

Green Hill Solar Farm

EN010170

Applicant's Response to Relevant Representations to Change Request 1

Prepared by: Lanpro Services

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The Infrastructure Planning (Examination Procedure) Rules 2010

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Issue Sheet

Report Prepared for: Green Hill Solar Farm

Examination Deadline 5

The Applicant's Response to Relevant Representations to Change Request 1

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1 Introduction

1.1 Purpose of the Document

- 1.1.1 This document provides Green Hill Solar Farm Limited (the 'Applicant's') response to the Relevant Representations (RRs) which were published by the Planning Inspectorate (PINS) on 16 January 2026, relating to Change Request 1 to the Development Consent Order Application (the 'Application') for Green Hill Solar Farm (the 'Scheme').
- 1.1.2 The period for registering as an Interested Party through the submission of a relevant representation for Change Request 1 ran from 4 December 2025 to 14 January 2026. The Applicant confirmed that it has complied with Regulation 7 of the Infrastructure Planning (Compulsory Acquisition) Regulations 2010. The Application and accompanying documents and information and publishing it in the required manner.
- 1.1.3 A total of seven RRs were submitted to the Examining Authority by Interested Parties in response to Change Request 1 and were published on 16 January 2026 to the Planning Inspectorate's website (PINS reference: EN010170).

1.2 Structure of the Report

- 1.2.1 This document provides a response from the Applicant to the matters raised in those WRs and other documents received.
- 1.2.2 References to the Application documentation are provided in accordance with the referencing system set out in the Planning Inspectorate's Green Hill Solar Farm [Examination Library](#).
- 1.2.3 Revision suffixes have also been attached to documents which, since submission, have been revised for and resubmitted by Deadline 5 to the Planning Inspectorate.

Table 1.1: List of Acronyms for Submission Documents

Acronym	Document Name
DCO	Development Consent Order
CR	Consultation Report (shorthand for appendices)
EIA	Environmental Impact Assessment
ES	Environmental Statement
BNG	Biodiversity Net Gain
FRADS	Flood Risk Assessment and Drainage Strategy
PRA	Preliminary (Geo-Environmental) Risk Assessment
OCEMP	Outline Construction Environmental Management Plan
OOEMP	Outline Operational Environmental Management Plan
ODS	Outline Decommissioning Statement
OLEMP	Outline Landscape and Ecological Management Plan



Acronym	Document Name
OEPMS	Outline Ecological Protection and Mitigation Strategy
OSMP	Outline Soil Management Plan
OBSSMP	Outline Battery Storage Safety Management Plan
OSSCEP	Outline Skills Supply Chain and Employment Plan
OCTMP	Outline Construction Traffic Management Plan
OPROWPPMP	Outline Public Rights of Way and Permissive Paths Management Plan
CDPP	Concept Design Parameters and Principles
EqIA	Equality Impact Assessment
HRA	Habitat Regulations Assessment
OOTMP	Outline Operational Traffic Management Plan



2 Applicant's Response to Relevant Representations to Change Request 1

2.1 Anglian Water

Table 2.1: [\[CR-005\]](#)

Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
AW-01	Draft DCO Utilities	Identification of assets and easements	Anglian Water Services (AWS) has not identified any new formal easements or freehold/ leasehold assets that would be affected by the proposed 9 changes. However, as previously raised in our Relevant Representations, not all AWS easements and freehold assets which are affected by the scheme in full have been identified and there are several of these. We had requested that this matter be dealt with by the applicant but it appears to be still outstanding. This will affect the amended boundaries too, for example on Sheet 3	The Applicant held a meeting with AWS on the 22 January 2026 and were provided with the contact to obtain the data sets of AWS assets which are not publicly available to the Applicant. The Book of Reference Revision E [EX5/GH4.1_E] has been updated for Deadline 5 to reflect the asset data provided by AWS.



2.2 Central Bedfordshire Council

Table 2.2: [\[CR-001\]](#)

Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
CBC-01	General Matters	Neighbouring LPA acknowledgement	I refer to the Notice in subject issued by Green Hill Solar Farm on 4 December 2025 regarding the proposal and can confirm that Central Bedfordshire Council as a neighbouring Local Planning Authority has no comment and will not be participating in the examination.	The Applicant notes this comment.



2.3 Grendon Parish Council

Table 2.3: [\[CR-003\]](#)

Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
GPC-01	Compulsory Acquisition	Objection to use of CA Powers	Grendon Parish Council formally object to the proposed compulsory purchase amendments contained within the Change Application and Consultation Report (CR1-039) for the Greenhill Solar NSIP, as examined under Change Request 1 (EN010170). Our objections relate to the acquisition of parcels of land, highways, verges, hedgerows, and associated rights in Northamptonshire. As a general principle, we strongly maintain that land sale and the granting of rights should remain voluntary. The use of compulsory acquisition powers in this context is disproportionate and undermines long-established property rights, particularly where reasonable alternatives have not been exhausted.	<p>The Applicant notes this comment. As set out in the Statement of Reasons (Revision B) [REP3-028], under section 122 of the Planning Act 2008, compulsory acquisition powers may only be granted if the Secretary of State is satisfied that the land is required for the Scheme (or is required to facilitate it or is incidental to it), and if there is a compelling case in the public interest for inclusion of the powers. The Statement of Reasons sets out the factors that the Applicant considers demonstrate that the conditions in section 122, as well as the considerations in the 'Guidance related to procedures for compulsory acquisition of land', are satisfied.</p> <p>The Applicant is committed to entering into voluntary agreements where possible. However, compulsory acquisition powers are required to ensure there is no impediment to the delivery of the Scheme if the land and rights required for the Scheme cannot be agreed.</p> <p>The Land and Rights Negotiations Tracker (Revisions D)</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
				<p>[EX5/GH4.4_D] provides the latest update on the status of voluntary agreements.</p> <p>The Statement of Reasons (Revision B) [REP3-028], addresses the Applicant's consideration of the alternatives to compulsory acquisition.</p>
GPC-02	General Matters	Acknowledgement of changes	<p>We note that the two changes closest to Grendon within the Change Request documentation relate to Site F. In this regard, we support Change 8, which removes the small parcel of land adjacent to the Brook, and Change 9, specifically the removal of the track to the south-east of Horn Wood from the Order limits in order to provide a buffer. These amendments are welcome and demonstrate that harm can be reduced where there is willingness to do so.</p>	<p>The Applicant notes this comment.</p>
GPC-03	General Matters	Objection to use of CA Powers	<p>However, this is undermined by the fact that land on the opposite side has been upgraded from temporary to permanent compulsory acquisition. While the overall scale of changes in our immediate locality may not appear extensive, the permanence of these acquisitions is of significant concern. In particular, it remains the case that the farmer's (Mr John Hope) fields opposite the turning to Castle Ashby Lakes are proposed as the route for the cable</p>	<p>Please refer to the response to GPC-07 in relation to the change to seeking permanent rights over land in Change 9.</p> <p>Please refer to the Applicant's response in Written summary of the Applicant's Oral Submission and Responses at Compulsory Acquisition Hearing 1 [REP3-077] in regard to John Hopes fields. The Applicant has considered the concern</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			<p>corridor, with IGP seeking compulsory rights over this land. This represents a serious and unjustified intrusion, removing the landowner's ability to refuse or negotiate and permanently altering the use and character of productive agricultural land.</p>	<p>regarding access to the fields being interrupted by cabling works. The trenching work affecting the field access from the road would take approximately 1-2 weeks to complete and during this time arrangements would be made to allow access by placing steel plates, that can accommodate agricultural vehicles, over the open trench. This is common practice where trenches cross single lane accesses to ensure access remains available to emergency vehicles.</p> <p>The Applicant will continue attempts to agree a voluntary agreement with the Landowner.</p>
GPC-04	<p>Cultural Heritage</p> <p>Ecology and Biodiversity</p>	Environmental Impacts	<p>This land also lies within our parish boundary and is historically significant ridge and furrow. Compulsory purchase also has far-reaching consequences for heritage and ecological assets, including ancient woodland, hedgerows, and established biodiversity networks. Once land is compulsorily acquired and its use changed, the practical effect is the loss of longstanding protections for these features, resulting in irreversible ecological harm and fragmentation of wildlife corridors.</p>	<p>The Environmental Impact Assessment has been undertaken to identify and evaluate the likely significant effects of the Scheme on the environment, to identify measures to mitigate or manage any significant adverse effects. Topic assessments identify study areas for their assessments which will include the Order Limits for the Scheme.</p> <p>The Supporting Environmental Information Report [CR1-040] provides an assessment of the proposed Order Limit changes for all</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
				environmental topics scoped into the Environmental Statement. The Supporting Environmental Information Report [CR1-040] concludes that the assessments do not change, and no new or different residual likely significant effects have been identified for all topics.
GPC-05	Transport and Access	Impact on local highways	Furthermore, the amendments will have a severe cumulative impact on local transport infrastructure. Rurally isolated villages such as Grendon already face chronic underfunding for highways maintenance and safety. Increased construction traffic and ongoing operational use will place unsustainable pressure on minor roads, increase their use as rat runs, and significantly compromise road safety. This will directly affect residents' ability to travel safely and reliably, including children accessing education and schooling. Following photograph shows Main Road, Grendon - a 1.5 track highway, adjacent to the primary school and village playing field. Congestion during school opening caused by a single HGV along Main Road. Vehicles to the left have mounted the footpath.	The Scheme is not proposing any HGV or AIL routes through the village of Grendon as set out in Figure 13.5 in the Transport and Access Routes Supporting Document [REP1-167] . The routing of vehicles is secured through the Outline Construction Traffic Management Plan [REP3-064] , with the detailed design being secured through Requirement 15 of Schedule 2 in the draft Development Consent Order [EX5/GH7.3_D] . A key measure of the Outline Construction Traffic Management Plan [REP3-064] is the commitment to undertaken Road Condition Surveys, identified in section 5.3 which sets out the need to identify and make good defects that can reasonably be attributable to construction activities associated with the Scheme.
GPC-06	Compulsory Acquisition	Compelling Case in the Public Interest	In addition to the above, we object to the compulsory acquisition	The Statement of Reasons (Revision B) [REP3-028] sets out the compelling



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			<p>amendments on the basis that they fail to meet the statutory and policy tests required for inclusion within a Development Consent Order, as set out in the Planning Act 2008, associated DCO Guidance, and the examination material published for the Change Requests (EN010170).</p> <p>Under section 122 of the Planning Act 2008 and established DCO guidance, compulsory acquisition must be justified by a clear and compelling case in the public interest.</p>	<p>case in the public interest for inclusion of powers to compulsorily acquire land or rights over the land, given the meaningful and timely contributions offered by the Scheme to UK decarbonisation and security supply, while helping lower bills for consumers throughout its operational life.</p> <p>The need for new renewable energy generation, such as the Scheme, is clearly set out in NPS EN-1, NPS EN-3 and NPS EN-5, and is considered by the government to be of critical national priority. Including compulsory acquisition powers within the DCO ensures that there is no impediment to the Scheme being delivered and helping to meet this urgent and critical need. The Applicant remains committed to seeking to acquire the land and rights required for the Scheme by agreement wherever possible. It considers that, for the reasons set out in detail in the Statement of Reasons, a clear and compelling case in the public interest has been made out.</p>
GPC-07	Compulsory Acquisition	Objection to use of CA Powers	The Change Request documentation does not demonstrate why permanent compulsory acquisition is necessary in these locations, particularly where: the	The Change Application and Consultation Report [CR1-039] sets out the rationale for changes comprising the Change Application.



