of the development change by the time the Development Consent Order application is submitted.	Noted.
Health and Safety Executive	Hazardous Substances Consent	<p>Would Hazardous Substances Consent be needed?</p> <p>The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) will probably require Hazardous Substances Consent (HSC) under the Planning</p>	If any hazardous substances requiring consent are to be present on site during any phase of the development, appropriate measures will be taken to ensure they remain compliant with all relevant legislation and are properly documented.



		<p>(Hazardous Substances) Act 1990 as amended. The substances, alone or when aggregated with others for which HSC is required, and the associated Controlled Quantities, are set out in The Planning (Hazardous Substances) Regulations 2015 as amended.</p> <p>HSC would be required to store or use any of the Named Hazardous Substances or Categories of Substances at or above the controlled quantities set out in Schedule 1 of these Regulations.</p> <p>Further information on HSC should be sought from the relevant Hazardous Substances Authority.</p>	
Health and Safety Executive	Risk assessments	<p>Consideration of risk assessments</p> <p>Regulation 5(4) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 requires the assessment of significant effects to include, where relevant, the expected significant effects arising from the proposed development's vulnerability to major accidents. HSE's role on NSIPs is summarised in the following Advice Note 11 Annex on the Planning Inspectorate's website - Annex G – The Health and Safety Executive. This document includes consideration of risk assessments on page 3.</p>	<p>Please refer to Chapter 23: Major Accidents and Disasters [EN010170/APP/GH6.2.23].</p>



Health and Safety Executive	Explosives sites	<p>Explosives sites</p> <p>Explosives Inspectorate has no comment to make. There are HSE licenced explosives sites in the vicinity of the proposed development, but the proposed development does not fall into any of the safeguarding zones.</p>	Noted.
Health and Safety Executive	Electrical Safety	<p>Electrical Safety</p> <p>No comment from a planning perspective. During this time, please send any further communication on this project directly to the HSE's designated email account for NSIP applications at nsip.applications@hse.gov.uk .We are currently unable to accept hard copies, as our offices have limited access.</p>	Noted.
Mears Ashby Parish Council Wilby Parish Council	Introduction	<p>I write on behalf of the Parish Council and in response to your Island Power – Green Hill Solar Farm – Launch of Targeted Consultation 13 March – 10 April 2025.</p> <p>The council understands that this 'Targeted Consultation' consists of 24 'order limit extensions', all relating to boundary changes which are transport related to facilitate vehicular access to the sites and the cable corridor.</p>	Noted.



Mears Ashby Parish Council	<p>Objection</p> <p>Lack of information at current stage</p> <p>Further consultation requested</p>	<p>The Parish Council objects strongly on the presentation of these proposals, the vagueness of the drawings (10. – 21), the lack of dimensions and reference points (pages 9-14). The council would therefore seek further detailed consultation in order that they can give full and proper consideration to these further proposals.</p>	<p>The Applicant acknowledges these comments but remains confident in the level of consultation undertaken and information presented throughout the targeted consultation, as described in the Consultation Report [EN010170/APP/GH5.1].</p> <p>To improve accessibility, the materials for the targeted consultation were made available on the Scheme website for respondents to zoom in to the maps and print.</p> <p>Maps were also available in hard copy upon request for those who struggled to read the version on the website.</p>
Mears Ashby Parish Council	<p>Site selection</p> <p>Construction impact</p> <p>Road quality</p> <p>Ecology</p>	<p>The council is most concerned to ascertain just how the public Highway can be included within a site boundary and would seek where the responsibility for the highway within the site boundary lies, including damage to the highway surface, verges, hedgerows, trees and drainage ditches.</p>	<p>Chapter 13: Transport and Access [EN010170/APP/GH6.2.13]</p> <p>Highway boundary is included to allow for access construction and provision of aspects such as visibility splays.</p> <p>The Outline CTMP [EN010170/APP/GH7.9] includes a commitment to undertake a pre-commencement condition survey of the highway and rectify any damage caused.</p>
Mears Ashby Parish Council	<p>Construction impact and traffic</p>	<p>The Council is mindful that there will be a significant number of HGV's delivering huge quantities of construction materials to site,</p>	<p>Chapter 13: Transport and Access [EN010170/APP/GH6.2.13]</p>



	<p>Traffic management plans</p> <p>General traffic</p> <p>Site access</p>	<p>plus huge battery storage containers, steelwork and large quantities of concrete for the substations.</p> <p>Then there is the projected '650 + subcontractors and workers (7.30am - 5.30pm), and all their vehicles.</p> <p>The Council is most concerned that temporary traffic lights are the only way this amount of traffic can be controlled and significant delays for villagers and commuters using the village as a 'cut-through' will be inevitable.</p> <p>Every road in and out of the village, except Sywell road will be affected.</p> <p>It is possible that all 6 access points around the village will be operational at the same time, thereby frequently making the village gridlocked.</p> <p>This is a rolling programme of construction work across many sites, with many workers, and vehicles and lorries that will be crossing between the sites for the 2 years of the construction period.</p>	<p>Traffic management at access points is likely to be used at various stages of the construction phase. Wherever possible, this will only be in place during hours of construction. whilst there will be some disruption, this will be minimised wherever possible.</p> <p>The construction programme will seek to stagger peak construction across sites so that peak vehicle movements are spread.</p>
Mears Ashby Parish Council	<p>Construction impact and traffic</p> <p>Health, safety and wellbeing</p>	<p>The council is greatly concerned with the adverse impact that such traffic congestion will likewise have on those needing to attend and have daily timely access to and from the school.</p>	<p>Chapter 13: Transport and Access [EN010170/APP/GH6.2.13]</p> <p>Defined construction access routes avoid passing the school.</p>



	Air quality Noise and vibration	The increased safety and wellbeing risks to the young children attending the school, as well as residents, caused by heavy vehicles, congestion created air pollution, noise and vibration.	Chapter 14: Noise and Vibration [EN010170/APP/GH6.2.14] Road traffic noise levels as a result of the development are assessed under the construction phase traffic noise section of the noise chapter. Chapter 16: Air Quality [EN010170/APP/GH6.2.16] has assessed vehicle emissions associated with all phases of the Scheme. Significant effects are not predicted.
Mears Ashby Parish Council	Health, safety and wellbeing	None of the roads out of the village, which are regularly walked by villagers, have pavements placing pedestrians at greater risk.	The Applicant confirms that permissive access routes are being provided within the Scheme sites in response to provide off-road alternative routes to Earls Barton Road, Highfield Road, and part of Wilby Road.
Mears Ashby Parish Council	Public Right of Way Health, safety and wellbeing Site access	There is a popular public footpath linking the village to Sywell Reservoir that crosses the Earls Barton Road at the very site access point proposed. Again, no details are provided in these consultation documents as to how this matter will be safely addressed.	Access E-2 falls approximately halfway between the footpaths TN1 and TN2 where they join Earls Barton Road. A permissive access track will be provided between these footpaths to create an off road alternative for pedestrian traffic. Whilst this route is crossed by Access E-2, pedestrian safety will be maintained through signage, staggering of HGV movements, and banksmen being located at this crossing point to ensure safety.



