



WHITESTONE
solar farm

WHITESTONE SOLAR FARM

Volume 5: Reports and Statements

5.1 Consultation Report Appendix G Targeted Consultation

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Revision 01
June 2026

Planning Act 2008
Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009
Regulation 5(2)(q)

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APPENDIX G1 TARGETED CONSULTATION MATERIALS

Appendix G1.1 Targeted consultation leaflet



Targeted Consultation Leaflet

4 March – 3 April 2026



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Overview

We are now carrying out an additional, targeted consultation on proposed changes to the boundary of Whitestone Solar Farm, known as the 'draft order limits'.

We held our first consultation in autumn 2024 on our initial design for the solar areas of Whitestone. In response to that consultation, we reduced the solar areas by around one quarter to create offsets around homes, villages, and public rights of way. We held our second consultation in autumn 2025 on the updated plans. We have now reviewed the feedback from this consultation and made further changes to the masterplan.

In several places, we have identified that we need to expand the boundary of the Proposed Development to mitigate potential issues. We are now consulting on these changes to the project boundary. Please note that we are not consulting on the project as a whole at this point. Any feedback from the first or second consultations has been considered, so there is no need to resubmit it.

This leaflet is for the targeted consultation changes only. If you would like to see how the design has changed based on the feedback from the second consultation, please see our Community Update Newsletter on our website (whitstonesolarfarm.co.uk), or contact us using the details on the back of this leaflet.

The changes that we are proposing include the following:

- **Road safety:** Additional land is proposed in multiple locations along local roads to comply with highway safety standards where construction vehicles would access the Proposed Development. The works could include trimming hedges or roadside vegetation for safe visibility, installing temporary road signage and/or temporary speed limits during construction.
- **Cable routes:** In several locations, we are proposing to alter the cable routes that would connect the solar areas together and into the National Grid. All cabling would be underground, and after works are complete, normal activities could resume. In all cases, these changes create alternative options for the cable to be located, rather than additional cable routes.
- **Drainage works:** To the west of the proposed main substation, the Applicant proposes to enter a neighbouring piece of land to connect into an existing drainage point.
- **Landscaping:** In several locations, new land is proposed for landscaping in order to reduce potential glint and glare impacts on local roads. Works in these areas would include planting trees, hedgerows, or other landscaping and visual barriers if needed to ensure road safety.

The following pages include a plan and description for each change identified. Each change is numbered, from north to south. In some cases, where there is more than one change shown on a land plan, they are also given a letter to identify them.

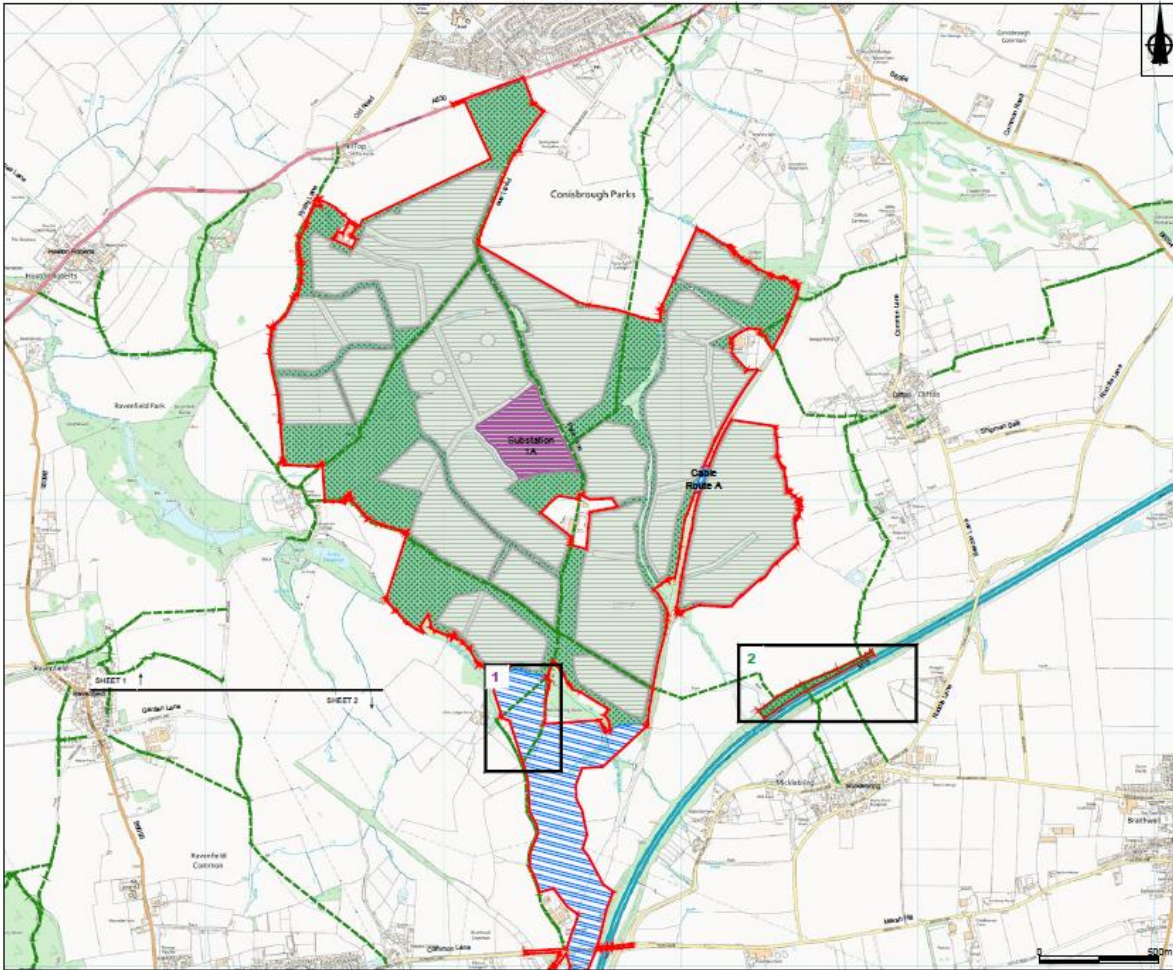
If you have a land interest and would prefer a printed copy of the relevant detailed land plan, please get in touch to request this and we will send a copy to you.

To take part in this consultation, consultees should identify themselves and the change they are responding to, and submit their written feedback through the following methods:

- Complete the online feedback form located on the project website: whitstonesolarfarm.co.uk
- Complete the paper feedback form sent in the post to affected stakeholders or sent in the post by request
- Email: info@whitstonesolarfarm.co.uk

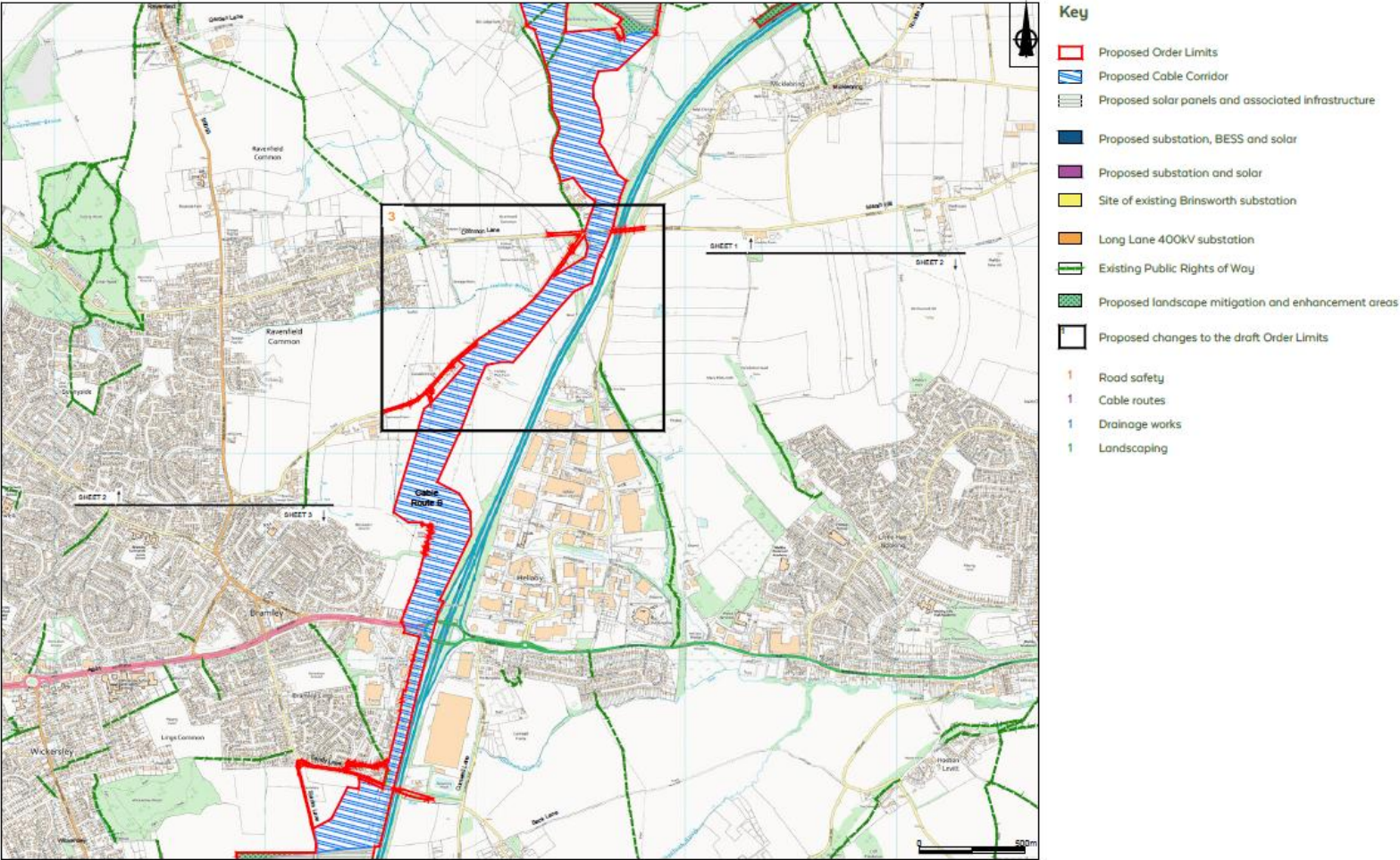
All responses must be received by 11:59pm on 3 April 2026.