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			<p>scale of change is limited, alternatives such as voluntary agreements or temporary rights remain feasible, and certain parcels have already been removed or reduced through Change 8 and Change 9. The selective upgrading of land from temporary to permanent acquisition directly undermines the proportionality of the request.</p>	<p>The Applicant has only included powers to compulsorily acquire the freehold interest in land where other options, including taking temporary possession, would not be sufficient or appropriate to enable the construction, operation or maintenance of the Scheme.</p> <p>Change 9 allows for the creation of an access outside of the ancient woodland buffer area for use during construction, scheduled replacement activities and for decommissioning. The requirement that this access is available throughout the operational phase and for decommissioning means that it is necessary to include the power to acquire a permanent access right; temporary possession would not be sufficient.</p> <p>However, compulsory acquisition of the required access right in this land will only be used in the event it is not possible to acquire the rights by agreement, or an agreement falls away, for example following the death or insolvency of the landowner.</p> <p>The changes are considered in the Statement of Reasons (Revision B) [REP3-028], which sets out the factors the Applicant considers</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
				<p>demonstrate that the conditions in section 122 of the Planning Act 2008 are satisfied.</p>
GPC-08	Compulsory Acquisition	Necessity and Proportionality of Rights Sought	<p>The examination documents for Change Requests do not sufficiently justify why permanent rights are required for cable routing and associated works, including across John Hope's land, rather than time-limited or negotiated easements. This fails the established DCO test that only the minimum land and rights necessary to deliver the scheme should be sought.</p>	<p>The Statement of Reasons (Revision B) [REP3-028], explains that it cannot yet be confirmed exactly where within the Cable Route Corridor the cable circuits will be laid, or where only temporary possession would be sufficient. The exact alignment of the cable will be determined following the detailed design of the Scheme and ground investigations and other surveys along the route prior to the commencement of the laying of the cables. Compulsory acquisition powers are therefore being sought over the entire Cable Route Corridor to enable the Applicant to carry out the cable installation works with the minimum of inconvenience to affected landowners, and to allow for minor variances to the cable route to avoid potential engineering difficulties, or otherwise, to enable the construction of the Scheme within programme and with the minimum of disruption to landowners and the wider community.</p> <p>As noted above at references GPC-01, GPC-06 and GPC-07, the Applicant is seeking to acquire the land and rights</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
				required for the Scheme by agreement. The Land and Rights Negotiations Tracker (Revisions D) [EX5/GH4.4_D] provides the latest update on the status of voluntary agreements.
GPC-09	Ecology and Biodiversity	Failure to Adequately Address Environmental and Biodiversity Harm	The Change Request material does not demonstrate that the amended Order limits adequately avoid or minimise harm to (ancient and significant) hedgerows, woodland buffers and biodiversity features. This conflicts with: the mitigation hierarchy expected in NSIP examinations, and national policy protection afforded to ancient woodland and hedgerows. The conversion of land to permanent compulsory acquisition increases the risk of long-term ecological degradation that has not been properly assessed or justified within the Change Requests.	Please refer to the Supporting Environmental Information Report [CR1-040] where the proposed changes have been assessed by each environmental topic and document any alterations to the content of the ES following this change. Please refer to Section 3.5 for impacts relating to Ecology and Biodiversity and Section 3.15 for impacts relating to Arboriculture.
GPC-10	Transport and Access	Transport and Highway Impacts Not Adequately Assessed	The Change Request documentation does not sufficiently address the cumulative transport impacts arising from amended land acquisition affecting access routes, verges, and minor highways. This is inconsistent with DCO requirements to ensure that highway safety, network resilience, and accessibility—particularly for rural	Please refer to Supporting Environmental Information Report [CR1-040] where the proposed changes have been assessed by each environmental topic and document any alterations to the content of the ES following this change. Please refer to Section 3.9 for impacts relating to Transport and Access where there



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			communities—are not materially compromised.	were no changes to the baseline and the assessment remains unchanged. The changes have been reviewed in terms of the potential for in-combination effects due to the interaction of two or more predicted environmental effects. The changes are not considered to give rise to any new or materially different significant in-combination effects for the construction, operation and decommissioning phases. The assessment results remain as outlined in ES Chapter 25: Cumulative Effects and Effect Interactions [APP-062] and in each topic chapter.
GPC-11	Compulsory Acquisition	Failure to Demonstrate Fair Balance Between Public Benefit and Private Harm	DCO decision-making requires a fair balance between the public benefits of the scheme and the private loss suffered by landowners and communities. The permanent compulsory acquisition of agricultural land, ecological features, and access routes—particularly where impacts fall disproportionately on small rural communities—fails to strike that balance.	The Statement of Reasons [REP3-028] sets out the reasons why compulsory acquisition powers are required and why they are justified to ensure this critical national priority infrastructure can be implemented. The Statement of Reasons specifically considers the impact of compulsory acquisition powers on private individuals and balances this against the public benefits of the Scheme.
GPC-12	Compulsory Acquisition	Objection to use of CA Powers	For these reasons, whilst we acknowledge limited positive amendments within Change Requests 8 and 9, we object to the compulsory	Please refer to the Applicant's response in GPC-01, GPC-06 and GPC-07.



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			<p>purchase provisions as amended across all change requests. The applicant has not demonstrated a compelling, proportionate, or necessary case for permanent compulsory acquisition in these locations. We therefore urge the Examining Authority to reject the compulsory purchase amendments and require that any land acquisition or rights be strictly voluntary, fully justified, and demonstrably compliant with DCO statutory tests and guidance.</p>	
GPC-13	General Matters	Land Acquisition	<p>This addendum should be read alongside our primary objection to the compulsory purchase amendments submitted in respect of Change Request 1 (EN010170). It addresses a key planning-law concern: the upgrading of land from temporary to permanent compulsory acquisition undermines the applicant's reliance on the scheme being temporary with a 60-year operational life, with particular focus on the application changes re: land acquisition, ecological harm, transport impacts, and proportionality.</p>	The Applicant notes this comment.
GPC-14	General Matters	Land Acquisition	<p>1. Contradiction with Temporary Development (Cross-reference: Main Objection – Voluntary Land Sale & Permanent Acquisition) Permanent</p>	The Applicant has been seeking to acquire the relevant land interests and other rights required for the Scheme by agreement, in order to allow for the