Mears Ashby Parish Council	Road quality HGVs Traffic management plans	The Council is equally mindful that roads around and throughout the village are simply not suitable for Heavy Goods Vehicles. Some already are HGV restricted (other than access) however, complete lack of enforcement results in numerous incidents of lorries failing to observe these restrictions. The council would therefore be most concerned to know how, and by what authority any measures, which may be proposed, to control deliveries to certain times and restricted areas, will be enforced.	The Outline CTMP [EN010170/APP/GH7.9] identifies construction routes and a commitment to provide a full CTMP prior to commencement. These routes will be secured as part of any permission granted through the DCO process with the local authorities having powers to enforce against any infringement.
Mears Ashby Parish Council	HGVs Traffic management plans	The Council and residents experience has been that Lorry drivers/hauliers are notoriously independent and 'a law unto themselves'. Delivery vehicles are bound to arrive early and park on the road waiting for the sites to open, further adding to congestion and delays for other road users.	The Outline CTMP [EN010170/APP/GH7.9] identifies construction routes and a commitment to provide a full CTMP prior to commencement. These routes will be secured as part of any permission granted through the DCO process with the local authorities having powers to enforce against any infringement.
Mears Ashby Parish Council	Traffic management plans HGVs Road quality General traffic	The Parish Council has already expressed in response to statutory consultation, its grave concerns relating to this project and in particular the following transport/traffic related issues: Access points are located on 'non-HGV' roads with 7.5 tons, with old narrow bridges over watercourses, and at points where disruption for local and through traffic will be considerable.	Chapter 13: Transport and Access [EN010170/APP/GH6.2.13] The weight restrictions are generally in place to deter HGVs from using local routes. Access and loading are generally permissible. Construction traffic will be managed and measures are in place to minimise the number of movements.



Mears Ashby Parish Council	Health, safety and wellbeing	A number of these access roads, in part, have no proper footpaths or cycleways thereby placing pedestrians, cyclists, and those with mobility issues at increased risk of accident or injury. The parish council is particularly concerned for the safety of the children and their parents at the village school.	The Applicant confirms that permissive access routes are being provided within the Scheme sites in response to provide off-road alternative routes to Earls Barton Road, Highfield Road, and part of Wilby Road.
Mears Ashby Parish Council	HGVs General traffic	Mears Ashby has 'No HGV' routes through the village or close to the village. The village is already a 'rat run' for commuters and has congestion daily at and near to the school at drop off and pick up times. HGV delivery drivers will be likely to drive through the village, with the knowledge they cannot be forced to turn back.	The Outline CTMP [EN010170/APP/GH7.9] defines the construction routes away from Mears Ashby.
Mears Ashby Parish Council	Equestrians	Local equestrian businesses regularly exercise horses through throughout the area and the village.	Chapter 17: Socio-economics, Tourism and Recreation [EN010170/APP/GH6.2.17] has assessed the potential impact on equestrian facilities with regard to direct impacts, and to hacking routes. Subject to traffic management measures being put in place, no significant residual adverse effects are anticipated.
Mears Ashby Parish Council	Road quality	Wilby Road has bad bends and reduced widths with soft verges, not suitable for large and increased traffic.	Wilby Road is not a proposed HGV construction route as defined in the Outline CTMP [EN010170/APP/GH7.9].



Mears Ashby Parish Council	<p>Impact on local businesses</p> <p>Construction impact and traffic</p> <p>Health, safety, and wellbeing</p>	<p>Local businesses will be severely disrupted. By deliveries and construction traffic close to the access points and all local traffic will be severely affected. Again, increasing risk of accident or injury to both pedestrians and other road users.</p>	<p>The Applicant has assessed tourism and recreation receptors most likely to be impacted by the Scheme. This does include local businesses reliant on visitors where it is anticipated that the Scheme directly impacts upon their ability to operate. Other business are not anticipated to have significant effects as effects on transport delay are not significant.</p> <p>Chapter 13: Transport and Access [EN010170/APP/GH6.2.13]</p>
Mears Ashby Parish Council	<p>Cumulative impact</p> <p>Construction impact</p> <p>Air quality</p> <p>Noise and vibration</p> <p>Equestrians</p> <p>Tourism</p> <p>Impact on local community</p>	<p>Construction is proposed to be on-going for two years. Excavators, cranes, lorries, earth moving machinery will cause continuous noise, vibration, dust and mud on roads which will adversely affect local businesses, particularly equestrian, residents, visitors and travellers.</p>	<p>Chapter 14: Noise and vibration [EN010170/APP/GH6.2.14]</p> <p>The noise and vibration impact of construction from the scheme, including along the cable routing has been assessed at nearby sensitive receptors in the noise and vibration chapter.</p> <p>Chapter 13: Transport and Access [EN010170/APP/GH6.2.13]</p> <p>The Applicant has assessed tourism and recreation receptors, including equestrian facilities, most likely to be impacted by the Scheme. No significant residual effects have been identified other than to users of some long-distance recreational routes, due to their importance.</p> <p>Chapter 16: Air Quality [EN010170/APP/GH6.2.16] has assessed vehicle and dust emissions associated</p>



			with the construction phase of the Scheme. Site specific mitigation measures have been proposed and significant effects are not predicted.
Mears Ashby Parish Council	Impact on local businesses Traffic management plans Noise and vibration	Local businesses will suffer as visitors to the area will be turned away by traffic problems, road closures, noise and delays.	The Applicant has assessed tourism and recreation receptors, including equestrian facilities, most likely to be impacted by the Scheme. No significant residual effects have been identified other than to users of some long-distance recreational routes, due to their importance.
Mears Ashby Parish Council	Aviation Impact on local businesses Cultural heritage	Access to Sywell Airport, Beckworth Emporium, local garden centres, The Griffin Head and Sywell Country Park will be adversely affected.	Please refer to Chapter 13: Transport and Access [EN010170/APP/GH6.2.13] for full transport assessment. As a result of consultation with nearby airfield owners, the Applicant has committed to removing panels from the Scheme so to reduce the effects of glint and glare towards Sywell Aerodrome, as well increasing aviation safety along the approach paths.
Milton Keynes City Council	Introduction	Consultation on installation of electrical infrastructure including solar panels, conversion units, inverters and substations, underground electrical cables and associated infrastructure, mitigation and enhancement measures, and other ancillary works under section 42 of the Planning Act 2008 and Regulation 11 of the Infrastructure Planning	N/A



