

BOZEAT PARISH COUNCIL

Clerk: [REDACTED] 65 Queen Street, Bozeat NN29 7LA Tel: [REDACTED]

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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

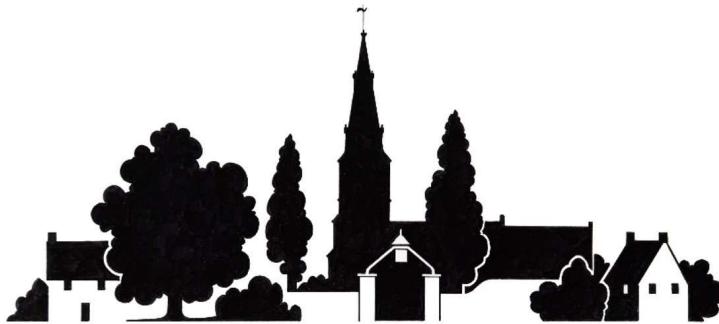
PINS ref: EN010170

Feedback on Applicant's responses
by Bozeat Parish Council (F7D1F5580)

Deadline 4 14th January 2026

Introduction

This document contains the Bozeat Parish Council reactions to the responses submitted by the Applicant in their document **REP3-073** to comments that we made in our documents **REP2-066** and **REP2-067**.



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Reference	BPC comment	Applicant response	Feedback
BPC-001	We feel that the proposal to allow out of hours noise of over 65db until 11:00 pm is unacceptably late.	The applicant's response does not directly respond to the comment although it implies that allowing noise until 11:00pm is to an industry standard	As usual the applicant seeks the maximum allowed rather than offering any concession to local communities.
BPC-002	Although not material, could my name please be corrected to Skittrall and not Skittral	The Applicant notes this comment and apologises for the misspelling. Whilst it is not possible to replace the document with a corrected version, the Applicant will ensure Mr Skittrall's name is correct if used in any future document.	We understand that historic mistakes cannot be rectified
BPC-003	We agree with both Local Impact Reports in that:	<ul style="list-style-type: none">there would be an adverse impact upon the landscapethere would be an adverse impact upon the landscape characterthe impacts would be greater than the applicant suggests	The Applicant notes this comment and refers to the Applicant's Responses to Local Impact Reports [REP2-049].

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	<ul style="list-style-type: none"> local roads need to be assessed for glint and glare not least because some are heavily used the community benefit scheme should form a part of the DCO funding for decommissioning must be secured 		
BPC-004	<p>In relation to Q.16.0.3 ExA First Questions.</p> <p>We feel that because of the chosen layout of the panels and in order to conform to the Rochdale Envelope it is necessary to relocate VP35 further along the footpath to where the footpath meets the access track between fields GF1 and GF4.</p>	<p>..... Email correspondence was sent to MKCC on the 25 th November 2025 confirming that in response to MKCC-012 within the Deadline 1 submissions, the Applicant will undertake the additional viewpoints and photomontages as requested.</p> <p>MKCC have confirmed locations of the 3 additional viewpoints with photography completed in December 2025. We aim to submit the updated photomontages by Deadline 4 or 5.</p>	<p>It is not clear that the agreed additional viewpoints include the one requested. We will await their production and hope that they are forthcoming in a timely manner.</p>
BPC-005	<p>In relation to Q.20.0.9 ExA First Questions.</p> <p>The applicant's response to this does not acknowledge that the cemetery, the parking spaces for several Easton Lane properties, the new-build Ahern Close and a number of individual properties are on the opposite side of Link 81 to the footpaths meaning that pedestrians always have to cross the road.</p> <p>Residents of the Ahern Close development and the individual properties would have to do so to reach all facilities within the village including the village shop, school, churches, community church hall and playing fields.</p>	<p>Table 13A1.1 of ES Appendix 13.1 Transport and Access Assessment Tables [APP-150] outlines the links and their associated sensitivity.</p> <p>Link 81 reflects the extent of Easton Lane and London Road through Bozeat and is considered to be of High sensitivity.</p> <p>Therefore, the matters highlighted such as access points and the need for people to cross roads has been fully considered and accounted for.</p> <p>The route towards East Maudit (Link 80) has similarly been assessed. Existing levels of traffic are presented in Table 13A1.3 of ES Appendix 13.1 Transport and Access Assessment Tables [APP-150] and this shows the route currently</p>	<p>We acknowledge that the applicant has now recognised that this route is highly sensitive. This questions why they are so determined to try to retain this route in their scheme given that, as was acknowledged at ISH1 it is not necessary because Access F.2 can be reached from the internal track from access F.3.</p> <p>We strongly contest that route 80 has been fully assessed as is suggested by the applicant. Table 13A1.5 [APP-150] classifies the</p>

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	<p>The applicant's response also does not address the safety of non-motorised users of the road to Easton Maudit.</p> <p>accommodates 136 two-way HGV movements per day. To the Green Hill F access, 7 two-way HGV movements per day are forecast, representing a negligible change in the volume of HGV traffic.</p> <p>Subject to the implementation of mitigation measures set out in the OCTMP Revision A [REP1-145] and OOTMP Revision A [REP1-157], the Applicant is confident that no significant adverse effects to users are anticipated during the construction or operational phases of the Scheme.</p> <p>The Applicant also refers to 8.2.5 Transport and Access Technical Note [REP2-055], which includes sensitivity testing of the worst-case scenario for HGV movements. The report provides a detailed explanation of how the potential for traffic and transport effects on highways, including Link 81 through Bozeat, have been assessed in relation to severance, non-motorised user delay and amenity, fear and intimidation, driver delay and road user and pedestrian safety, confirming a negligible effect in relation to all potential impacts to Link 81.</p>	<p>assessment as Negligible throughout the board which clearly does not reflect the uses that we have previously highlighted by non-motorised users: horse riders, pedestrians and cyclists.</p> <p>The applicant again appears to prioritise their convenience over the residents of a local community.</p> <p>We maintain that this route should be removed.</p>
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