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			<p>acquisition removes land from original ownership indefinitely, eliminating reversionary rights and converting what is presented as temporary harm into permanent change. This is inconsistent with the applicant's justification of the scheme as time-limited.</p>	<p>construction, operation and decommissioning of the Scheme. The Applicant is committed to acquiring these interests by agreement wherever possible.</p> <p>However, it is necessary for the Applicant to be granted the compulsory acquisition powers included in the DCO even where an agreement has been reached, so as to protect against a scenario whereby contracts are not adhered to or otherwise is set aside, for example: (i) freeholder owners of the land within the Order land (where agreement has been reached) do not grant a lease of the land in accordance with the terms of the completed option agreements; or (ii) the contracting party dies, is subject to divorce proceedings, or is declared insolvent. In those circumstances, it would be in the public interest for the Scheme to proceed and the interests in question effectively converted into a claim for compensation.</p> <p>The Statement of Reasons [REP3-028] sets out the reasons why compulsory acquisition powers are required and why they are justified to ensure this critical national priority infrastructure can be implemented.</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
				<p>Requirement 21 of the Draft DCO Revision D [EX5/GH3.1_D] provides that the Scheme must be decommissioned no later than 60 years following the date of final commissioning. The requirement to decommission the Scheme applies whether or not compulsory acquisition powers were used to acquire the land and rights for the Scheme.</p> <p>The Outline Decommissioning Statement (Revision B) [EX5/GH7.3_B] sets out the principles of decommissioning and environmental considerations. These ensure that the land is reinstated and able to be returned into agricultural use following decommissioning of the Scheme.</p>
GPC-15	Compulsory Acquisition	Section 122 Planning Act 2008 Tests	<p>2. Section 122 Planning Act 2008 Tests – Necessity and Proportionality (Cross-reference: Main Objection – Disproportionate Use of Compulsory Powers) The DCO statutory test requires that compulsory acquisition be necessary and proportionate. For a temporary scheme, time-limited rights or easements would normally suffice. The upgrade to permanent acquisition, particularly where some land has already been removed or reduced (Changes 8 and 9, Site F), fails this test.</p>	<p>The Statement of Reasons (Revision B) [REP3-028], explains that there is a compelling case in the public interest for the land or rights over the land to be compulsorily acquired given the meaningful and timely contributions offered by the Scheme to UK decarbonisation and security supply, while helping lower bills for consumers throughout its operational life.</p> <p>The need for the Scheme is clearly set out in NPS EN-1, NPS EN-3 and NPS EN-5. These demonstrate that there is</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			<p>This weakens the compelling case in the public interest relied upon by the applicant.</p>	<p>a compelling case in the public interest for the land, and rights over land and imposition of restrictions, to be acquired compulsorily.</p> <p>The extent of the Order land is no more than is reasonably necessary for the construction, operation and maintenance of the Scheme. This remains the case once the additional land included in the Change Application is considered, with the reason why each area of additional land or compulsory acquisition powers are required for the Scheme being explained in the Change Application and Consultation Report [CR1-039]. Any interference with private rights is considered proportionate and necessary. Compensation is payable to anyone whose rights are extinguished, suspended or interfered with.</p>
GPC-16	General Matters	Land Acquisition	<p>3. Loss of Reversionary ("Grandfather") Protections (Cross-reference: Main Objection – Impact on Landowners, John Hope's Fields) Permanent acquisition eliminates any practical or legal guarantee that land will return to the owner after decommissioning, exposing landowners and communities to permanent loss, in direct contrast</p>	<p>The Applicant recognises that the draft DCO has the potential to infringe the human rights of Mr Hope and of others who own property or have rights in the land proposed to be acquired pursuant to the draft DCO [EX5/GH3.1_D].</p> <p>The Applicant sets out in the Statement of Reasons (Revision B) [REP3-028] that there would be a very</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			<p>with the reversible nature of a temporary scheme. Specific reference to the compulsory rights sought over Mr Hope's fields opposite the Castle Ashby Lakes turning. By converting temporary rights into permanent acquisition, the amendments remove any practical or legal mechanism to ensure the land returns to its original owner once the scheme is decommissioned.</p>	<p>significant public benefit arising from the making of the draft DCO, a benefit that might not be realised if compulsory acquisition powers are not granted. Including compulsory acquisition powers in the DCO ensure that there is no impediment to realising the public benefits of the Scheme. The purpose for which the land and rights are sought (to build and operate the Scheme) is legitimate, necessary and proportionate.</p> <p>Compensation is payable to anyone whose rights are extinguished, suspended or interfered with.</p>
GPC-17	General Matters	Decommissioning and Restoration	<p>4. Decommissioning and Restoration Concerns (Cross-reference: Main Objection – Ecological and Heritage Impacts) Permanent acquisition weakens enforceability of restoration commitments and reduces the weight that can be given to decommissioning plans, particularly where ownership/corporate structure may change over time.</p>	<p>Requirement 21 of the Draft DCO Revision D [EX3/GH3.1_D] requires the relevant local planning authority to approve the decommissioning plan, in consultation with the Environment Agency. It further provides that the decommissioning plan must be implemented as approved. This Requirement applies irrespective of changes in ownership or corporate structure. The outline Decommissioning Statement [EX5/GH7.3_B] confirms that the land will be returned to its original use after decommissioning, including the areas of agricultural land.</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
				It is a criminal offence to fail to comply with the terms of an order granting development consent, including its Requirements (section 161 of the Planning Act 2008).
GPC-18	Ecology and Biodiversity	Environmental Impacts	5. Long-Term Environmental and Landscape Harm (Cross-reference: Main Objection – Biodiversity and Hedgerow Loss) Acquisition of hedgerows, woodland buffers, and ecological corridors permanently alters the landscape and biodiversity, conflicting with reliance on the temporary status to mitigate environmental impacts.	Please refer to the Applicants response in 'GPC-09'.
GPC-19	Transport and Access	Impact on local highways	6. Planning Balance and Examination Risk (Cross-reference: Main Objection – Transport and Rural Infrastructure) Combined with permanent land acquisition, cumulative impacts on rural roads and infrastructure become long-term rather than temporary, creating a material inconsistency that affects the planning balance.	Please refer to the Applicants response in 'GPC-10'.
GPC-20	General Matters	Conclusion	The permanent compulsory acquisition amendments fundamentally undermine the temporary character of the Greenhill Solar scheme, negating reversionary protections, failing section 122 tests, weakening decommissioning assurances, and converting temporary	Please refer to the Applicant's responses in GPC-14, GPC-15, GPC-16 and GPC-17.