		<p>(Environmental Impact Assessment) Regulations 2017.</p> <p>Application by Green Hill Solar Farm Limited (the Applicant) for an Order granting Development Consent for the Green Hill Solar Farm (the Proposed Development).</p>	
Milton Keynes City Council	Introduction	<p>I write in relation to the consultation for the above development.</p> <p>Milton Keynes City Council has reviewed the applicant's targeted consultation information brochure which outlines 25 changes to the proposal.</p> <p>The changes which are relevant to MKCC include those in figure 24 (indirectly due to proximity to site G) and 25 (direct impact) which would see the red line boundary extended to allow for site access requirements during the construction and/or decommissioning phases.</p>	Noted.
Milton Keynes City Council	Further information required	<p>The proposals relate to a boundary change. While the reasons for making the change are noted the document does not include details of any of the proposals that impact on the highway and any mitigation measures needed.</p>	<p>Please refer to Chapter 13: Transport and Access [EN010170/APP/GH6.2.13] for impact assessment and associated mitigation measures.</p>



		Further information relating to any impact or mitigation measures should be included as part of the application.	
Milton Keynes City Council	Closing comment	This letter forms the Council's response to this consultation.	N/A
National Grid Electricity Transmission	Introduction	<p>I refer to your notice dated 25th October 2024 regarding the Proposed Development. This is a response on behalf of National Grid Electricity Transmission PLC (NGET).</p> <p>Due to the proximity of some of our existing or future assets, NGET wishes to express their interest in further consultation while the impact on our assets is still being assessed.</p>	Noted.
National Grid Electricity Transmission	Further consultation requested	Where the Promoter intends to acquire land, extinguish rights, or interfere with or work within close proximity to any of NGET's apparatus and land, this will require appropriate protection and further discussion on the impact to its apparatus and rights.	Noted.
National Grid Electricity Transmission	Further consultation requested	NGET assets form an essential part of the electricity transmission network in England and Wales. Please continue to consult NGET in regards to this development.	<p>The Applicant noted the comments from NGET.</p> <p>The Applicant intends to meet with NGET following the submission of the Application in May 2025.</p>
National Grid Electricity Transmission	DCO application requirement	NGET will require an adequate form of Protective Provisions included within the Order.	Noted.



National Grid Electricity Transmission	Existing infrastructure	<p>Existing Infrastructure Substation</p> <ul style="list-style-type: none"> • Grendon 400 kV Substation • Grendon 132 kV Substation • Associated overhead and underground apparatus including cables <p>Overhead Lines ZA 400kV OHL Cottam- Grendon Grendon- Staythorpe ZA 400kV OHL Grendon – Sundon 2</p> <p>I enclose a plan showing the location of NGET's apparatus in the scoping area</p>	Noted.
National Grid Electricity Transmission	General advice	<p>New Infrastructure</p> <p>Please refer to the Holistic Network Design (HND) and the National Grid ESO website to view the strategic vision for the UK's ever growing electricity transmission network. https://www.nationalgrideso.com/future-energy/the-pathway-2030-holistic-network-design/hnd</p>	Noted.
National Grid Electricity Transmission	General request for ongoing consultation.	<p>NGET requests that all existing and future assets are given due consideration given their criticality to distribution of energy across the UK. We remain committed to working with the promoter in a proactive manner, enabling both parties to deliver successful projects wherever reasonably possible. As such we encourage that ongoing discussion and consultation between both parties is maintained on interactions with existing or</p>	The Applicant acknowledges the comment from NGET and will seek to continue engaging with NGET on the Scheme and discussing appropriate protective provisions, which will be included within the DCO.



		future assets, land interests, connections or consents and any other NGET interests which have the potential to be impacted prior to submission of the Proposed DCO.	
National Grid Electricity Transmission	General request for ongoing consultation.	The Great Grid Upgrade is the largest overhaul of the electricity grid in generations, we are in the middle of a transformation, with the energy we use increasingly coming from cleaner greener sources. Our infrastructure projects across England and Wales are helping to connect more renewable energy to homes and businesses. To find out more about our current projects please refer to our network and infrastructure webpage. https://www.nationalgrid.com/electricity-transmission/network-andinfrastructure/infrastructure-projects . Where it has been identified that your project interacts with or is in close proximity to one of NGET's infrastructure projects, we would welcome further discussion at the earliest opportunity.	<p>The Applicant acknowledged the comment from NGET.</p> <p>The Applicant is meeting with NGET in May 2025, and will continue engagement with NGET as it progresses with the Scheme. The Applicant will appropriately address the concerns related to the interaction to NGET's existing infrastructure.</p>
National Grid Electricity Transmission	General comment	These projects are all essential to increase the overall network capability to connect the numerous new offshore wind farms that are being developed, and transport new clean green energy to the homes and businesses where it is needed.	Noted.
National Grid Electricity Transmission	General advice: Overhead Line/s	The following points should be taken into consideration.	Noted. Appropriate protective provisions will be included within the DCO.



		<p>Electricity Infrastructure:</p> <p>National Grid's Overhead Line/s is protected by a Deed of Easement/Wayleave Agreement which provides full right of access to retain, maintain, repair and inspect our asset.</p>	
National Grid Electricity Transmission	General advice: Statutory electrical safety	Statutory electrical safety clearances must be maintained at all times. Any proposed buildings must not be closer than 5.3m to the lowest conductor. National Grid recommends that no permanent structures are built directly beneath overhead lines. These distances are set out in EN 43 – 8 Technical Specification for “overhead line clearances Issue 5 (2019)”, which publicly available.	Appropriate protective provisions will be included within the DCO.
National Grid Electricity Transmission	General advice	<p>If any changes in ground levels are proposed either beneath or in close proximity to our existing overhead lines, then this would serve to reduce the safety clearances for such overhead lines.</p> <p>Safe clearances for existing overhead lines must be maintained in all circumstances.</p>	Appropriate protective provisions will be included within the DCO.
National Grid Electricity Transmission	General advice	The relevant guidance in relation to working safely near to existing overhead lines is contained within the Health and Safety Executive's (www.hse.gov.uk) Guidance Note GS 6 “Avoidance of Danger from Overhead Electric Lines” and all relevant site staff	Noted.



		should make sure that they are both aware of and understand this guidance.	
National Grid Electricity Transmission	General advice	Plant, machinery, equipment, buildings or scaffolding should not encroach within 5.3 metres of any of our high voltage conductors when those conductors are under their worse conditions of maximum “sag” and “swing” and overhead line profile (maximum “sag” and “swing”) drawings should be obtained using the contact details above.	Appropriate protective provisions will be included within the DCO.
National Grid Electricity Transmission	General advice	If a landscaping scheme is proposed as part of the proposal, we request that only slow and low growing species of trees and shrubs are planted beneath and adjacent to the existing overhead line to reduce the risk of growth to a height which compromises statutory safety clearances.	Noted.
National Grid Electricity Transmission	General advice	Drilling or excavation works should not be undertaken if they have the potential to disturb or adversely affect the foundations or “pillars of support” of any existing tower. These foundations always extend beyond the base area of the existing tower and foundation (“pillar of support”) drawings can be obtained using the contact details above.	Noted. The Applicant will respond appropriately to the Scheme’s interaction with existing or proposed infrastructure.
National Grid Electricity Transmission	General advice	National Grid Electricity Transmission high voltage underground cables are protected by a Deed of Grant; Easement; Wayleave Agreement or the provisions of the New	Noted.