Whitestone 1: Masterplan 1

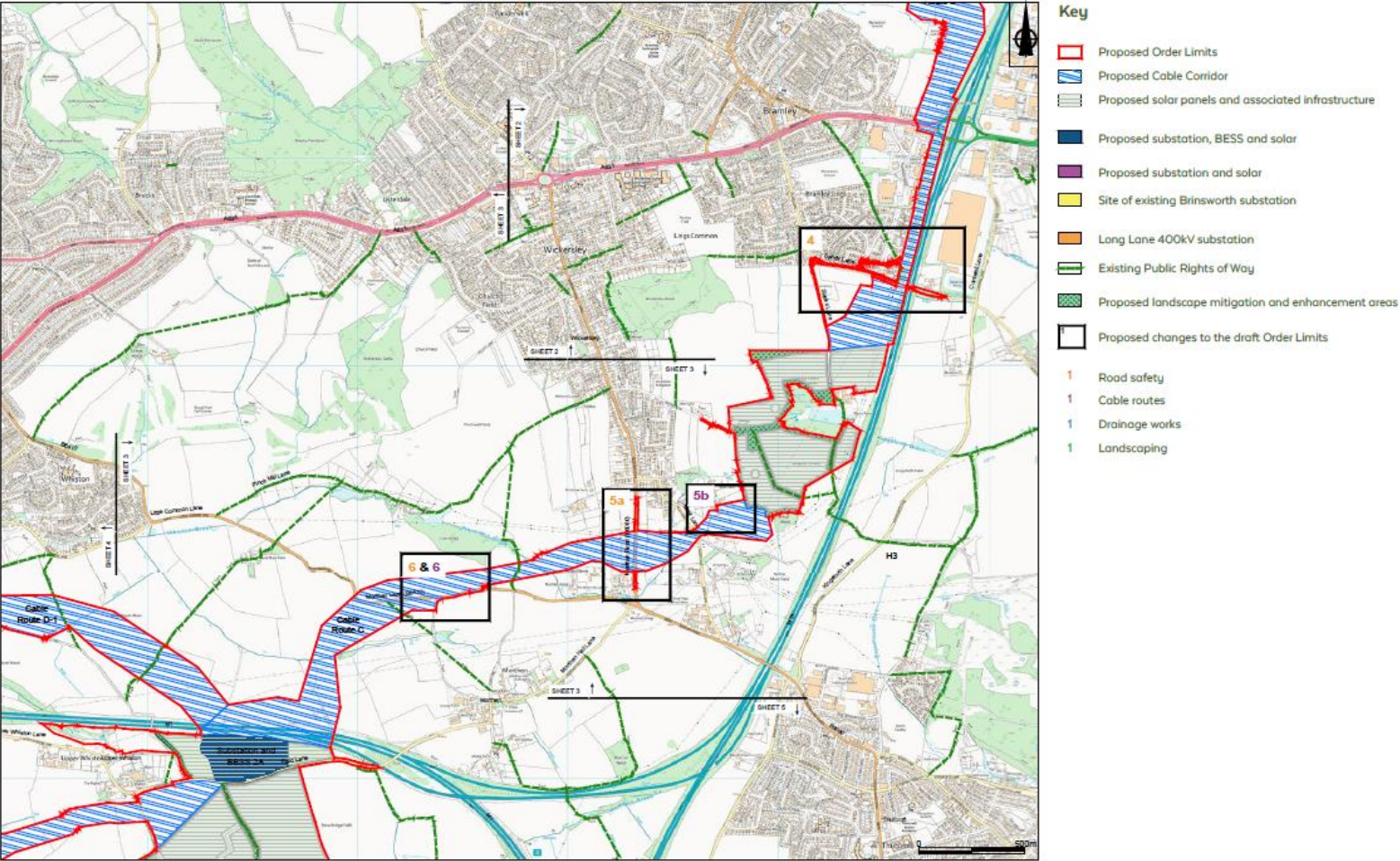


- Key**
- Proposed Order Limits
 - Proposed Cable Corridor
 - Proposed solar panels and associated infrastructure
 - Proposed substation, BESS and solar
 - Proposed substation and solar
 - Site of existing Brinsworth substation
 - Long Lane 400kV substation
 - Existing Public Rights of Way
 - Proposed landscape mitigation and enhancement areas
 - Proposed changes to the draft Order Limits
- 1 Road safety
 - 1 Cable routes
 - 1 Drainage works
 - 1 Landscaping