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			impacts into permanent harm. When read alongside our primary objection, this demonstrates that the compulsory acquisition amendments are not a mere technical adjustment but a material alteration requiring refusal or revision to ensure land powers are genuinely time-limited and aligned with a temporary development.	



2.4 Kay Leese

Table 2.4: [\[CR-008\]](#)

Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
KLe-01	Socio-economics, Tourism and Recreation	Bridleway access	<p>After receiving the email with attached maps and proposed stopping up of bridleway rear of Easton Lodge Farm, off the A509 Bozeat. 17e/ii We strongly object to this as its our only off road bridleway from our farm which is adjacent to the Old Pastures woods off the A428. We as a family use this bridleway regularly to ride our horses across and further onto Horn Wood, and towards Easton Maudit</p> <p>The stopping up of the section will stop us being able to ride this route safely without having to ride on the main roads Also further along near Easton Maudit, stopping up TD/609. Our farm is [REDACTED] which is on the A428 and sides onto the beginning of the bridleway known as Spotley where the A428 crosses the boarder of Milton Keynes and Northampton. We have been using this bridleway for over twenty three years without anything/anyone stopping our rights of way. We now learn that the Greenhill Solar company is going to stop our access to carry on towards Easton Maudit in the two locations marked up on plan. With ever increasing traffic which if this Sola Farm is passed will be very dangerous for us to ride on roads, with the amount of large lorries etc., we do not ride on the roads at this time. We consider the roads</p>	<p>During construction, the routes of PROWs within the Order Limits are to be protected and kept open wherever feasible and safe to do so. Any closures or diversions, such as for cable laying will be temporary in nature and kept as short as possible in duration, with sufficient prior notice given of closures, and diversion routes clearly signposted. These measures are set out in the OPROWPPMP Revision B [REP3-066], which is secured by Requirement 18 in Schedule 2 to the Draft DCO Revision D [EX5/GH3.1_D].</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			are to unsafe and will be made worse by the increased traffic. We therefore object to the stopping up of the bridleway.	



2.5 Little Harrowden Parish Council

Table 2.5: [\[CR-XXX\]](#)

Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
LHPC-01	General Matters	Objection	We formally object to the proposed amendments to the Development Consent Order, in particular the extension of the Order Limits and the associated compulsory acquisition powers, on the grounds set out below.	The Applicant notes has addressed each of Little Harrowden Parish Council's comments in turn below.
LHPC-02	Ecology and Biodiversity Arboriculture	Environmental Impacts	<p>1. Devastating Impact on Biodiversity and the Natural Environment</p> <p>The proposed amendments materially worsen the already significant environmental harm arising from the scheme. The extension of compulsory acquisition powers to include additional land containing ancient and species-rich hedgerows, woodland, mature trees, verges, and agricultural land represents a further and unacceptable loss of irreplaceable habitats. Ancient hedgerows are a priority habitat and form an integral part of the local ecological network. Their compulsory acquisition and removal would result in permanent and irreversible biodiversity loss, contrary to the principles of the National Policy Statements, the Environmental Principles Policy Statement, and the statutory objective to conserve and enhance biodiversity. This additional loss is particularly objectionable given the already</p>	<p>The amendments under the Change Application have all been assessed with regard to their potential to result in impacts on ecology and biodiversity. As outlined in Section 3.5 of the Supporting Environmental Information Report (Change Application) [CR1-040], the changes do not have any significant bearing on the baseline assessments of important ecological features, and therefore the assessments remain as outlined in the Environmental Statement Chapter 9 Ecology and Biodiversity (Revision A) [REP1-033].</p> <p>All irreplaceable habitats will be retained by the Scheme, including ancient woodland and ancient/ veteran trees. Such habitats will be protected during construction and operation with undeveloped buffer zones, as per Section 9.8.4 of Environmental</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			<p>extensive removal and severance of hedgerows proposed under the original scheme. The extension of the scheme to include these areas risks further long-term damage to the character of the countryside, beyond that caused by the original application, and undermines any claimed biodiversity net gain, which cannot realistically compensate for the destruction of ancient landscape features.</p>	<p>Statement Chapter 9 Ecology and Biodiversity (Revision A) [REP1-033]. As a point of clarification, ancient hedgerows are not a habitat category in their own right, but all hedgerows are priority habitats.</p> <p>Biodiversity Net Gain has been calculated using the Statutory Metric, which assigns habitats values based on their type and condition, and factors in habitat loss, creation and enhancement. As previously stated, no irreplaceable habitats will be lost under the proposals. The level of Biodiversity Net Gain is substantial for the Scheme, exceeding 10% gain in habitat units. This is set out within Environmental Statement Appendix 9.13 Biodiversity Net Gain Assessment (Revision A) (Clean) [REP1-043].</p> <p>Requirement 9 of the draft DCO Revision D [EX5/GH3.1_D] commits the Scheme to delivering a minimum of a +47% net gain in Habitat Units, and minimum +10% net gains in both Hedgerow and Watercourse Units.</p>
LHPC-03	Transport and Access	Impact on local highways	<p>2. Severe and Untenable Impacts on Rural Roads and Highway Safety</p> <p>The proposed additional land includes parcels of highway land and verges. Any</p>	<p>The effects of construction traffic have been assessed as part of the Environmental Statement Chapter 13 - Transport and Access (Revision A)</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			<p>construction activity, or the creation of temporary or permanent access arrangements on or adjacent to the highway network, will inevitably increase construction traffic movements and associated disturbance. The rural road network in this area is already under significant pressure and is routinely used as a rat-run, with limited capacity, sub-standard geometry, and constrained visibility. The prolonged construction programme, combined with cabling works and repeated site access over many years, will exacerbate these existing problems. Since the Parish of Little Harrowden is adjacent to sections of highway and verge which the developers now propose to acquire compulsorily, the additional traffic generated by these amendments will significantly and disproportionately impact Little Harrowden, worsening congestion, vehicle speeding, noise, safety risks, and environmental harm.</p>	<p>[REP2-003] and no significant effects were identified.</p> <p>The Outline Construction Traffic Management Plan (Revision B) [REP3-064] sets out how construction traffic will be managed with clear commitments toward rectifying any damage to the highway caused by traffic associated with the Scheme.</p> <p>The Transport and Access Routes Supporting Document [REP1-167] identifies the routes that construction traffic will take. Some routes utilise roads that lead to Little Harrowden but non pass through the village.</p>
LHPC-04	<p>Socio-economics, Tourism and Recreation</p> <p>Transport and Access</p> <p>Human Health</p>	<p>Social and Community Impacts</p>	<p>3. Disproportionate Social Consequences and Community Severance</p> <p>The far-reaching extent of the proposed compulsory purchase powers, combined with long-term traffic management, road closures, and construction controls, will have serious social consequences well beyond the immediate land take. Over an</p>	<p>Impacts on transport and traffic are set out in ES Chapter 13: Transport and Access Revision A [REP2-003] wherein the assessment finds no significant adverse effects subject to implementation of mitigation set out in the OCEMP Revision B</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			<p>extended period of years, thousands of children, families, and adults will face increased difficulty accessing education, employment, healthcare, and essential services, as commuters divert away from controlled or closed main routes and onto unsuitable rural roads. Villages will experience increased traffic volumes, higher vehicle speeds, and a corresponding rise in danger for pedestrians, cyclists, and other vulnerable road users. These impacts amount to community severance and a material degradation of residential amenity, which has not been adequately justified or mitigated.</p>	<p>[EX5/GH7.1_B] and OCTMP Revision B [REP3-064].</p> <p>The Applicant wishes to highlight that road closures would be kept to a minimum, solely for cable crossing and only for the duration necessary.</p> <p>The Applicant has also considered the likely effects on connectivity and severance between communities, and access to services such as health services in ES Chapter 18: Human Health [APP-055], and finds no significant adverse effects, with all identified effects during construction being of a temporary nature.</p> <p>Consideration of impacts on non-vehicular road users using highways for access and recreation have been assessed in ES Chapter 17: Socio-Economics, Tourism and Recreation [APP-054], which finds no significant adverse effects to non-vehicular highway users during construction.</p>
LHPC-05	Compulsory Acquisition	Objection to use of CA Powers	<p>4. Objection in Principle to the Use of Compulsory Acquisition</p> <p>It is proposed that the additional land required for the amended scheme be acquired through compulsory purchase. We object in principle to this approach. Compulsory acquisition is a significant</p>	<p>Please refer to the Applicant's response in GPC-01.</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			interference with private rights and must be clearly justified, proportionate, and demonstrably necessary. In this case, the scale and breadth of the proposed compulsory purchase powers are excessive and unjustified, particularly where they extend into sensitive environmental assets and community infrastructure. We object on the principle that any such scheme should be limited to willing participants and landowners only, and that the developer has failed to demonstrate that the amended proposals cannot reasonably be delivered without resorting to further compulsory acquisition.	
LHPC-06	General Matters DCO	Conclusion	For the reasons set out above, the proposed amendments to the Development Consent Order would materially worsen the environmental, highways, and social impacts of the scheme. They introduce additional and irreversible biodiversity harm, exacerbate already untenable pressures on rural roads, and impose disproportionate burdens on local communities over an extended period. Accordingly, we object to the proposed amendments and urge the Examining Authority and Secretary of State to refuse the changes in their current form.	The Applicant notes this comment and refers to the responses to Little Harrowden Parish Council set out above.