		Roads and Street Works Act. These provisions provide National Grid full right of access to retain, maintain, repair and inspect our assets. Hence, we require that no permanent / temporary structures are to be built over our cables or within the easement strip. Any such proposals should be discussed and agreed with National Grid prior to any works taking place.	
National Grid Electricity Transmission	General advice	Ground levels above our cables must not be altered in any way. Any alterations to the depth of our cables will subsequently alter the rating of the circuit and can compromise the reliability, efficiency and safety of our electricity network and requires consultation with National Grid prior to any such changes in both level and construction being implemented.	Noted.
National Grid Electricity Transmission	General request for ongoing consultation.	I hope the above information is useful. If you require any further information, please do not hesitate to contact me. In the meantime, we look forward to receipt of further information and consultation relating to potential impacts on our assets.	Noted.
National Grid Electricity Transmission	Closing comment	The information in this letter is provided notwithstanding any discussions taking place in relation to connections with electricity customer services.	Noted.



North Northamptonshire Council	Targeted consultation	1.1 North Northamptonshire Council (NNC – ‘the Council’) welcomes the opportunity to respond to this additional targeted consultation on the Green Hill Solar Farm proposals.	Noted.
North Northamptonshire Council	Targeted consultation	1.2 NNC recognises the importance of responding to consultation at this stage, as an opportunity to guide and influence the proposals prior to any application to the Secretary of State for a Development Consent Order (DCO).	Noted.
North Northamptonshire Council	Targeted consultation	1.3 NNC note that feedback is sought only on the proposed changes since the Statutory Consultation on the Preliminary Environmental Information Report (PEIR) which took place in December 2024.	Noted.
North Northamptonshire Council	Introduction	1.4 NNC understand that the proposed changes are transport-related and are for ensuring sufficient land is available to facilitate vehicle access to the sites and the cable route corridor. It is noted that the land may be required for traffic management measures during the construction, operational or decommissioning phases. The proposed 25 changes impact the scheme boundary, and they are situated along Broughton Road, Kettering Road, Red House Lane, Moonshine Gap, Highfield Road, Mears Ashby Road, Earls Barton Road, B573, Station Road, A509, Easton Lane, A510 and A428.	Noted.



North Northamptonshire Council	Introduction	1.5 NNC's response is reflective of the indicative nature of the proposals at this consultation stage and does not comprise a full detailed assessment of the local impacts of the proposed solar farm. Should the DCO application be accepted for Examination, NNC will submit a Local Impact Report (LIR) when invited to do so, which will provide a detailed assessment of the local impacts of the scheme.	Noted.
North Northamptonshire Council	Introduction	1.6 NNC reserve the right to submit more detailed responses to the proposals at the appropriate stage of the DCO process as and when more details of the scheme and its impacts become available.	Noted.
North Northamptonshire Council	Introduction	1.7 The response to the targeted consultation relates to the proposal the administrative area of NNC only.	Noted.
North Northamptonshire Council	Green Hill Site F Order Limit Change 23	2. Cultural Heritage 2.1 With regard to proposed change No. 23 which includes the extension of the Scheme Boundary near Green Hill F Site and is the only site that proposes additional land to previous consultations that is in excess of additional highway transport-related land.	Noted.



North Northamptonshire Council	Cultural heritage	2.2 It is concluded that there would be no change to the type or significance of built heritage effects as a result of the proposed change, when compared to the design and PEIR presented at Statutory Consultation.	Noted.
North Northamptonshire Council	Archaeology and cultural heritage	2.3 NNC Archaeology commented that it is unclear what actual groundworks may be required but for the most part the proposals cover areas within the carriageway, which from an archaeological point of view is less likely to have an impact on below ground remains.	No groundworks are proposed within the carriageways detailed in the targeted consultation information brochure and so no impact is envisaged to archaeological assets.
North Northamptonshire Council	Order Limit Change 5 and 23 Archaeology and cultural heritage	2.4 The areas where NNC Archaeology have concerns is that there are to be works outside the carriageway at proposed change No. 5 and 23. No. 5 appears to include an access track in an area of extensive Roman activity, which is outside the proposed development areas and has therefore not been subject to evaluation.	No groundworks are proposed within the carriageways and so no impact is envisaged to archaeological assets. The archaeological evaluation (Appendices 12.3 to 12.5) undertaken is sufficient to inform Chapter 12: Cultural Heritage [EN010170/APP/GH6.2.12].
North Northamptonshire Council	Order Limit Change 23 and 24 A509 Archaeology and cultural heritage	2.5 No. 23 includes a small field alongside the A509 which is also outside the area of archaeological evaluation; the Historic Environment Record (HER) indicates the presence of ridge and furrow here, though LiDAR (light detection and ranging) suggests it is eroded. The HER also indicates the presence of a Second World War ordinance dump in the northeastern corner of the field. Another WW2 dump is recorded in the northern end of proposed change No. 24.	No groundworks are proposed within the carriageways and so no impact is envisaged to archaeological assets.



		Several of the other areas are adjacent to areas of known archaeology.	
North Northamptonshire Council	Archaeology and cultural heritage	2.6 The applicants should be advised that depending on the nature of the works proposed, further archaeological assessment and investigation may be required.	No groundworks are proposed within the carriageways and so no impact is envisaged to archaeological assets. The archaeological evaluation (Appendices 12.3 to 12.5) undertaken is sufficient to inform Chapter 12: Cultural Heritage [EN010170/APP/GH6.2.12] .
North Northamptonshire Council		<p>3. Highways</p> <p>3.1 The Local Highway Authority (LHA) comments that they do not wish to raise an objection to the changes to the scheme boundaries on highway safety or capacity grounds. However the LHA made the following observations; the boundary diagrams at proposed change No. 24 (A509 not A510) and proposed change No. 25 (incorrect plan) in the Targeted Consultation Information Brochure of March 2025 require amendment.</p>	<p>The Applicant acknowledges these comments but remains confident in the level of consultation undertaken and the information presented.</p> <p>The error in the maps was identified and resolved on 14 March 2025. The Applicant uploaded the updated (correct) version of the Consultation Information Brochure on 14 March and provided printed copies at Moulton Community Library on 17 March 2025.</p>
North Northamptonshire Council		<p>4. Landscape</p> <p>4.1 NNC Landscape Consultant raises that the changes primarily relate to transport considerations, ensuring sufficient land availability for vehicle access and</p>	<p>4.1 - Landscape noted.</p> <p>Targeted arboricultural surveys in accordance with BS5837:2012 have taken place at proposed access points and visibility splays and an impact</p>