Whitestone 2: Masterplan 2

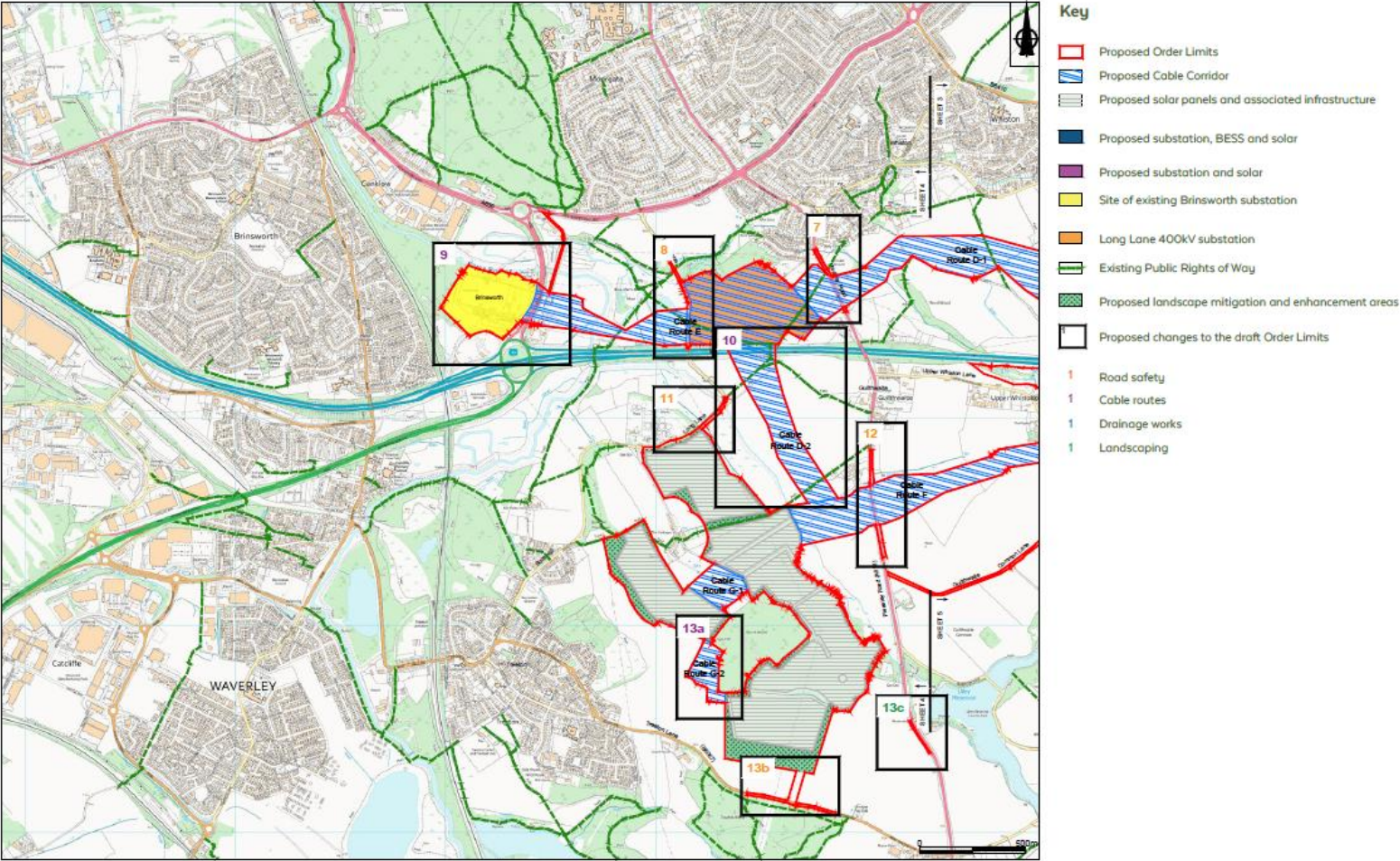


Whitestone 2: Masterplan 3

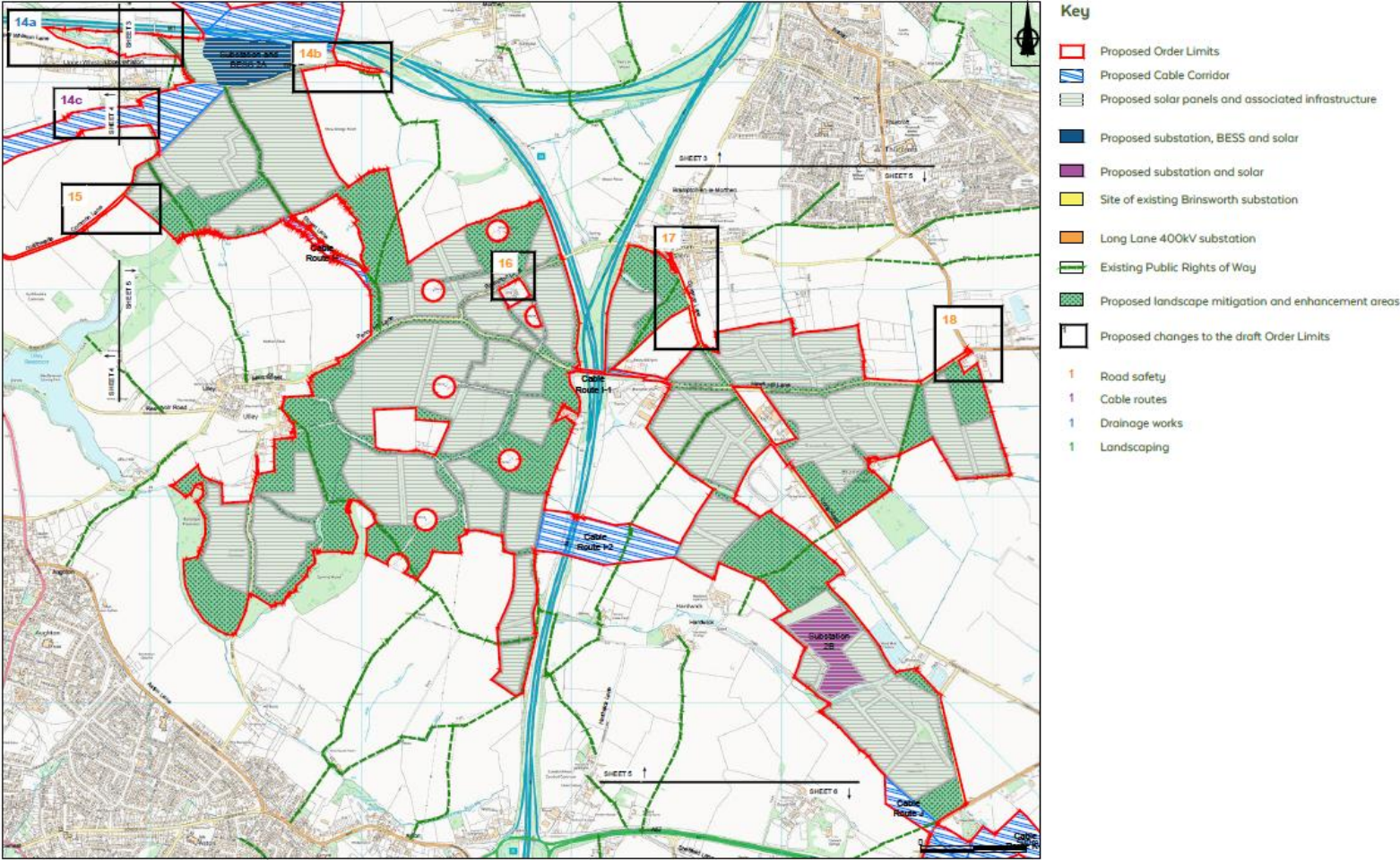


- Key**
- Proposed Order Limits
 - Proposed Cable Corridor
 - Proposed solar panels and associated infrastructure
 - Proposed substation, BESS and solar
 - Proposed substation and solar
 - Site of existing Brinsworth substation
 - Long Lane 400kV substation
 - Existing Public Rights of Way
 - Proposed landscape mitigation and enhancement areas
 - Proposed changes to the draft Order Limits
- 1 Road safety
 - 1 Cable routes
 - 1 Drainage works
 - 1 Landscaping

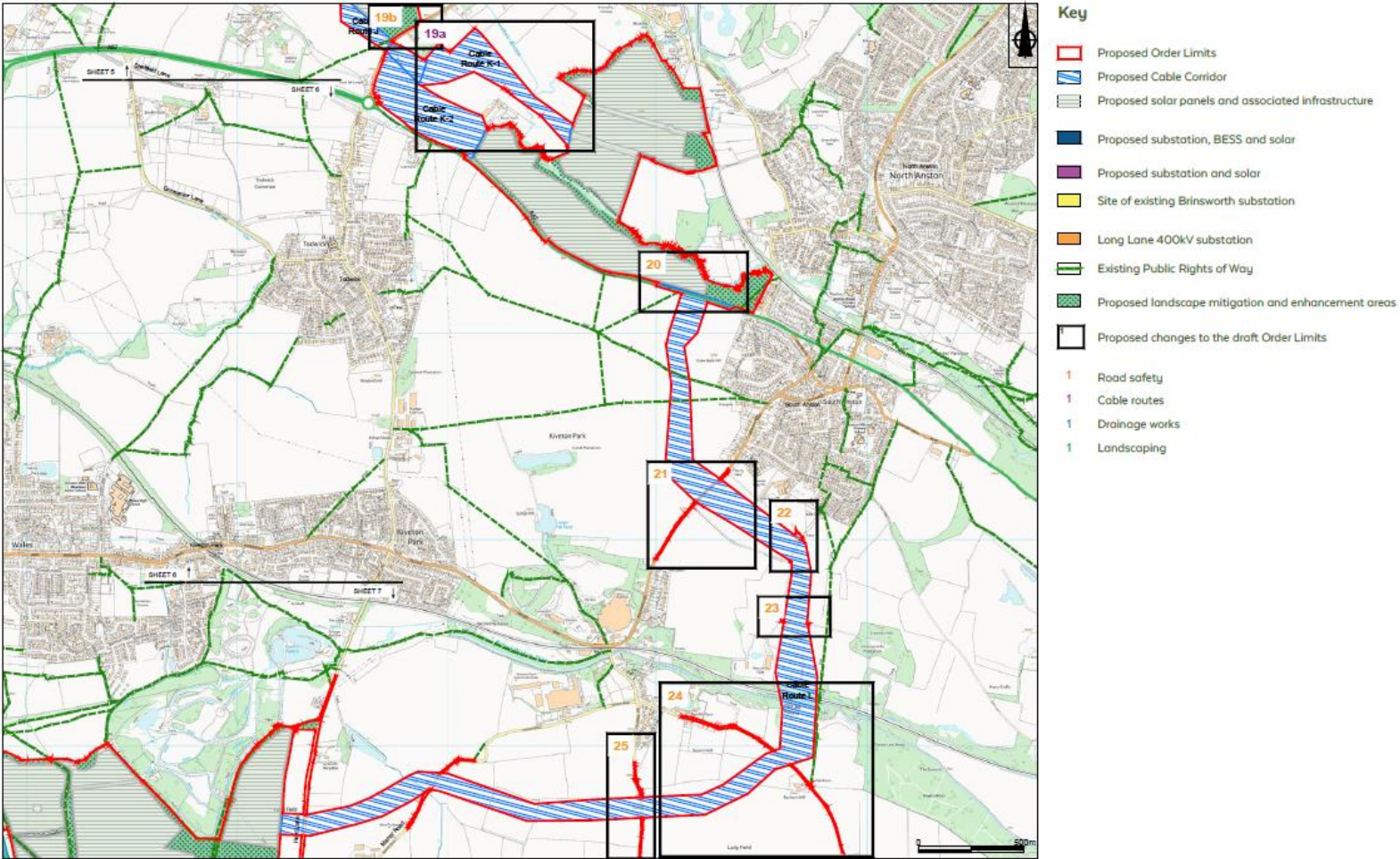
Whitestone 2: Masterplan 4



Whitestone 2: Masterplan 5

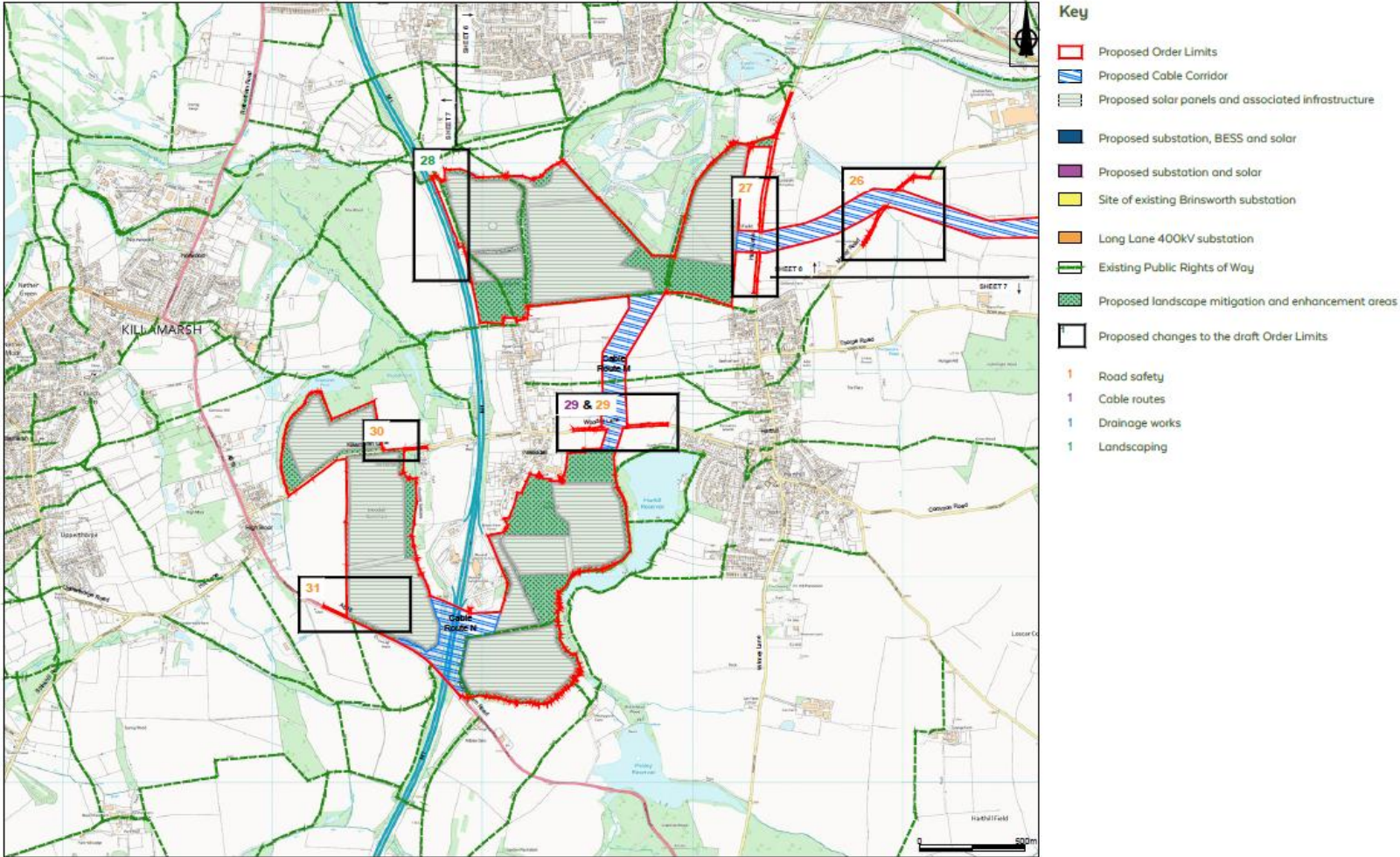


Whitestone 2: Masterplan 6



- Key**
- Proposed Order Limits
 - Proposed Cable Corridor
 - Proposed solar panels and associated infrastructure
 - Proposed substation, BESS and solar
 - Proposed substation and solar
 - Site of existing Brinsworth substation
 - Long Lane 400kV substation
 - Existing Public Rights of Way
 - Proposed landscape mitigation and enhancement areas
 - Proposed changes to the draft Order Limits
- 1 Road safety
 - 1 Cable routes
 - 1 Drainage works
 - 1 Landscaping