2.6 Mears Ashby Parish Council

Table 2.6: [\[CR-004\]](#)

Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
MAPC-01	General Matters	Previous Representations	<p>I write on behalf of the parish council and in response to the above notice from Green Hill Solar Farm dated 4 December 2025 (attached).</p> <p>Please find attached the parish council previous response setting out its concerns and objections to the application, which needs to be taken into account when considering the above notice.</p>	The Applicant notes this comment.
MAPC-02	Community Benefits	Previous Representations	<p>The council would seek that when considering this notice of application for further land, that consideration is given to the following particular Community Benefits referred to in the councils attached response.</p> <p>In particular the council would seek that the appropriate piece of land for the development of a SANG would be that land already identified as being of significant and historic importance by way of the 'Mission 48' air crash sites. Fields identified as EF 10,11,13, 14, 21 & 22 on the attached map.</p>	<p>The Applicant has set out their position on the community benefit fund in response to 'NNC-085' in The Applicant's Response to the Relevant Representations [REP1 161] and response to 'NNC-002' in The Applicant's Comments on Responses to ExA Second Written Questions [REP4-019].</p> <p>Please see response to MAPC-020 of the Applicant's Responses to Relevant Representations [REP1-161] in regard to the request for a SANG.</p> <p>No development is proposed within Fields EF9 and EF26 where WW2 crash sites are recorded within Green Hill E. Where archaeological evaluation has</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
				<p>been undertaken in surrounding fields, no remains associated with the crash were encountered. The Applicant is confident that there is no potential for impacts to the military crash sites in Green Hill E.</p> <p>The Applicant has contacted the Joint Casualty and Compassionate Centre (JCCC), the body responsible for licencing under the Protection of Military Remains Act 1986, to confirm this position and clarify whether a licence would be required for the proposals. The JCCC have not requested a license for works proposed within Green Hill E. This is reflected in the Consent and Agreements Position Statement [EX5/GH7.11_C] and the draft DCO [EX5/GH3.1_D] submitted at Deadline 5.</p>
MAPC-03	Community Benefits	Introduction	The parish council is mindful of community benefits referred to in the consultation document. We believe the communities closest to the proposed development should benefit and are best placed to recommend what they believe a 'community benefit' should be.	Please refer to the Applicant's response to comment MAPC-02 above.
MAPC-04	Community Benefits	Financial contributions to	Should this development be granted consent:	Please refer to the Applicant's response to comment MAPC-02 above.