		<p>management. Within the additional documentation, the applicant's environmental team has concluded that these changes do not introduce new or materially different significant environmental effects compared to the preliminary information already presented. From a landscape and green infrastructure perspective, NNC do not foresee any major concerns. However, specific considerations must be given to existing hedgerows, trees and proposed mitigation measures, as outlined below.</p> <p>4.2 Arboricultural and Hedgerow Considerations Many of the proposed changes reference the need for improved visibility splays, which may impact existing hedgerows and trees. Considering this, it is recommended:</p> <p>If removal is unavoidable, appropriate mitigation planting should be undertaken to compensate for biodiversity and landscape character loss.</p> <p>This should include:</p> <p>Use of native species appropriate to the local landscape character.</p> <p>Planting of new hedgerows in areas where loss occurs.</p>	<p>assessment for this element of the Scheme is included in Chapter 19: Arboriculture [EN010170/APP/GH6.2.19] of the ES Statement.</p> <p>Mitigation measures as well as compensatory tree planting is proposed.</p>
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	Arboriculture Biodiversity Ecology	Implementation of a management plan for new planting to ensure successful establishment.	
North Northamptonshire Council	Landscape and visual impact	<p>4.3 Landscape and Visual Impact Considerations</p> <p>While the targeted changes are transport-related, they may have knock-on effects on landscape character and visual amenity, particularly where boundary modifications result in an increased sense of openness or loss of existing vegetation. It is recommended:</p> <ul style="list-style-type: none">• Where site access modifications increase visibility from public viewpoints (e.g., roads, Public Rights of Way), appropriate screening should be introduced using native tree and shrub species.	<p>Study Areas have been defined based on the Scheme's Order limits as described in Chapter 3: Development Site [EN010170/APP/GH6.2.3] and physical characteristics and key parameters of the proposed Scheme as described in Chapter 4: Development Proposal [EN010170/APP/GH6.2.4]. 8.4.38</p> <p>Landscape Effects have been assessed upon Landscape receptors collectively for the Sites themselves considered as 'Landscape Fabric' and each Study Area (1km/2km & 5km). Due to the interconnected relationship landform has, each Study Area considers all landscape receptors as a whole for example all National Character Areas and all Regional Landscape Character Types</p>



		<ul style="list-style-type: none">• As previously suggested, the DCO should include clear commitments to long-term landscape management and monitoring to ensure that mitigation measures achieve their intended effect.	and Areas within the individual Study Areas. For assessment of Landscape Effects please refer to Volume 3, Appendix 8.3.1 [EN010170/APP/GH6.3.8.3.1] Landscape Assessment Sheets.
North Northamptonshire Council	Landscape and visual impact	4.4 Overall, NNC Landscape Consultant emphasises the importance of maintaining and enhancing landscape features, particularly in relation to hedgerows and trees. The commitment to appropriate assessment, retention, and mitigation planting should be fully integrated into the DCO submission.	Noted.
Peterborough City Council	No comments	<p>Further to your enquiry received on 14 March 2025, in respect of the above, the Local Planning Authority makes the following comments:</p> <p>The proposal site is remote from Peterborough, and accordingly the Local Planning Authority has no comments.</p> <p>I trust that the above advice is of use however should you have any further queries, please do not hesitate to contact me on the details shown at the top of this letter.</p>	Noted.
Walgrave Parish Council	No comments	Thank you for your email of 11th March 2025, informing Walgrave Parish Council of the above consultation. Walgrave Parish Council have noted the contents of this consultation.	Noted.



		We await submission of the Development Consent Order and will make comment following this.	
Wellingborough Town Council	Waendel Walk	<p>Good morning,</p> <p>Thank you for informing us of changes made set out in the latest consultation.</p> <p>Just would like to reiterate to please be mindful that the Waendel Walk takes place in May and to avoid disruption to the event and its extensive preparations, we kindly request that works be scheduled between June and March, outside of the event period. This will ensure the smooth running of the Waendel Walk Weekend while allowing necessary work to proceed with minimal impact on participants and organisers.</p> <p>Please use the maps attached to ensure minimal effects to footpaths used on the routes.</p> <p>Please note that these maps are not to be shared outside of the consultation, or to members of the public.</p>	<p>The Applicant confirms that a permissive access route along the eastern boundary of Field FF19 has been retained for use during the International Waendel Walk Weekend during the Scheme's operational lifetime. During construction, the Applicant has included wording in the OCEMP [EN010170/APP/GH7.1] to ensure that construction activities do not adversely affect participant safety and enjoyment. However, if a safe route cannot be guaranteed for the event during peak construction works, then an alternative arrangement will be made with Wellingborough Town Council.</p>
Wilby Parish Council	<p>Construction impact and traffic</p> <p>Road quality</p>	<p>This e-mail confirms Wilby Parish Council's full agreement with the 4th April 2025 submission by email by the clerk of Mears Ashby Parish Council (copy attached) pointing out significant concerns over the proposed access routes by construction</p>	<p>The routes to the Sites within the Scheme utilised A-class roads wherever from the Strategic Road Network, before using largely b-class roads to access individual Sites. These routes are already used by HGVs.</p>



		traffic on rural lanes and unclassified roads which are entirely unsuitable for use by such vehicles in both volume and size.	The routes are set out in the Outline CTMP and will be confirmed through the final CTMP.
Wilby Parish Council	Construction impact and traffic HGVs	Wilby Parish Council wishes it to be a matter for public record that the A4500 through Wilby is subject to an existing HGV weight restriction and already carries over 3 million vehicles a year, mostly local commuter traffic avoiding the parallel A45. This is however supplemented by numerous HGVs which choose to ignore the weight restriction.	Chapter 13: Transport and Access [EN010170/APP/GH6.2.13] Wilby Road is not a general Construction route to Green Hill Sites and as such, traffic associated with the Scheme, along this route will be low.
Wilby Parish Council	Construction impact and traffic	It is inevitable that Green Hill construction traffic would use the A4500 through Wilby (and past the local SEND school, Rowan Gate) to access Mears Ashby Road to get to the proposed Wilby Road access site.	Chapter 13: Transport and Access [EN010170/APP/GH6.2.13] Wilby Road is not a general Construction route to Green Hill Sites as defined in the Outline CTMP [EN010170/APP/GH7.9] and as such, traffic associated with the Scheme, along this route will be low
Wilby Parish Council	Construction impact and traffic.	Such a large traffic increase on the already significant volumes over the 2 year construction period is clearly unacceptable and the Parish Council would wish to see far more detailed and informed proposals to alleviate and address this problem as soon as possible.	Chapter 13: Transport and Access The Outline CTMP [EN010170/APP/GH7.9] provides a range of measures and controls for construction traffic.