Whitestone 3: Masterplan 7



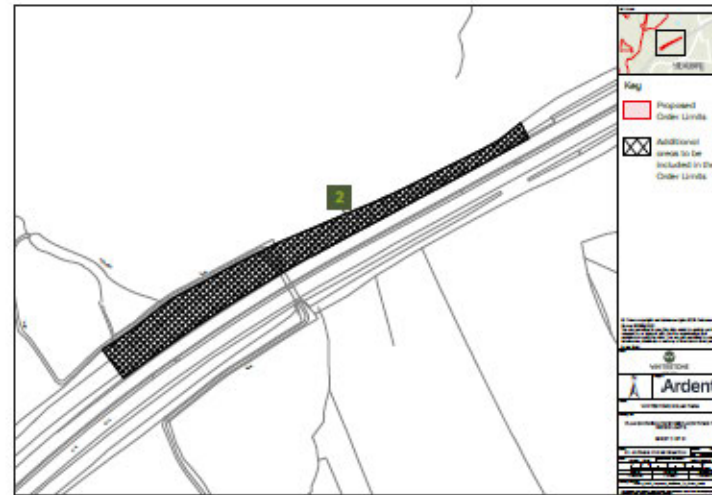
Change 1: Cable Route West of Micklebring



Description of Change: Additional land west of Micklebring and the M18 is under consideration as an alternative cable route option for Cable Route B to avoid cabling to the east of Micklebring Gorse, pending finalisation of environmental and engineering surveys on both locations. This does not add an additional cable route but provides an alternative option for the already proposed cable route between Whitestone 1 and 2.

Impact of Change: This change is not anticipated to result in any impacts that are not already being considered within the EIA being undertaken to support the Proposed Development. This change may cause temporary impacts on Public Rights of Way (Conisbrough Parks 4 and 15). The Applicant will seek to ensure access is maintained and any disturbance is short term. Any noise generated during construction of the cable corridor is already being assessed in the EIA and industry best practice mitigation will minimise any short-term disturbance on nearby receptors. Construction work will be managed in a way to minimise any disturbance on receptors through an Outline Public Rights of Way Management Plan and an Outline Construction Environmental Management Plan. This change is unlikely to lead to significant adverse effects.

Change 2: Landscaping on the M18



Description of Change: Additional land is proposed along the M18 and north of Micklebring for landscaping to minimise potential glint and glare impacts on the adjacent road. Works could include the planting of trees, hedges or other landscaping and visual barriers as needed.

Impact of Change: The impact is dependent on type of visual screening. There is a preference for planting of hedgerows and trees which would have beneficial impacts on habitat creation and connectivity. It may be necessary to install temporary fencing whilst vegetation establishes, however it is expected that any adverse impact would be not significant as receptors would be driving and views impacted would be fleeting.

Change 3: Road Safety North of Hellaby



Description of Change: Additional land is proposed along Common Lane, Bramley Lane and Lidget Lane north of Hellaby to allow the proposed access to Cable Route B, to comply with highway safety standards for visibility and temporary speed reductions if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

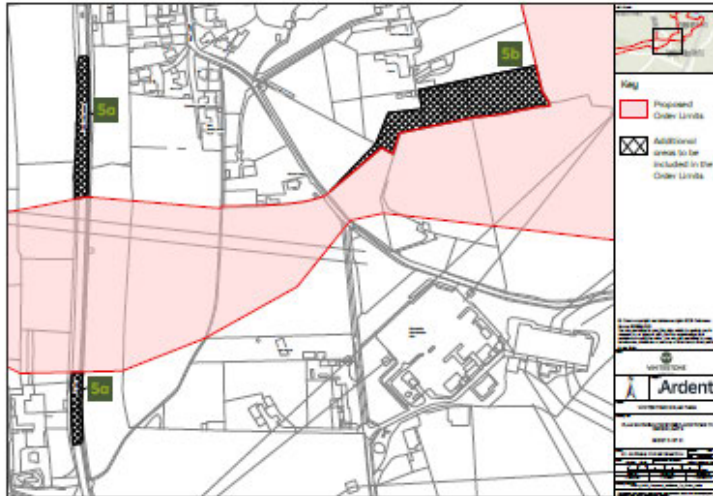
Change 4: Road Safety on Sandy Lane, Bramley



Description of Change: Additional land is proposed along Sandy Lane and Sherbourne Avenue to allow the proposed access to Cable Route B, to comply with highway safety standards for visibility and temporary speed limits for construction if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. An assessment of impacts from construction traffic on the road network will be included in the EIA with mitigation to manage disturbance included in the Outline Construction Traffic Management Plan. Sherbourne Avenue has been included as a proposed access route to allow cable installation on the adjacent grassland area. This route would only be used for an estimated 3-month period with a peak of 5 HGVs per day (to bring in cables and equipment) and approximately 10 people working in the area at any one time. Construction work will be managed in a way to minimise any disturbance on receptors through an Outline Construction Environmental Management Plan. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Changes 5a and 5b



Change 5a: Road Safety South of Wickersley

Description of Change: Additional land is proposed along Morthen Lane to allow the proposed access to Cable Route C, to comply with highway safety standards for visibility and temporary speed limits during construction if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 5b: Cable Route South of Wickersley

Description of Change: Additional land north of Moat Lane is proposed to provide flexibility for Cable Route C construction if the cable route is unable to avoid other proposed developments in the area.

Impact of Change: This change is not anticipated to result in any impacts that are not already being considered with the EIA being undertaken to support the Proposed Development. Any noise generated during construction of the cable corridor is already being assessed in the EIA, and industry best practice mitigation will minimise any short-term disturbance on nearby receptors. Construction work will be managed in a way to minimise any disturbance on receptors through an Outline Construction Environmental Management Plan. This change is unlikely to lead to significant adverse effects.

Change 6: Road Safety and Cable Route North of Morthen



Description of Change: Additional land is proposed along Morthen Lane, north of Morthen, to allow the proposed access to Cable Route C, to comply with highway safety standards for visibility and temporary speed limits during construction if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 7: Road Safety South of Whiston



Description of Change: Additional land is proposed along Pleasley Road (A618) south of Whiston to allow the proposed access to Cable Route D-1, to comply with highway safety standards for visibility and temporary speed limits for construction if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 8: Road Safety South of Whiston



Description of Change: Additional land is proposed along Long Lane southwest of Whiston to allow the proposed access to Cable Route E, to comply with highway safety standards for visibility and temporary speed reductions if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 9: Cable Route at Brinsworth



Description of Change: While the grid connection is to the Long Lane 400kV Substation, the Applicant notes that this substation is still in planning and has not yet been constructed. Therefore, additional land is being proposed to connect into the existing Brinsworth substation if for any reason the new Long Lane 400kV Substation is not constructed. Works would include underground cabling to the substation.

Impact of Change: As the change consists of running an underground cable, the potential effects could be flood risk, cultural heritage and land and soils due to a high risk from coal mining. These constraints would need to be fully assessed and construction work would be managed to limit and mitigate potential impacts.

Change 10: Cable Route near Pleasley Road



Description of Change: Additional land is proposed south of the M1 between Treeton and Pleasley Road (A618) to provide for an alternative cable route option south of the M1. This is an alternative cable route option to Cable Route D-1, which is north of the M1, and could provide an alternative route to the grid connection location at Long Lane 400kV Substation, subject to engineering assessments.

Impact of Change: This change is not anticipated to result in any impacts that are not already being considered within the EIA being undertaken to support the Proposed Development. Any noise generated during construction of the cable corridor is already being assessed in the EIA and industry best practice mitigation will minimise any short-term disturbance on nearby receptors. Construction work will be managed in a way to minimise any disturbance on receptors through an Outline Construction Environmental Management Plan. This change is unlikely to lead to significant adverse effects.

Change 11: Road Safety Northeast of Treeton



Description of Change: Additional land is proposed along Long Lane northeast of Treeton to allow the proposed access to solar area to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation if other mitigations such as temporary speed limits are not feasible. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 12: Road Safety Northeast of Treeton



Description of Change: Additional land is proposed along Pleasley Road (A618) to allow the proposed access to Cable Route F, to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation if other mitigations such as temporary speed limits are not feasible. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Changes 13a, 13b and 13c



Change 13a: Cable Route East of Treeton

Description of Change: Additional land is proposed west of Burnt Wood and east of Treeton to provide for an alternative cable route option to Cable Route G-1. This alternative cable route is likely to be a better engineering route to connect the solar areas north of Treeton due to the topography of the land.

Impact of Change: This change is not anticipated to result in any impacts that are not already being considered within the EIA being undertaken to support the Proposed Development. Construction work will be managed in a way to minimise any disturbance on receptors through an Outline Construction Environmental Management Plan. This change is unlikely to lead to significant adverse effects.

