

# BOZEAT PARISH COUNCIL

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Application by Green Hill Solar Farm Ltd. for an Order granting Development Consent for a proposed solar development on land between Northampton and Wellingborough

PINS ref: EN010170

Written Representation from

Bozeat Parish Council

November 2025

## Introduction

I am Chairman of Bozeat Parish Council and its Planning Spokesperson. I am also in the unusual position of representing CPRE Northamptonshire with regard to this scheme. We are mindful that the Examining Authority would not gain anything if we were to repeat the issues and arguments raised in the CPRE Northamptonshire representation and so we have confined this representation to issues that particularly pertain to Bozeat Parish and its residents. However, this representation should be read bearing in mind the contents of the CPRE Northamptonshire representation.

Although we have not carried out a formal survey, we listen to our residents and the universal opinion expressed is that they do not support the scheme and are depressed by the way it would be so detrimental to Bozeat and its surroundings. During the earlier stages of the process we even had a notorious parish council meeting where we were harangued by a resident for not taking sufficient action to prevent the scheme.

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The particular concerns of the residents of Bozeat are:

- The proposed route through the village for construction traffic
- The changes to the character of the landscape
- The impact users of PROWs and country lanes
- The risk of toxic fumes and/or rain resulting from a battery fire
- Impact on wildlife
- Highways damage
- Congestion and safety on the A509

## Construction Traffic

There is great concern, if not anger, that there is a plan to provide a route for construction traffic through the village (Link 81). We raised this issue in our response to the PEIR consultation to which the applicant responded: *"The access is required to ensure access to all sections of Green Hill F"*. However, at ISH1 the applicant conceded that there would be an on-site access track connecting Access F.2 with Access F.3 and that Link 81 is not necessary in order to construct the scheme, it is merely more convenient for traffic to do so.

The Parish Council strongly objects to this route and request that it is deleted from the scheme. We would also request that signage and ANPR monitoring should be required to prevent construction traffic accessing the scheme through Bozeat.

## Landscape change

Bozeat is a village of about 1,000 homes that sits in open countryside. It is a quiet village set to the east of the A509 and its rural nature is reinforced by the way that the countryside occasionally leaks into the village. Our residents highly value our rural setting and the PROWs and quiet country lanes on their doorstep which they use for walking, cycling and horse riding.

Although the A509 provides direct access to neighbouring villages and towns, residents often choose to use the country lanes that enter the village through Easton Maudit when travelling locally so that they can enjoy the countryside as they go about their daily lives.

The scheme would constitute a profound detrimental change to the countryside within which residents live, work and take our leisure. The village would no longer feel that it is a quiet rural village but one that it is surrounded by solar farms.

Whether they travel north, south or west out of the village they would have to pass through or by fields of industrial scale solar panels which would feel oppressive.

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We note that there is much focus in the DCO on how screening would mitigate the impacts of the scheme and it is suggested that it would be beneficial. While we acknowledge that screening would reduce the views of the industrial nature of the scheme when it eventually reaches maturity, we would view it as only trying to mask the adverse impact of the scheme and an unnatural feature in a largely open landscape that offers expansive views as illustrated in the photographs below.



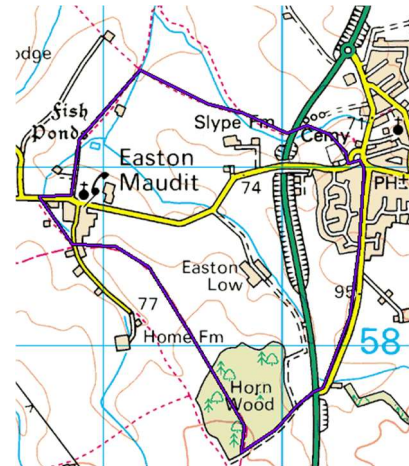
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We also wish to highlight that screening takes many years to mature and during that time the community would be expected to live in an industrial landscape for a significant portion of their lives.

## The Impact on PROWs and Country Lanes

Residents consider themselves lucky to have direct access to the countryside. They are able to walk or cycle from their homes to PROWs and quiet country lanes which makes them more likely to do so. Circular walks are particularly popular, one of which is the western circular walk shown on the map. This passes through Horn Wood and Easton Maudit and would pass through the scheme.

Cycling is popular along the network of country lanes with most routes leaving the village on Easton Lane to connect to other country lanes. Cyclists would not only encounter the scheme as they pass through the components of Site F, but would also encounter other sites on their wider route.



Walkers also use the country roads with the return trip to Easton Maudit being a common trip.

Although it is seldom mentioned, the tranquillity of the countryside is an important factor in the enjoyment of a walk or ride. Even if the panels could be visually screened, the noise created by the equipment on the site would constitute an unwelcome intrusion into the experience of those passing the scheme.

## Toxic Fumes or Rain

There are concerns about the potential for an accumulation of toxic fumes to reach the village in the event of a BESS fire. Because it takes days for a battery fire to burn out there should be an assessment of how the toxic fumes might accumulate in the atmosphere and how they may be brought to land by rainfall. The Air Quality assessment does not consider the impact of a typical battery fire which lasts for days not hours.

## Impact on Wildlife

One of the greatest pleasures while walking the PROWs is to see the wildlife and listen to the birdsong. During construction, repowering and decommissioning there would be substantial disturbance to the habitats of wildlife for a prolonged period. We are concerned that this would cause the loss of the habitat that the local wildlife depends upon. Even during the operational period, the change of use of the land would change the species that can be supported by it and the loss of species that rely on foraging on cultivated farmland.

A particular concern is that the movement of deer whose sighting is a highlight of a walk will be prevented by the deer fencing.

## Highways Damage

The scale of construction on both the main road network and the local country roads would inevitably result in wear and damage of the roads. We would wish to ensure that the cost of repairs does not fall on local residents, but should be covered by the applicant. We request that road condition surveys are carried out prior to any construction activity and then after construction is



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compete and the applicant is made responsible for the costs of returning the roads to the condition that they were in prior to construction.

## Congestion and Safety on the A509

The A509 is an undulating road that is busy during commuting times. Whenever there are roadworks that introduce single lane operation, they are usually accompanied by accidents and even fatalities. We note that the scheme proposes to use existing accesses but if works would be necessary to make them fit for use by the construction traffic any single lane operation should be required to avoid commuting hours unless it is not possible to do so.

## Consultation

Bozeat has used every opportunity to engage with the consultation offered prior to the DCO being submitted. We have sought to influence the design of the scheme and the evidence that is presented in the DCO. We do not feel that we have been able to influence the design or obtain additional information and were given a response to our request to remove Link 81 from the scheme that has proven to be incorrect.

## Conclusions

The Parish Council concludes that the scheme would have a significant detrimental impact upon Bozeat and its residents. It would cause a fundamental change to the landscape that is so important to residents and significantly harm the environment in which residents live, work and enjoy their leisure.

We strongly object to the proposal to route all forms of construction traffic through our village and because this has proved not to be necessary, we firmly request that Link 81 is deleted from the scheme and measures used to prevent construction traffic from passing through the village.

We are just one of many villages that would be badly impacted by the scheme and we would not be the worst affected. In combination we consider that the total harms to so many communities would be unacceptable and would be greater for other the NSIP schemes that have been approved. This scheme would set a new low for the consideration given to rural communities.

The planning data within the CPRE representation shows that we are fast approaching the targets for solar PV schemes and so we do not feel that even the pressure of targets can be deployed to excuse the harms of the scheme.

Although the Parish Council support action to address climate change, we consider that the level of harms that communities are being asked to accept to allow the scheme are not justified and the scheme should not be granted permission.