**Section 44 Consultee – Applicant Response Table – Targeted Consultation**

Respondent	Theme	Comment	Applicant response
PIL_011	Introduction Cable route corridor	There are a number of reasons why we haven't engaged with your requests as we do not feel that this field at Brookside is the most appropriate one to use for your cabling route.	Noted.
	Connection corridor route	Why are the more built up areas e.g. the industrial park next door to us and Pastures farm across the road omitted from the search area for possible cabling routing? Using these areas, makes much more sense and would be sympathetic to the existing countryside. It may take more effort and hence be more expensive, but comparatively speaking it wouldn't be a lot. I suspect that it may be more about the ease of digging and who you're happier to pursue.	Please refer to Chapter 5: Alternatives and Design Evolution [EN010170/APP/GH6.2.5] for Site Boundary placement and reasoning and Chapter 3: The Development Site [EN010170/APP/GH6.2.3] .
	Connection corridor route	There are a number of different routes to bring the cable from '2A' plot down to Red House Lane. Brookside Farm field is not the most direct route at all. There are other areas between the built up areas	The Applicant noted the comments. Chapter 5: Alternatives and Design Evolution [EN010170/APP/GH6.2.5]



		<p>further up Red House Lane which are more appropriate. Why haven't these been considered?</p> <p>I would ask you to look at these possible options below before including Brookside in the route.</p>	<p>provides details of the assessments of alternative options considered by the Applicant.</p>
	Objection to connection corridor route	<p>I strongly don't want this disruption to a perfectly good field, when there are so many other options.</p> <p>Your persistence has caused a lot of unhappiness, so please reconsider before continuing this route.</p> <p>I look forward to hearing from you.</p>	<p>The Applicant noted the comments.</p> <p>Please refer to Chapter 5: Alternatives and Design Evolution [EN010170/APP/GH6.2.5]</p>
PIL_315	Objection to connection corridor route	<p>Following my meeting on 15th April with Island Green regarding proposed cable laying to Grendon sub-station.</p> <p>Having considered what was discussed, I do not want any work in connection with the scheme on Trinity Land property.</p> <p>I feel the scheme generally impacts badly on so many people by ruining the local area and badly affecting businesses.</p> <p>I enclose a map outlining the area I do not want affected in any way.</p>	<p>The Applicant has noted the comments on the cable route. Chapter 4 Scheme Description [EN010170/APP/GH6.2.4] outlines the construction activities related to underground cabling within the Cable Route Corridor.</p>
	<p>Land use and agriculture</p> <p>Site selection (size)</p>	<p>I feel with so many demands on farmland with environmental schemes, housing developments and solar schemes, the idea of losing prime agricultural land on the proposed scale is criminal.</p>	<p>Please refer to Chapter 20: Agricultural Land Classification [EN010170/APP/GH6.2.20] for ALC assessment and report.</p>



PIL_078 & PIL_313	Introduction	<p>1. Background</p> <p>1.1 We are instructed on behalf of [name redacted], trading as [name redacted] of Glebe Farm, Great Doddington Road, Earls Barton, Northamptonshire.</p> <p>[name redacted] is the owner of Glebe Farm, Earls Barton, registered under Land Registry Title: NN177341 and extending to approximately 144.31 acres, shown edged red on the attached plan; part owner of Land north of Great Doddington Road, Earls Barton, amounting to 32.574 acres, and The Meadows, Earls Barton, amounting to 19.366 acres, and shown edged blue on the attached plan, both registered under Land Registry Title: NN403365; and, part owner of land off Mill Lane, Earls Barton, amounting to approximately 53.063 acres, part registered under Land</p> <p>Registry Title: NN212817 and part unregistered, shown edged green on the attached plan. FC & CC Elderton is a Partnership between [names redacted] who occupy the aforementioned property.</p>	Noted.
	Introduction	1.2 The abovementioned properties are affected by the proposed cable route, working corridors, compound areas, and access in respect of these.	Noted.
	Introduction	1.3 We are instructed to make formal representations on the Scheme, both on general and specific matters. The representations are made Without Prejudice to making further representations	Noted.



		for different reasons in order to amplify these representations.	
	Lack of direct consultation	1.4 It should be noted that until Monday 7th April 2025, there had been minimal direct consultation with my client and therefore information had to be gleaned from requests for surveys by Island Green Power and their contractors and general mailshots in the locality. Over the period 7th April to the 9th April 2025, we have been provided more detailed information. However, the information presented is not in sufficient detail in order to assess the full impact on my client's freehold and leasehold interests.	The Applicant acknowledges these comments but remains confident in the level of consultation undertaken and the information presented during the targeted consultation.
	Lack of information	1.5 We have requested the Heads of Terms for the cable easement, and the License for Access and compound areas, however these have not been supplied. Therefore, my client is unable to determine the full impact on my client's freehold leasehold interest.	The Heads of Terms for the cable easements and temporary construction compounds within the Cable Route Corridor were sent to landowners week commencing 12th May 2025.
	Formal objection	1.6 We would therefore, like to formally record our principal concerns, based upon the information that is available at this stage. We do not wish to be put in a position whereby when it comes to the 'detailed design stage', we are told that the design issues raised should have been dealt with earlier in the Scheme and it is too late. Island Green Power, or their successors, cannot say they will deal with matters in dispute at a later stage. These issues should either be dealt with during the application process or determined by the appropriate Authority.	Noted. The Applicant is committed to working with the landowner to agree the final location of the cables within the Cable Route Corridor where feasible to limit impacts to their property. The Applicant notes that changes have been made to the Order Limits including the proposed access points in response to key issues raised during the meeting with the



			landowner and an IGP representative.
	Objection towards proposed Cable Corridor	<p>2. Summary of Our Position</p> <p>2.1 My clients support the principle of green infrastructure, however they do not support the proposed cable route due to the disproportionate impact on their farming and greengrocery business, both pre and post construction.</p>	Noted.
	<p>Construction impact</p> <p>Impact on local business</p>	<p>3. Detailed Comments and Representations</p> <p>Temporary Impact on the Property and Business</p> <p>3.1 We are informed that the laying of the cable over my client's property will be completed within 3 months but the area identified for a compound will be required for a period of up to two years. Both will result in a reduction of the farmable area of my client's property, which potentially makes their business unviable. It should be noted that the impact to the business is not only the specific areas affected but also the wider effect on the business regarding crop rotation etc. The land is used to grow produce that is sold in the farm shop as well as for traditional arable farming. My clients operate a farm shop, which primarily acts as a greengrocer. The farm shop has a significant turnover and sustainable profits. Combined with and supported by assets of the arable enterprise this supports three full time employees, the drawings of [name redacted], and year-on-year capital investment into the farming business.</p>	<p>The Applicant has noted the comments on the cable route. Chapter 4 Scheme Description [EN010170/APP/GH6.2.4] outlines the construction activities related to underground cabling within the Cable Route Corridor. Compensation is payable for the use of land within the Scheme, including for temporary possession of the land required for the construction compound, and the Applicant is committed to agreeing terms for the use of this land wherever possible. Heads of terms for the cable easements and temporary construction compounds within the Cable Route Corridor were sent to landowners week commencing 12th May 2025.</p>