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Changes 13a, 13b and 13c continued



Change 13b: Road Safety East of Treeton

Description of Change: Additional land is proposed along Treeton Lane to provide an additional access point to and from the solar area. This change has been proposed in response to consultation feedback about the potential traffic impacts of the proposed access point on Long Lane. This access point is being proposed in addition to the access point on Long Lane to either reduce traffic impacts on Long Lane, or remove that access point altogether. The proposed access includes additional land to access solar area, to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include significant commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 13c: Landscaping East of Treeton

Description of Change: Additional land along Pleasley Road (A618) is being proposed for landscaping to minimise potential glint and glare impacts on the adjacent road. Works could include the planting of trees, hedges or other landscaping and visual barriers as needed.

Impact of Change: The impact is dependent on type of visual screening. There is a preference for planting of hedgerows and trees which would have beneficial impacts on habitat creation and connectivity. It may be necessary to install temporary fencing whilst vegetation establishes, however it is expected that any adverse impact would be not significant as receptors would be driving and views impacted would be fleeting.

Changes 14a, 14b and 14c



Change 14a: Drainage North of Upper Whiston

Description of Change: Additional land is proposed south of the M1 and north of Upper Whiston to allow new drainage pipes to connect to a new outfall point in an existing watercourse. The pipes would carry rainwater that runs off hard surfaces in the substation and battery energy storage area to connect to the existing watercourse. There are no solar or cable route works associated with this change.

Impact of Change: This change is not anticipated to result in any impacts that are not already being considered within the EIA being undertaken to support the Proposed Development. Drainage will be managed in a way to ensure no unacceptable increase in flood risk to existing drainage systems in this location. Details will be provided in the Outline Surface Water Management Plan. Construction work will be managed in a way to minimise any disturbance on receptors through an Outline Construction Environmental Management Plan. This change is unlikely to lead to significant adverse effects.

Continued on next page...

Changes 14a, 14b and 14c continued



Change 14b: Road Safety East of Upper Whiston

Description of Change: Additional land is proposed to allow the proposed access to solar area to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

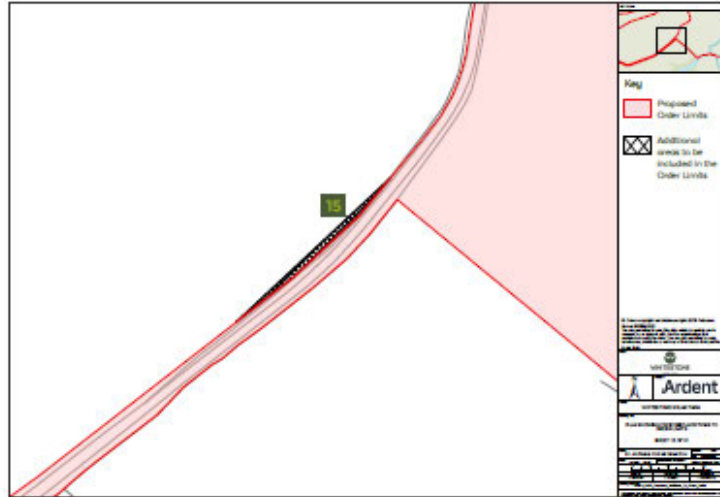
Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 14c: Cable Route South of Upper Whiston

Description of Change: This area of the Cable Route F has been reduced to the southern boundary to avoid hedgerow and so increased slightly to the northern boundary to have sufficient flexibility for safe construction of the cable corridor.

Impact of Change: This change is not anticipated to result in any impacts that are not already being considered within the EIA being undertaken to support the Proposed Development. Construction work will be managed in a way to minimise any disturbance on receptors through an Outline Construction Environmental Management Plan. This change is unlikely to lead to significant adverse effects.

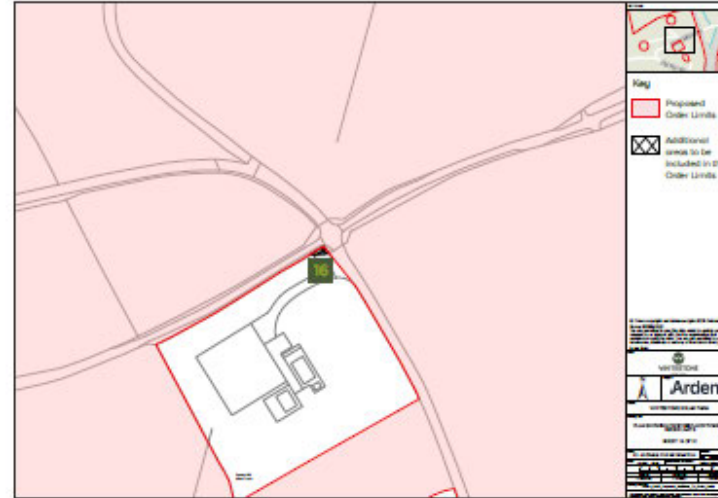
Change 15: Road Safety South of Upper Whiston



Description of Change: Additional land is proposed along Common Lane south of Upper Whiston to allow the proposed access to the solar area to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 16: Road Safety on Brampton Lane



Description of Change: Additional land is proposed on Brampton Lane near Penny Hill Wind Farm to allow the proposed access to solar area to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 17: Road Safety South of Brampton en le Morthen



Description of Change: Additional rights may be needed along Common Lane south of Brampton en le Morthen to allow the proposed access to solar area to comply with highway safety standards for visibility and temporary speed reductions if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

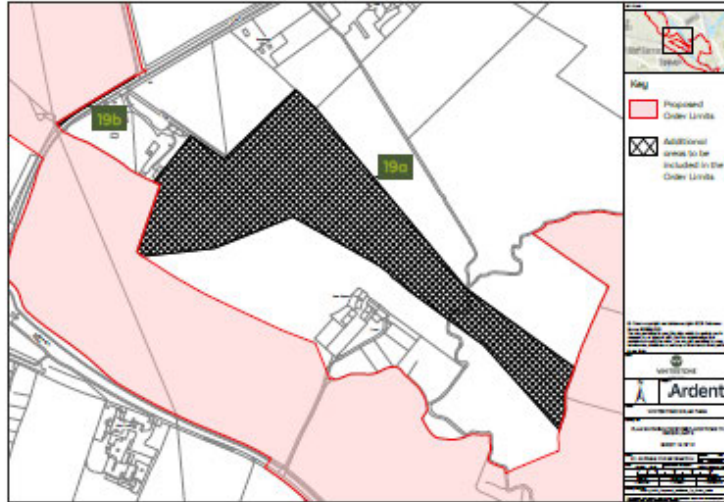
Change 18: Road Safety South of Thurcroft



Description of Change: Additional land is proposed at the junction of Hawk Hill Lane and Green Arbour Road south of Thurcroft to allow the proposed access to the solar area to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Changes 19a and 19b



Change 19a: Cable Route West of North Anston

Description of Change: Additional land is proposed north of the A57 and west of North Anston to provide for an alternative cable route option to Cable Route K-2 in response to consultation feedback from the landowner. This alternative could be used instead of, not in addition to, Cable Route K-2.

Impact of Change: This change is not anticipated to result in any impacts that are not already being considered within the EIA being undertaken to support the Proposed Development. Any potential impacts on the watercourse crossed by this alternative cable corridor are already being considered in the EIA. Construction work will be managed in a way to minimise any disturbance on receptors through an Outline Construction Environmental Management Plan. This change is unlikely to lead to significant adverse effects.

Change 19b: Road Safety West of North Anston

Description of Change: Additional land is proposed along Todwick Road to allow the proposed access to solar area and Cable Route J, to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 20: Road Safety South of North Anston



Description of Change: Additional land is proposed along the A57 south of North Anston to allow the proposed access to Cable Route L, to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

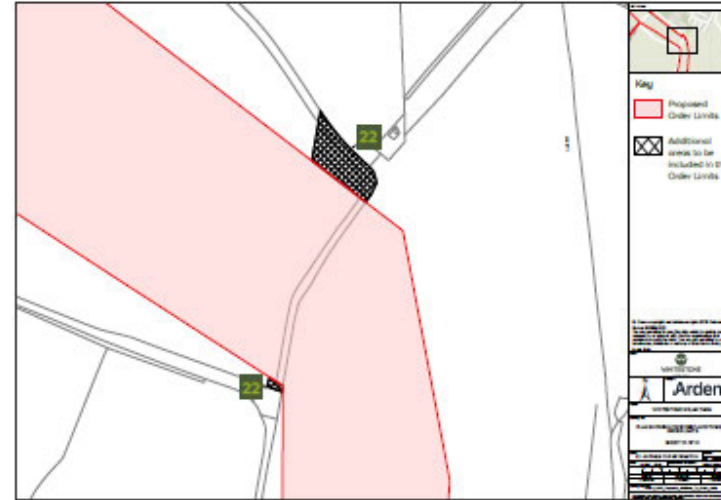
Change 21: Road Safety South of South Anston



Description of Change: Additional land is proposed along Crowgate and Dog Kennels Hill south of South Anston to allow the proposed access to Cable Route L, to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 22: Road Safety South of South Anston



Description of Change: Additional land is proposed along the track south of South Anston to allow the proposed access to Cable Route L, to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 23: Road Safety South of South Anston



Description of Change: Additional land is proposed along a track south of South Anston to allow the proposed access to Cable Route L, to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 24: Road Safety East of Kiveton Park Station



Description of Change: Additional land is proposed along Ladyfield Road between Kiveton Park Station and Thorpe Solvin to allow the proposed access to Cable Route L, to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 25: Road Safety South of Kiveton Park



Description of Change: Additional land is proposed along Packman Lane south of Kiveton Park Station to allow the proposed access to Cable Route L, to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 26: Road Safety Northeast of Harthill



Description of Change: Additional land is proposed along Manor Road northeast of Harthill to allow the proposed access to Cable Route L, to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 27: Road Safety North of Harthill



Description of Change: Additional land is proposed along Hard Lane north of Harthill to allow the proposed access to Cable Route L, to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 28: Landscaping North of Woodall



Description of Change: This additional land along the M1 north of Woodall is being proposed for landscaping to minimise potential glint and glare impacts on the adjacent road. Works could include the planting of trees, hedges or other landscaping and visual barriers as needed.