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
		community benefits	The parish council would be most concerned to ensure that the planning inspectorate, if granting approval of the proposed scheme, it would be strictly on the basis that finances and resources are a compulsory requirement to mitigate the loss of the countryside and to protect residents and road users from the adverse traffic impacts.	
MAPC-05	Socio-economics, Tourism and Recreation	Non-vehicular connectivity	The parish council would seek that connected, proper pavements, footpaths, and cycleways along the sites access roads, are installed and maintained with developed connections from the village of Mears Ashby to the North Northamptonshire Greenway, being a strategic rural network of safer, largely traffic-free routes suitable for walkers, wheelers, cyclists and equestrian users where appropriate, connecting settlements, employment, leisure and tourism destinations across North Northamptonshire and beyond.	The Applicant is not able to commit to roadside highways upgrades outside the Order Limits as they are beyond reasonable mitigation for effects resulting from the Scheme. That notwithstanding, upgrades to highway infrastructure or PROWs to improve connectivity to the North Northamptonshire Greenway can be explored through the Community Benefit Fund, albeit acknowledging that this is separate to the DCO process.
MAPC-06	Socio-economics, Tourism and Recreation	SANG	The parish council would seek that a piece of land from the development be set-aside as a Suitable Alternative Natural Green Space (SANG), close to the village with safe and easy walking distance for residents, that could be developed as an eco-friendly pocket park/play area.	The Applicant is not able to commit to a SANG as this is not something that can be included as part of the Scheme, nor as reasonable mitigation for effects resulting from the Scheme – as the Scheme is not increasing recreational pressure on a designated nature site.



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
				That notwithstanding, upgrades to green space or play provision, including helping to identify a location for a pocket park can be explored through the Community Benefit Fund, albeit acknowledging that this is separate to the DCO process.
MAPC-07	General Matters	Mitigation Measures	The parish council would further seek that measures to mitigate should include Noise Barriers and other forms of landscaping including bunding and planting of natural hedgerows and trees to negate the development impact on the views and vistas from both within the village and from surrounding roads.	<p>The Scheme comprises a series of independent Sites set across an extensive agricultural landscape, with large areas of land between each of the Sites helping assist with assimilation. Each Site is set apart by their associated features such as robust hedgerows, woodland and tree cover, intervening settlements and the road infrastructure and the changing topography. The discrete areas of land in the Scheme are placed so far apart that the Scheme would not be perceived in its entirety and the solar panels are distributed 'in and amongst' the landscape features to assimilate them into the landscape.</p> <p>Mitigation measures have been identified throughout the Environmental Impact Assessment and design evolution process and implemented as part of the Scheme. For example, new planting are illustrated within the Landscape and Ecology Mitigation</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
				<p>Plans Figures 4.10 to 4.20 [APP-207 to APP-219] and within the Outline Landscape and Ecological Management Plan (OLEMP) [EX5/GH7.4_D].</p> <p>Green Hill BESS site layout includes a 1.5m high bund with a 2.4m high acoustic barrier on top. The location of these is to the north of the site as shown in more detail on the layouts presented in Volume 2, ES Figures 4.16.1 and 4.16.2 Landscape and Ecology Mitigation Plan BESS Option A and Option B [APP-214 and APP-215]. The robust hedgerow also acts as a natural noise barrier.</p> <p>Table 27.1 of Chapter 27: Commitments Register [APP-064] lists the environmental mitigation measures to be adopted during the construction, operation and maintenance, and decommissioning phases of the Proposed Scheme, and identifies where that mitigation is secured in Schedule 2 Requirements of the Draft DCO [EX5/GH3.1_D].</p>



2.7 National Highways (via Gowling WLG)

Table 2.7: [CR-006]

Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
NH-01	General Matters	Introduction	This written representation is made on behalf of National Highways ("NH") in respect of the applicant's proposed provision for the compulsory acquisition of additional land as set out in 9.2 Change Application and Consultation Report [CR1-039].	The Applicant notes this comment.
NH-02	Compulsory Acquisition	Compulsory Acquisition rights	<p>NH's representation specifically relates to Proposed Change 7 summarised as:</p> <p>"Extension to the Order Limits of the cable route between Green Hill E and Green Hill BESS of approximately 0.12ha at the crossing of the A45 to avoid limiting the future development potential of the land between Grendon Road, immediately to the south of the A45, and the River Nene. Plots 12-126-b, 12-128-b, 12-129-b, 12-130-b and 12-131-d have been added to the Order Limits and would be subject to compulsory acquisition of rights only".</p> <p>NH has an interest in plots 12-128b, which comprises a further 667.54 sqm of the A45, highway verge and central reservation lying to the north of Appleton's Place and west of Recycling Site in the Parish of Earls Barton.</p>	The Applicant notes this comment and is engaging with NH to agree the form of protective provisions.



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
NH-03	Compulsory Acquisition	Compulsory Acquisition rights	<p>The Applicant is seeking to compulsory acquire rights over this plot as summarised below:</p> <p>Plot 12-128-b</p> <p>Owner: National highways verge and central reservation</p> <p>Category: Acquisition of Rights and Imposition of Restrictive Covenants</p> <p>Works Proposed:</p> <p>install, use, support, protect, inspect, alter, remove, replace, refurbish, reconstruct, retain, renew, improve and maintain electrical underground cables, earthing cables, optical fibre cables, data cables, telecommunications cables and other services, works associated with such cables including bays, ducts, protection and safety measures and equipment, and other ancillary apparatus and structures (including but not limited to access chambers, manholes and marker posts) and any other works necessary;</p> <p>continuous vertical and lateral support for the authorised development;</p> <p>restrict the altering of ground levels, restrict and remove vegetation and restrict the planting of trees or carrying out operations or actions (including but not limited to blasting and piling) which may obstruct, interrupt or</p>	