	<p>Impact on local business</p> <p>Impact on local community</p>	<p>3.2 We are concerned that as a result of traffic management etc. during the construction period, there will be an interruption to the farm shop in terms of accessibility. The farm shop/greengrocers has been open and trading 51 weeks of the year for the past 14 years with a loyal customer base. Many of those customers are elderly and we are concerned that the interruption caused by the scheme will deter customers from visiting the farm shop, both during construction and after construction, which may lead to reduced turnover and profit.</p>	<p>Please refer to the Outline Construction and Operation Traffic Management Plan [EN010170/APP/GH7.1 and 7.2] that will be submitted as part of the ES.</p>
	<p>Human health and safety</p> <p>Site design</p> <p>Proximity to residential property</p>	<p>3.3 The current red line area of the proposed DCO application shows access to the working width from the Doddington Road to the west of Glebe Farm house, which is occupied by [name redacted] (74 years old). The current DCO application area proposals were presented to us by [name redacted] during a site meeting on Monday 7 April and we raised our concerns regarding the safety of this access due to it being located on a sharp corner and blind summit, the impact it would have on the nearby residential properties in terms of noise and dust etc.; and, also because the proposed access route would sever a water main used to irrigate the crops/produce grown and sold in the farm shop. On 8 April 2025 (timed at 10:14), [name redacted] confirmed that this access has now been discounted, such that the cable route construction width will be used as access. We received a further email on 9 April 2025 (timed at 09:51) wherein [name redacted] provided confirmation that there would be further refinements to the red line boundary, such that Glebe Farm yard entrance was no longer included</p>	<p>The agreed changes were made ahead of DCO submission and are reflected in the Scheme Order Limits shown in the Location Plan [GH6.4.1.1_ES Figure 1.1_Location Plan.pdf].</p>



		<p>within the red line boundary of the DCO application. The contents of the aforementioned emails have been relied upon and this representation is predicated on the contents of those emails.</p>	
	Cable Corridor	<p>Cable Routing</p> <p>3.4 The proposed cable route in relation to the land immediately surrounding Glebe Farm effectively sterilises/prohibits any future expansion of the farm yard, as we are told by [name redacted] that the anticipated cable easement will not contain 'lift and shift' provisions. It is assumed that the cable easement will prohibit the erection of buildings over the easement width, which we are informed by [name redacted] is 12m in width (6m either side of the cable). The Doddington Road is a barrier to the north, the land falls away to the south and extending the yard to the west would inhibit the views from the farmhouse. Therefore, the most logical direction for the expansion of the farm yard is to the east, where the cable is proposed.</p>	<p>The Applicant is committed to working with the landowner to agree the final location of the cables within the Cable Route Corridor to limit impacts to their property as far as practicable. The Applicant confirms that it will seek to locate the cables as far as reasonably practicable from the farm buildings with consideration to any adverse ground conditions or obstacles (including mines, pipes, wires or cables) or any physical obstruction or other technical, engineering or environmental constraints.</p> <p>The Heads of Terms for the cable easement provided an updated easement width.</p>
	Cable Corridor	<p>Drainage and Water Supply Pipe</p> <p>3.5 The proposed cable route crosses two drainage ditches, both of which take road drainage from the village of Earls Barton. The southern most ditch requires some clearing work of hedge coppicing/gapping up to function properly. We require clarification as to whether such ditch and</p>	<p>Please refer to Chapter 10: Hydrology, Flood Risk and drainage [EN010170/APP/GH6.2.10] for the full Cable Route Corridor Drainage assessment</p>



		<p>hedge maintenance will be able to continue over the cable.</p>	<p>The Applicant acknowledges the presence of existing drainage ditches within the cable corridor and confirms that these have been assessed as part of the drainage baseline in Chapter 10: Hydrology, Flood Risk and Drainage [EN010170/APP/GH6.2.10]. The Scheme does not propose to alter the function of these ditches, and they will remain accessible for ongoing maintenance, including hedge management. The cable will be installed at sufficient depth to allow routine ditch clearance, coppicing, or gapping up to continue following construction. Access and easement arrangements will be agreed with the landowner to ensure future maintenance activities are not impeded.</p>
	Hydrology and Drainage	<p>3.6 The field drainage should be picked up at the outset and properly dealt with, with a cut off/header drain being laid . The drainage scheme should be designed to ensure a clear outfall and location, which can be managed and maintained in the future. The land drainage should be installed early in the construction process to ensure drainage problems and flooding do not occur. Any drainage scheme should be clear as to the future maintenance and responsibility of drainage downstream from the drainage outfall.</p>	<p>Please refer to Chapter 10: Hydrology, Flood Risk and drainage [EN010170/APP/GH6.2.10] for the full drainage assessment</p> <p>The Applicant acknowledges the importance of managing land drainage during and after construction. As detailed in Chapter 10: Hydrology, Flood Risk</p>



			and Drainage [EN010170/APP/GH6.2.10] , the drainage strategy ensures surface water is managed in line with greenfield runoff rates and provides clear discharge locations. Any existing field drainage affected during construction will be reinstated to maintain its current function. Temporary measures, such as cut-off drains, will be installed early in the construction phase where necessary to prevent waterlogging. Future maintenance responsibilities for drainage infrastructure within the Order Limits will be secured through the DCO and associated land agreements.
	Hydrology and drainage	3.7 Glebe Farm is equipped with an irrigation supply main. The water is pumped from an underground well situated to the south of the A45 via an asbestos pipe (crossing underneath the A45) into header tanks located at Glebe Farm yard. From the header tanks, there are a series of pipes running towards Mill Lane to a series of hydrants for irrigation purposes. The rising main from the pumping house to Glebe Farm, is laid at a depth of approximately 2ft (0.61m). We are informed by [name redacted] that your proposed cable will be laid at a depth of 3.93ft (1.2m). Consequently, Irrigation water supply and related electrical supply will be severed during construction.	The Applicant acknowledges the presence of private irrigation infrastructure at Glebe Farm and will seek to avoid disruption during cable installation where practicable. Where temporary disconnection cannot be avoided, alternative arrangements will be agreed with the landowner to maintain irrigation supply, particularly during the peak usage period (April to August). Trench alignment and installation methodology will be developed to



		<p>Depending on the time of year, temporary arrangements will need to be made to maintain a water supply whilst a permanent solution is being undertaken;</p> <p>the water main is in constant use between April and August Past experience has shown that this old, adopted Anglia Water infrastructure is brittle and prone to cracks. Simple joints and repairs have been unsuccessful due to disturbance causing further stress and breakage. My client has in the past, replaced large sections with MDPE south of the A45. Therefore, it would be preferable to install a new MDPE 80-100mm for this section measuring approximately 220m prior to cable laying. From the plastic pipe laid up to the A45 boundary to the plastic pipe entering the yard and header tanks. This will minimise the risk of leaks going forward, massively reducing if not negating the need to carry out emergency works above the proposed new cable.</p>	<p>minimise conflict with existing services.</p>
	Temporary compound	<p>Works Compound</p> <p>3.8 An area measuring 10 acres is proposed to be located on my client's land for use as a compound whereby welfare facilities, portacabins and materials will be stored. During our site meeting on 7th April 2025, [name redacted] estimated that the actual area required could be reduced to approximately 100 to 150m², being between 1 to 1.5 hectares (2.2471 to 3.7 acres).</p> <p>If the site compound is located in the north-western corner of this field parcel, labelled 'A' on the plan</p>	<p>The comments in respect of compound positioning, and the impact on the field shape and size from a practical perspective are noted. The applicant aims to situate the compound in a position which minimises the impacts on the farming business, whilst paying commercial rates for the compound area. The exact size of the compound and its location within the area shown on the Works Plans will be determined as</p>