Impact of Change: The impact is dependent on type of visual screening. There is a preference for planting of hedgerows and trees which would have beneficial impacts on habitat creation and connectivity. It may be necessary to install temporary fencing whilst vegetation establishes, however it is expected that any adverse impact would be not significant as receptors would be driving and views impacted would be fleeting.

Change 29: Cable Route and Road Safety between Harthill and Woodall



Description of Change: Additional land along Woodall Lane between Harthill and Woodall is being proposed to allow the proposed access to Cable Route M, to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Additional land south of Woodall Lane is proposed to move the cable route slightly west in response to consultation with the Canal and Rivers Trust to avoid or reduce the impact to the access to the nearby spillway for Harthill Reservoir.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects. Moving the cable route further away from the Canal and Rivers Trust asset is a beneficial change to reduce potential impacts to the reservoir.

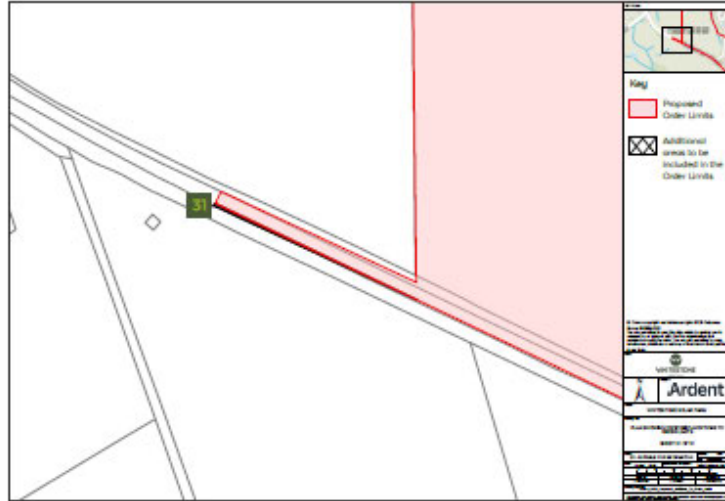
Change 30: Road Safety East of High Moor



Description of Change: Additional land along Killamarsh Lane is proposed to allow the proposed access to the solar area to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

Change 31: Road Safety East of High Moor



Description of Change: Additional land is proposed to allow the proposed access to solar area to comply with highway safety standards for visibility and temporary speed limits if required. The works could include trimming hedges or roadside vegetation for safe visibility, temporary road signage for managing safe access and temporary speed limits during construction if required.

Impact of Change: This change may lead to the loss of hedgerow and roadside vegetation. This impact is already being considered within the EIA being undertaken to support the Proposed Development. The Proposed Development will include commitments to planting new hedgerows and creation of additional areas of habitat including safeguarding of any species as needed. With suitable mitigation, this change is unlikely to lead to significant adverse effects.

WHITESTONE
solar farm

Get in touch

If you would like more information contact us via:

- ☎ Freephone 0800 688 9936
- ✉ info@whitstonesolarfarm.co.uk
- 🌐 whitstonesolarfarm.co.uk

Appendix G1.2 Targeted consultation questionnaire



We are currently conducting an additional round of consultation on proposed changes to the boundary of Whitestone Solar Farm, and we want to hear from you.

This questionnaire is designed to be used alongside the consultation leaflet which describes each change and is available on our website (whitstonesolarfarm.co.uk) or in printed copy by request.

All responses must be received by **11:59pm on 3 April 2026**. You can submit your feedback through the following methods:

- In the pre-paid envelope sent to your property
- Complete this questionnaire online at whitstonesolarfarm.co.uk or,
- Email your feedback to info@whitstonesolarfarm.co.uk

To ensure your feedback on these proposed changes is considered in this consultation, please include your name and the number of the change(s) you are providing feedback on. Any feedback on the project as a whole will not be considered in this consultation.

After this consultation, we will consider all the feedback that we have received, which will help inform the final proposals we submit in our application for development consent.

By submitting your feedback, you agree to our terms and conditions and that you have read our Privacy Notice available at our website whitstonesolarfarm.co.uk. All personal information will be stored in compliance with the General Data Protection Regulation (GDPR).

About you

Name:	_____
Address:	_____

	Postcode: _____
Email:	_____

Feedback

Q1. Which change(s) are you providing feedback on? You can select more than one change.




Select from the following:

- | | | |
|---|---|--|
| <input type="checkbox"/> Change 1: Cable Route | <input type="checkbox"/> Change 13a: Cable Route | <input type="checkbox"/> Change 21: Road Safety |
| <input type="checkbox"/> Change 2: Landscaping | <input type="checkbox"/> Change 13b: Road Safety | <input type="checkbox"/> Change 22: Road Safety |
| <input type="checkbox"/> Change 3: Road Safety | <input type="checkbox"/> Change 13c: Landscaping | <input type="checkbox"/> Change 23: Road Safety |
| <input type="checkbox"/> Change 4: Road Safety | <input type="checkbox"/> Change 14a: Drainage | <input type="checkbox"/> Change 24: Road Safety |
| <input type="checkbox"/> Change 5a: Road Safety | <input type="checkbox"/> Change 14b: Road Safety | <input type="checkbox"/> Change 25: Road Safety |
| <input type="checkbox"/> Change 5b: Cable Route | <input type="checkbox"/> Change 14c: Cable Route | <input type="checkbox"/> Change 26: Road Safety |
| <input type="checkbox"/> Change 6: Cable Route and Road Safety | <input type="checkbox"/> Change 15: Road Safety | <input type="checkbox"/> Change 27: Road Safety |
| <input type="checkbox"/> Change 7: Road Safety | <input type="checkbox"/> Change 16: Road Safety | <input type="checkbox"/> Change 28: Landscaping |
| <input type="checkbox"/> Change 8: Road Safety | <input type="checkbox"/> Change 17: Road Safety | <input type="checkbox"/> Change 29: Cable Route and Road Safety |
| <input type="checkbox"/> Change 9: Cable Route | <input type="checkbox"/> Change 18: Road Safety | <input type="checkbox"/> Change 30: Road Safety |
| <input type="checkbox"/> Change 10: Cable Route | <input type="checkbox"/> Change 19a: Cable Route | <input type="checkbox"/> Change 31: Road Safety |
| <input type="checkbox"/> Change 11: Road Safety | <input type="checkbox"/> Change 19b: Road Safety | |
| <input type="checkbox"/> Change 12: Road Safety | <input type="checkbox"/> Change 20: Road Safety | |

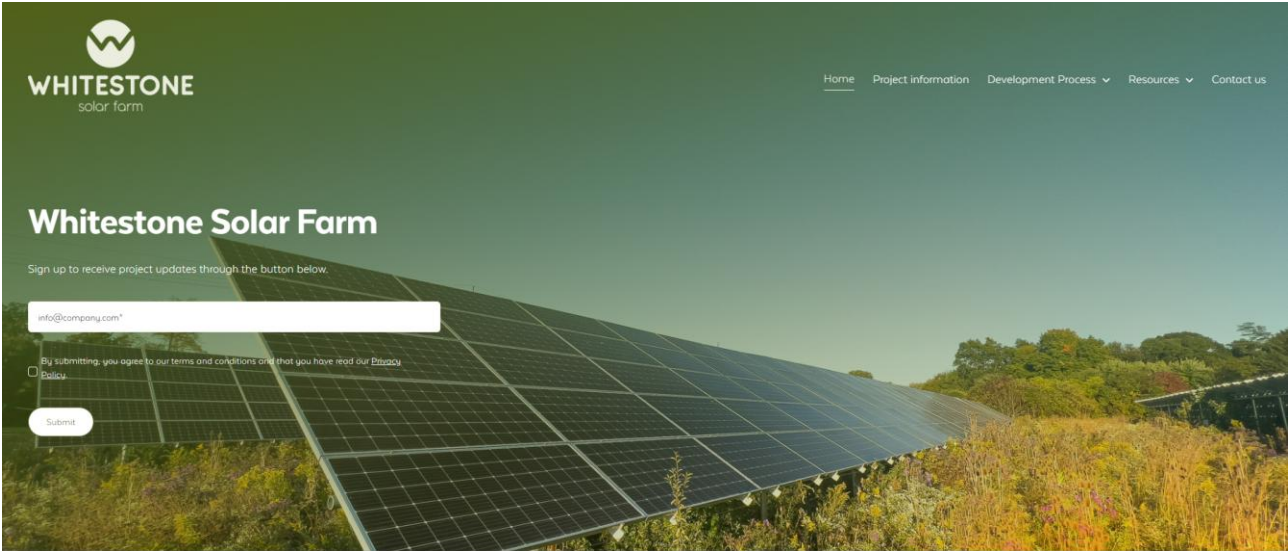
Q2. Please provide your feedback on our proposed change(s) you have ticked above. Please reference the change number(s) you are referring to in your response.

Get in touch

If you would like more information contact us via:

 Freephone 0800 688 9936  info@whitstonesolarfarm.co.uk  whitstonesolarfarm.co.uk

Appendix G1.3 Targeted consultation website



Project updates - March 2026

- We have produced a community newsletter to provide a project update. This newsletter includes updated masterplans and other maps to show how the project design has changed in response to feedback.
- You may see members of our team on site completing environmental surveys which are needed for our environmental impact assessment. There is no construction underway.
- We are currently working to complete the Environmental Impact Assessment and other application documents that we will submit in May 2026 to the Planning Inspectorate.

Project information

Whitestone is a proposed solar farm with associated battery storage that would be located in South Yorkshire between Rotherham and Doncaster and connect into the National Grid at the new Brinsworth Substation. Click here to see the updated masterplans and how the project has changed over time.

[Learn more](#)

Community consultation

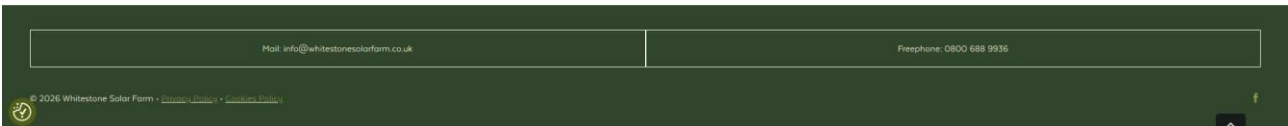
We are now conducting a targeted consultation on a number of small changes to the project boundary. If you have been identified as a consultee for this targeted consultation, please click here for more information.