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			interfere with the exercise of the rights or damage the authorised development.	
NH-04	Compulsory Acquisition	Public Interest	This additional plot constitutes land acquired by National Highways for the purpose of maintaining its statutory undertaking and, accordingly, this representation is made under section 56 and sections 127 and 138 of the Planning Act 2008. NH considers that there is no compelling case in the public interest for the compulsory purchase powers over this Plot.	<p>The Cable Route Corridor is required to cross the A45. As set out in the Change Application and Consultation Report [CR1-039], flexibility to move the A45 cable crossing to the east is included to avoid limiting future development potential of the land between Grendon Road and the River Nene. The use of compulsory purchase powers is a last resort and the Applicant is seeking to acquire the land, the temporary use of land, the rights and other interests by agreement wherever possible to ensure the Scheme, being critical national priority infrastructure, can be delivered without impediment.</p> <p>The Statement of Reasons (Revision B) [REP3-028], explains that there is a compelling case in the public interest for the land or rights over the land to be compulsorily acquired given the meaningful and timely contributions offered by the Scheme to UK decarbonisation and security of supply, while helping lower bills for consumers throughout its operational life.</p> <p>The Applicant is confident that the powers sought in the DCO will not affect NH's statutory undertaking due to the inclusion of protective provisions within the draft</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
				DCO. The Applicant is engaging with NH to agree the form of protective provisions.
NH-05	Compulsory Acquisition	Highway apparatus	<p>NH's estate comprises more than just the corpus of the highway (the 'top two spits'). Unlike local roads, where the local highway authority typically controls only the highway strata and sufficient vertical limits above and beneath the highway to maintain necessary apparatus and street furniture, in most cases NH controls the freehold of the land beneath the highway to the centre of the earth and to the heavens above. This estate is held for the benefit of the statutory undertaking, to ensure that the SRN is not compromised and that maintenance or improvement works at any required depth can take place free from risk of trespass or ransom. Where apparatus is co-located in the highway (which is commonplace), that apparatus has been authorised by NH or has been installed through industry standard processes (such as under the New Roads and Street Works Act 1991), where statutory protection is afforded to NH as the highway or street authority. Whilst NH is prepared to grant a sub surface interest or right to co-locate apparatus in the highway, where it is geotechnically possible and respecting other apparatus that is in, on, under or over the highway – the interest must be proportionate and necessary and cannot be to the detriment of NH, the SRN or other undertakers. It cannot be acceptable that</p>	<p>The Applicant notes this comment. National Highways has confirmed that it does not hold the freehold if the land below the A45 in this location and its interest is as highway authority only. The Applicant is engaging with NH to agree the form of protective provisions that will protect NH's statutory undertaking.</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			apparatus is placed in, on, under or over the SRN through a DCO by disapplying statutory protections that NH has and not accepting to acquiesce to the terms which are required by NH to manage its network in accordance with regulatory requirements.	
NH-06	Compulsory Acquisition	Compulsory Acquisition rights	NH objects to the Compulsory Powers for the acquisition of rights. The inclusion of Article 24 within paragraph 58(3) of NH's proposed protective provisions in Part 6 of Schedule 15 of the dDCO [REP3-024] and the deletion of "save in emergency" at the start of paragraph 58(3) would address NH's objection in relation to the change request. Paragraph 58(3) requiring the undertaker to obtain NH's consent before exercising their right under this article.	The Applicant notes this comment and is engaging with NH to agree the form of protective provisions.
NH-07	Compulsory Acquisition	Compulsory Acquisition rights	For the sake of clarity and transparency, NH has no desire to stymy development or to impose requirements on the Applicant which are disproportionate to the potential harm that could be caused to the SRN. NH is legally obliged to co-operate with third parties exercising planning or highway functions, which includes the Applicant in this statutory process. NH is prepared to engage fully and assist in whatever way is reasonable to ensure that the Authorised Development proceeds as quickly and efficiently as possible.	The Applicant notes this comment.



2.8 Trinity Land Ltd.

Table 2.8: [CR-007]

Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
TL-01	Socio-economics, Tourism and Recreation	Impact on liveries	<ul style="list-style-type: none"> Views totally ruined from family home and horse livery yard overlooking Eastern Maudit from [REDACTED] Desirable and peaceful currentscenic views will be destroyed. Around 100 horses stabled/turned out in fields boarding Easton Maudit Clients choose Villa Farm and Top Lodge for peace, countryside location, quiet scenic bridleways, quiet roads and private riding field tracks, which border Easton Maudit. Permissive riding from Villa farm/top large will be directly next to and overlooking solar development. Greenhill solar has not taken into account any of the permissive riding routes and how these will be affected by the development, both during construction and when the site is operational. Two years of construction and disruption. HGVs and excess traffic puts riders and horses at significant risk. Glint and glare from panels affects horses and riders. 	<p>The Applicant notes that this repeats the comments in [RR-1254].</p> <p>As such, please refer to the Applicant's responses to these comments at Section 6.20 in the Applicant's Responses to Relevant Representations [REP1-161].</p>



Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
			<ul style="list-style-type: none">• Construction will be 5 1/2 days a week, seriously impact and livery clients opportunity to ride• The construction and compound proposed along the Yardley Hastings road, and the access tracks carrying construction traffic and HGV that will cross that road will significantly impact on horse riders as it is the main route to access bridle and riding areas.• The cable route passing through fields at the bottom of station Road will mean disturbance to grazing land and lots of hedging and trees.	



2.9 Wellingborough Town Council

Table 2.9: [CR-002]

Reference	Theme	Issue	Comments/Issue Raised	Applicant's Response
WTC-01	Socio-economics, Tourism and Recreation	International Waendel Walk	Wellingborough Town Council organises and delivers the Annual International Waendel Walk, which takes place each May. Proposed Change 7 may have implications for the event, particularly for walkers using the public rights of way between Station Road, Grendon and Earls Barton. A map is available to illustrate the sections of the route used by walkers in this area. Change 9 is not expected to have a direct impact; however, a route map including Bozeat and Easton Maudit will be provided for reference.	<p>Impacts on the International Waendel Walk have been considered in respect of Change 7 and 9 as highlighted by Wellingborough Town Council.</p> <p>Change 7 widens the potential area in which cabling works to cross the A45 and Station Road may occur, however, no change to the type of works, or duration of works is proposed as part of the Change Application.</p> <p>Change 9 is not anticipated to impact on the International Waendel Walk.</p>