		<p>attached hereto, it will effectively cut the field into two unworkable/unprofitable shapes and sizes for the duration of the use of the compound.</p> <p>Consequently, compensation/remuneration would need to allow for the entire 32.574 acres parcel and not just the areas included within the Development Consent Order Application. However, if the cable and compound are located as far east as possible towards the A45 then approximately one half of the field would be farmable resulting in reduced compensation/remuneration and far less degradation of these sustainably managed soils.</p>	<p>part of the detailed design of the Scheme post-consent.</p>
	Construction impact	<p>Construction, operational impacts/access</p> <p>3.9 It is important that during construction the working width is temporarily fenced to ensure that contractors stay within the working width to reduce the likelihood of encroachment/transgression.</p>	<p>The Outline CTMP supports the DCO and commits to a final CTMP which will provide precise details for the management of each access prior to construction. This includes temporary fencing around working areas.</p>
	Construction impact and traffic	<p>Access and Rights</p> <p>3.10 It is important that access is maintained during construction and noted there are multiple accesses from the Doddington Road and Mill Lane. We request details of the proposed access arrangements during construction.</p>	<p>The Outline CTMP supports the DCO and commits to a final CTMP which will provide precise details for the management of each access prior to construction</p> <p>Access for existing users will be maintained.</p>
	Legal matters	<p>4. Legal Matters</p> <p>4.1 We request that the areas identified for Permanent Rights are minimised so far as possible to mitigate losses.</p>	<p>The Applicant confirms that it is mutually beneficial for the Scheme and third-party landowners to minimise permanent rights whilst also ensuring the Scheme is</p>



			<p>deliverable. The Applicant is committed to reaching an agreement with landowners for the use of their land. In the event an agreement is not reached, the DCO allows for temporary possession to be taken over land within the Order Limits. This enables the Applicant to take possession temporarily of the land required to construct the Scheme, and acquire permanent rights only over the area in which the cable is located, minimising permanent impacts to the land.</p>
	Cable Corridor	<p>5. Requests</p> <p>Cable Routing</p> <p>5.1 My client's preference is for the cable to be re-routed and compound re-located, such that their property is not directly affected by the scheme. However, if my client's property is included within the Development Consent Order Application, then their strong preference is for the cable to follow the eastern most boundary of The Meadows, labelled 'P' and 'O' on the attached plan; as close to the A45 as possible in respect of the land at Glebe Farm, the opposite side of Glebe Farm, labelled 'A' on the attached plan.</p>	<p>The Applicant has noted the comments on the cable route. Chapter 4 Scheme Description [EN010170/APP/GH6.2.4] outlines the construction activities related to underground cabling within the Cable Route Corridor.</p> <p>Furthermore, Table 5.11: Main Stages of Refinement for the Cable Route Corridor within Chapter 5 (Alternatives and Design Evolution [EN010170/APP/GH6.2.5]) of the Environmental Statement explains how the cable route has been refined. The initial cable corridor search area included</p>



			whole fields with multiple river crossing options. This was then narrowed to a target route, predominantly 100m in width, which was fully surveyed by geophysical surveys, ecological surveys, and landscape assessments to generate options within the target route.
	Cable Corridor	5.2 In respect of the section close to the farm buildings, we request that the cable is located as close to the A45 as possible and preferably underneath the existing overhead cables where presumably there is already a 'sterilised' area.	The Applicant has noted the comments on the cable route.
	Cable Corridor	5.3 During the site meeting on 7 April 2025 with [name redacted], we were shown a plan of the proposed cable route. The plan showed the cable entering the Glebe Farm land at the southern most corner, following the broad alignment of my client's farm track, in a north easterly direction, crossing the track and zig zagging around the farm buildings. My client's preference would be for the cable to follow a more natural and gradual curved route following the existing overhead lines, such that it crosses my client's track, close to the small spinney adjoining the A45. We have speculated that your preferred cable route may have been designed to avoid the removal or damage to ONE mature Ash tree, however it should be noted that one of the mature Ash trees appears to have dieback as do many of the trees from more recent plantings and in our view is not a sufficient reason to zig-zag the cable around the	The Applicant notes the comments on trees with Ash dieback. The Applicant confirms that the cables will be located as far as reasonably practicable from the farm buildings with consideration to any adverse ground conditions or obstacles (including mines, pipes, wires or cables) or any physical obstruction or other technical, engineering or environmental constraints.



		buildings, which would result in a longer cable route for your client and have a greater impact on my client's property.	
	Financial compensation	<p>6. Compensation Land Value Issues</p> <p>6.1 It should be noted that there is unworked sand and gravel in respect of The Meadows, shown labelled 'P' & 'O' on the attached plan, and negotiations ongoing with a mineral operator. Your proposed cable may sterilise quantities of sand and gravel and you may therefore wish to reconsider routing your cable through my client's property.</p>	<p>The Applicant has noted the comments on the cable route.</p> <p>Chapter 11 Minerals [EN010170/APP/GH6.2.11] specifically considers the impact of the Scheme on all identified mineral reserves, including the sand and gravel reserves south of Earls Barton associated with the River Nene.</p> <p>The specific sand and gravel reserves identified have the benefit of planning permission for extraction as part of the permitted area of Earls Barton Spinney Quarry.</p> <p>The Applicant is committed to working with mineral operators and landowners to avoid sterilising permitted mineral reserves by installing cables in previously worked land or making provision for mineral extraction prior to cable installation or routing the cable to avoid unworked areas.</p>



	<p>Cumulative impact</p> <p>Financial compensation</p>	<p>6.2 It should be noted that the land immediately surrounding Glebe Farm may have medium to long term development potential owing to its proximity to the A45 Doddington/Earls Barton junction and the village of Earls Barton. If there is no ability to lift and shift the cable at Island Green Power or their successors' cost, and we are unable to build on ground above the cable, then is likely to sterilise development potential. My clients expect to be compensated for any such reduction in the value of the freehold.</p>	<p>The Applicant notes this comment and acknowledges this as a concern for neighbouring residents. Throughout the pre-application stage the Applicant has sought to assess potential effects to neighbouring properties and consult with local residents. The results of these assessments, along with proposed mitigations, are presented in the Environmental Statement.</p> <p>The Applicant does not consider that the Scheme will result in any loss of value to neighbouring properties. However, in the event that such losses can be demonstrated then compensation may be payable in circumstances where properties meet the criteria set out in legislation relating to compulsory acquisition and the compensation code.</p>
	<p>Summary</p>	<p>7. Summary</p> <p>7.1 The Green Hill Solar Farm Project will have a significant impact on our client's farm holding and the future viability of their farming business. Though this impact cannot be removed altogether, it is hoped that through positive engagement with Island Green Power, it can be mitigated as far as possible. We look forward to hearing from Island Green Power</p>	<p>Noted.</p>



		with detailed plans and providing the details requested above. We also look forward to receiving binding commitments from Island Green Power regarding the points raised above.	
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