[Learn more](#)

Development process

Because Whitestone would generate more than 100MW of energy, it is considered a Nationally Significant Infrastructure Project (NSIP). This means we need to apply for a Development Consent Order (DCO) which will be decided at the national level by the Secretary of State. Click here to learn more about the development process.

[Learn more](#)





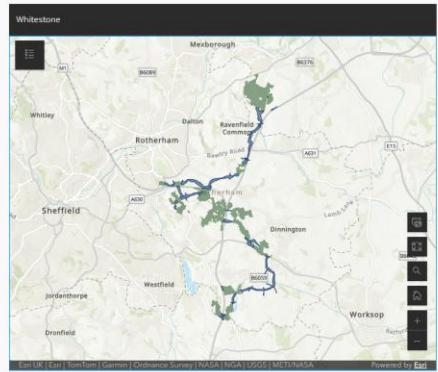
Project information

Project location

Whitestone is a proposed solar farm that would be located in South Yorkshire, between Rotherham and Doncaster. The project is located across three sections, Whitestone 1 in the north near Conisbrough, Whitestone 2 in the centre around Ulley, and Whitestone 3, in the south near Harthill and Woodall.

The project would connect into the new National Grid substation near Brinsworth on Long Lane. Underground cables would connect the three sections of the project together and into the grid connection.

The map to the right shows the 'solar site' in green. These areas would include solar panels and other infrastructure as well as the areas set aside for wildlife. The areas shown in blue are for the underground cables and access roads. After construction, these cables would not be visible and normal activities could continue above them.



Detailed proposals

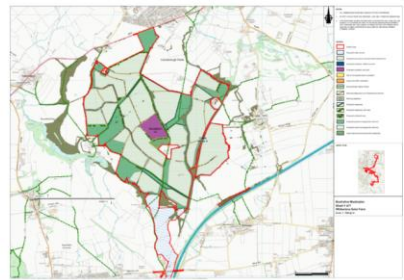
The detailed masterplans are shown to the right and in the links below. These maps show the indicative project design, including the areas for solar panels, substations, and battery storage.

The masterplans also show areas set aside for wildlife and environmental mitigation. These areas would be planted with a mix of native grasses and wildflowers to protect native wildlife and increase biodiversity.

The maps also show proposed landscaping to mitigate potential visual impacts. These trees and hedges would provide a natural screen to reduce views of the solar panels and other infrastructure.

Click here to view the updated masterplans for:

- Whitestone 1
- Whitestone 2
- Whitestone 3
- The whole project over 7 pages

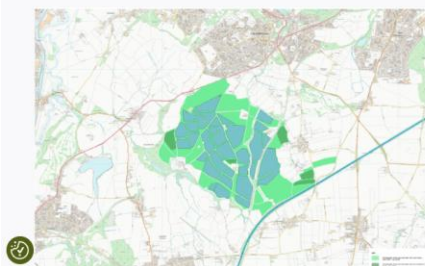


Project Development

We have held two rounds on consultation on our proposals for Whitestone. Feedback from these consultations as well as the results of environmental and technical assessments have resulted in significant changes to the project design. Read on to learn more about how each component of the design has evolved in response to consultation feedback and environmental assessments.

Solar areas

We presented our initial proposals in Autumn 2024 during the first consultation. This original masterplan presented all of the land that we were considering to include in the project and those areas that could be used for solar panels and other infrastructure, known as the 'developable area'. In response to feedback from that consultation, we reduced these areas by a quarter to create offsets around homes, villages and public rights of way. After the second consultation in Autumn 2025, we responded to feedback and further reduced these areas around homes, villages, and environmentally sensitive locations. The remaining developable area is now 37% smaller than the original proposals.

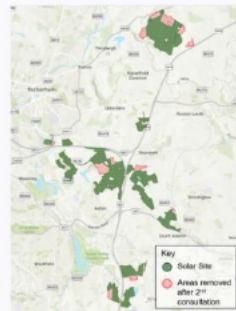




Green spaces

In addition to the technical components, a well-designed solar farm includes green spaces to support wildlife, protect views and enable recreation. In the areas with solar panels, fields would be planted with native grasses, supporting a diverse ecosystem that can thrive between and beneath the panels. There are also areas without any above-ground infrastructure that would be used for 'environmental mitigation and enhancement'. These areas would be planted with a mix of native species, including grasses and wildflowers to support local wildlife and increase biodiversity. These spaces would help reduce potential impacts by creating offsets away from key locations, including homes, villages, public rights of way and other environmentally sensitive locations.

After the first consultation, we removed one quarter of the solar areas but left these areas within the project's boundary for environmental mitigation and enhancement. During the second consultation, we heard from communities their concerns about potential impacts on agricultural production and agricultural jobs. Therefore, we reviewed all of these areas to determine if they were necessary. Wherever possible, any areas considered unnecessary have now been removed from the project and will continue under their current land use to maximise agricultural production. The remaining solar areas will be suitable for grazing sheep, which we will continue to explore as the project progresses.

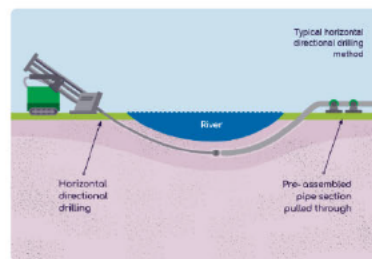


This map shows the areas that have been removed from the project after the second

Cable routes

Underground cables are needed to connect the solar areas together and into the National Grid substation. Most cables could be laid through open trenches, where the cable is laid approximately 1m below the ground level, and then soil is replaced on top. Through more sensitive areas, such as woodlands, highways, or streams, we may need to use trenchless crossing methods, such as Horizontal Directional Drilling (HDD), which drills under the sensitive area and pulls the cable through.

During the second consultation, we were able to present options for the cable corridors that would be needed to connect the solar areas together and into the National Grid substation. These potential locations had been identified through environmental and technical assessments, and have now been refined in response to feedback from the consultation. We are now able to present the final locations for these cable corridors. Please note that the cable will only need a small area within the cable corridor that is indicated.



Substations and Batteries

In addition to the solar panels, the project would need three substations to collect the electricity, increase its voltage, and prepare it to connect into the National Grid. The project would also include a battery energy storage system that would store the energy after it is produced, and release it to the grid when it is needed most.

During the second consultation, we presented the potential locations where the substations and batteries could be located. These potential locations had been identified through environmental and technical assessments, and have now been refined in response to feedback from the consultation. We are now able to present the final locations for these components. There would be one substation in the centre of Whitestone 1, one substation in the southeastern portion of Whitestone 2, and then the main substation with batteries near Brinsworth. There is no substation needed for Whitestone 3. Please note that the substations will not need all of the space within the fields that are indicated.

Hover over the numbers in the graphic to the right to learn more about the technical components of the project.





Why here?

The National Grid connects power users to power sources across the UK, through a network of substations, pylons and cables. New energy projects can only connect into the National Grid at locations where there is available capacity. There was available capacity at Brinsworth, so we were able to secure an agreement for a new energy project to connect at this location. Once we had secured the grid connection agreement, we looked for land nearby that would be suitable for solar. We also wanted to avoid environmentally sensitive areas and the highest quality agricultural land, where possible.

As part of the Great Grid Upgrade, National Grid is proposing a new substation near Brinsworth on Long Lane and new overhead lines to help carry more renewable energy between the North to the Midlands. This project is not related to Whitestone, but they have moved our grid connection to the new location.

While the grid connection is to the Long Lane Substation, this substation is still in planning and has not yet been constructed. Therefore, we have included both substations in the project boundary in case, for any reason the new substation is not constructed.

Why solar?

The UK has committed to eliminating fossil fuels from the power supply, to provide energy security and reduce future energy costs while supporting the fight against climate change. Now that the last coal power station in the UK, Ratcliffe-on-Soar, has been closed down, new renewable energy sources are needed to come forward to keep the lights on. At the same time, our demand for electricity continues to increase and is projected to double by 2050. To meet these future energy needs, we must quickly ramp up production of renewable energy here in the UK.

The Clean Power 2030 mission sets a goal to triple solar capacity by 2030, while also ramping up onshore and offshore wind development. Solar and wind work well together, and a mix of both helps provide stability to the energy supply.

The Solar Roadmap explains how the UK will achieve the Clean Power mission and includes new mechanisms to increase rooftop solar installations. From 2027, most new homes will be required to include solar panels, known as the Future Homes Standard. We support the 'rooftop revolution' and continue to explore commercial rooftop installations as part of our broader business, but note that large scale solar developments are needed to produce enough energy to meet our national energy goals.



The figures above refer to 'peak energy use' the times of the day we use the most energy, which are in the morning (7-10am) and in the evening (5-9pm).

The Developer

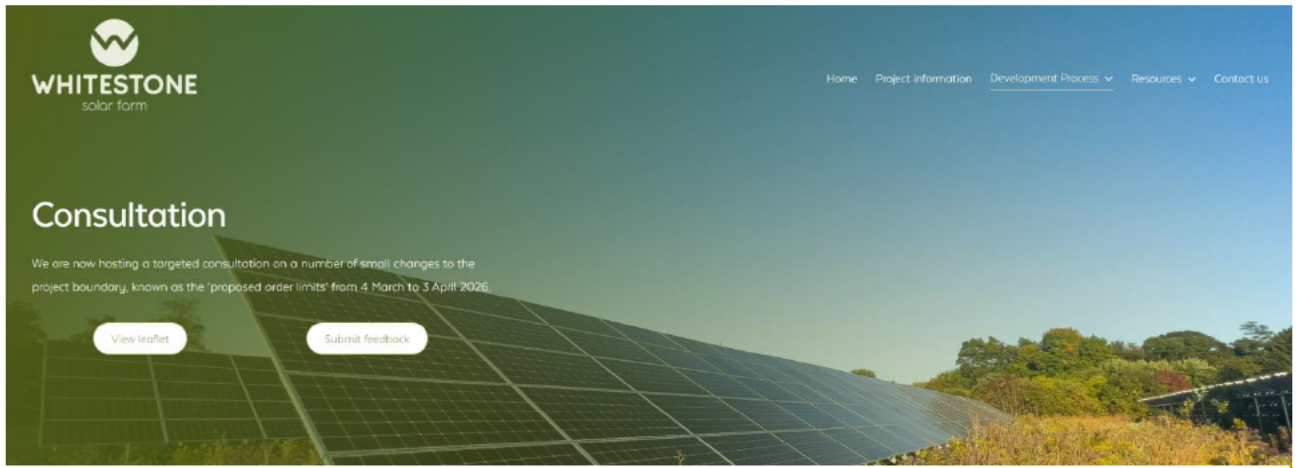


The Proposed Development is being brought forward by Whitestone Net Zero Ltd (owned by Net Zero One Ltd). Net Zero One Ltd is a specialist renewable energy development business, founded in 2021 to ensure there is sufficient funding to build, operate and decommission the Proposed Development and other similar projects.

The overall manager for the project is Green Nation. Established in 2011, Green Nation has been among the leaders in making the energy transition work. It is a UK-based solar developer and manager of operational sites with extensive experience in both rooftop and ground-mounted solar projects. Green Nation currently manages 75 solar farms and more than 700 solar rooftop installations across the country. Its solar farm portfolio totals over 200 MW of electricity producing capacity for the UK.

Mail: info@whitstonesolarfarm.co.uk Freephone: 0800 688 9936

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Consultation is an important part of the development of Whitestone Solar Farm. We held our first round of consultation from 18 November 2024 to 31 January 2025 on our initial proposals. We reviewed and considered all of the feedback we received and made significant changes to the project to address key concerns. Our second round of consultation ran over a six-week period from 16 September to 28 October 2025. We presented our updated proposals and the preliminary results of the environmental assessments for consultation.

As a result of feedback from this consultation and other project developments, we have identified a number of places where we need to expand the project boundary. We are now consulting on these changes to the project boundary.

Please note, if you have already submitted your feedback on the project as a whole, there is no reason to submit this feedback again. It has already been considered.



Learn more and have your say

Consultation Leaflet

This leaflet describes the proposed changes to the project boundary, including a map and description of each change.

[View leaflet](#)

Questionnaire

If you have been identified as a stakeholder for this consultation, please use the link below to submit your feedback by 11.59pm, 3 April 2026.

[Submit feedback](#)



Next steps

We will review the feedback from this targeted consultation to inform the final proposals that we submit in our application for development consent in May 2026. To learn more about the development process, [click here](#).

Mail: info@whitstonesolarfarm.co.uk Freephone: 0800 688 9936

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Applying for Consent

Whitestone is a Nationally Significant Infrastructure Project (NSIP), because it would produce more than 100MW of energy. The Planning Act 2008 sets out the planning process for NSIPs and requires that we apply for a Development Consent Order (DCO) to build, operate and decommission Whitestone.

Unlike planning applications which are determined by local authorities, NSIPs are submitted to and decided at the national level. We will submit our DCO application to the Planning Inspectorate (PINS), an independent body that administers the process of reviewing and examining the DCO application on behalf of the Secretary of State for Energy Security and Net Zero (Secretary of State). An Examining Authority will be appointed to review and examine the DCO application. After examination, the Examining Authority will make a recommendation about whether to approve the project, before a final decision is made by the Secretary of State.

You can find out more about the planning process for the project by clicking the button below.

Find out more

Protecting the environment

Due to its size, we are required to complete an Environmental Impact Assessment (EIA) for Whitestone. The EIA will assess the likely significant effects that the project would have on the environment throughout project's lifetime during construction, operation, and decommissioning. If any significant impacts are identified, then we must also explain how we would mitigate them.

Scoping

During this stage, we presented our proposed approach and methodology for completing the assessments, known as a 'scoping report'. This report presented an initial view of the potential impacts associated with Whitestone. The Secretary of State then consulted on our scoping report with a variety of technical bodies and local stakeholders and provided their 'scoping opinion' that now defines how we are approaching the EIA. View the scoping opinion here.

Draft Environmental Statement (ES)

The preliminary results of the environmental assessments were presented in the draft ES.

Environmental Statement (ES)

The final version of the ES will be submitted as part of our DCO application.

Consulting with local communities and experts

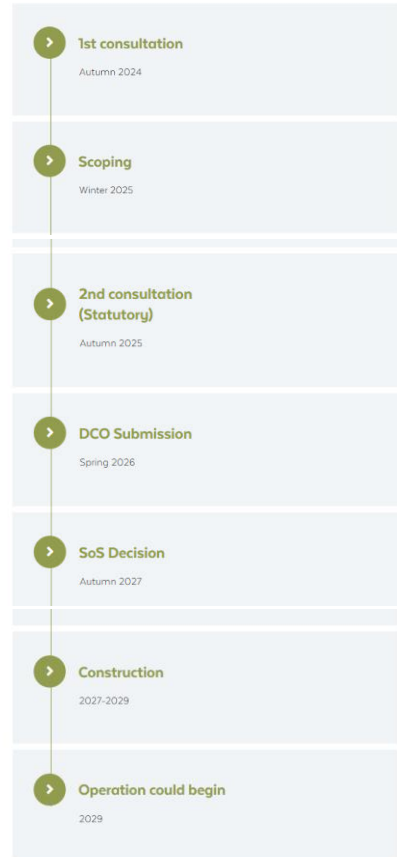
Before we submit our DCO application, the Planning Act 2008 requires us to consult on our project. We will consult with local authorities, technical bodies including Natural England and the Environment Agency, and members of the community. This pre-application consultation is an important part of the development of Whitestone, to ensure that valuable local knowledge is built into the design.

First Consultation

Our first consultation occurred from 18 November 2024 to 31 January 2025. During this period, we presented our initial proposals including the draft masterplan. Because this consultation was not required by the Planning Act 2008, it was considered 'non-statutory'. Feedback from this consultation will inform the updated proposals we submit during the second consultation.

Second Consultation

During the second consultation from 16 September to 28 October 2025, we presented our updated proposals and the Draft ES. This consultation is considered our 'statutory consultation', as required by the Planning Act 2008. Feedback from this consultation will inform the updated proposals we submit in the DCO application.





Project update: March 2026

- This is the updated Programme Document.
- This is the community newsletter to provide a project update.
- This is a map showing how the solar areas have changed over time.
- These maps show the resulting 'developable area' which includes all of the above-ground infrastructure.
- These are the updated masterplans for Whitestone 1, Whitestone 2, Whitestone 3 and the whole project.
- This is the updated Programme Document.
- This is the leaflet for the targeted consultation from 4 March - 3 April 2026.

Project update: November 2025

- This is the updated Programme Document.

Second Consultation September - October 2025

- This is the leaflet to announce the consultation.
- This is the Statement of Community Consultation which explains how we plan to consult with the community.
- The exhibition boards from the public information events.
- Consultation booklet for
 - Whitestone 1
 - Whitestone 2
 - Whitestone 3
- Illustrative Masterplans include:
 - Updated illustrative masterplans for
 - Whitestone 1
 - Whitestone 2
 - Whitestone 3
 - The whole project over 8 slides.
 - Construction illustrative masterplans for
 - Whitestone 1
 - Whitestone 2
 - Whitestone 3
 - The whole project over 8 slides.
- The Draft ES includes:
 - the Non Technical Summary
 - the Non Technical Summary Appendix 1 Figures
 - the full document is available in the toggles below

+ Draft ES: Volume 1 - Chapters

+ Draft ES: Volume 2 - Figures

+ Draft ES: Volume 3 - Appendices

Project update: August 2025

- This is the Programme Document.

Project update: March 2025

- These are the updated masterplans for Whitestone 1, Whitestone 2 and Whitestone 3.
- This is a community update newsletter for Whitestone 1, Whitestone 2 and Whitestone 3.

First Consultation (Non-statutory): November 2024 - January 2025

- Booklet - This is the consultation booklet to explain our proposals.
- Questionnaire - The questionnaire is available in a digital or print version.
- Masterplan - These are the draft masterplans for Whitestone 1, Whitestone 2 and Whitestone 3.

Launch

- Leaflet - This is a short leaflet to introduce the project.
- Project location map - This map shows the area we are considering for Whitestone.



Mail: info@whitstonesolarfarm.co.uk

Freephone: 0800 688 9936

Appendix G1.4 Targeted consultation s42(1)(a) and s42(1)(b) consultees

Consultee s42(1)(a)
Parish councils
Conisbrough Parks PC
Hooton Roberts
Braithwell PC
Ravenfield PC
Bramley PC
Wickersley PC
Whiston PC
Brinsworth PC
Treeton PC
Aston cum Aughton PC
Ulley PC
Thurcroft PC
Todwick PC
Anston PC
Thorpe Salvin PC
Harthill with Woodall PC
Killamarsh PC
Environment
Environment Agency
Natural England
Historic England
Canal & River Trust
Forestry Commission
Transport
National Highways
Civil Aviation Authority
Health
Health and Safety Exec
UK Health Security Agency (UKHSA)
NHS England
Other
Coal Authority / MRA
South Yorkshire Police
Derbyshire Constabulary
Yorkshire Ambulance
East Midlands Ambulance
South Yorkshire Fire Authority
Derbyshire Fire & Rescue
Network Rail Infrastructure Ltd
Relevant telecomms providers
E.ON UK PLC
EUNetworks Fiber UK Limited
Exolum Pipeline System Ltd

CONSULTATION REPORT APPENDIX G

Consultee s42(1)(a)
Lumen Technologies UK Limited
Openreach
On Tower UK Limited
Vodafone
Relevant water undertaker
Yorkshire Water
Severn Trent
Relevant gas transporters
Cadent Gas Limited
Northern Gas Networks Limited
Scotland Gas Networks Plc
CNG Services Ltd
Energy Assets Pipelines Limited
ES Pipelines Ltd
Fulcrum Pipelines Limited
GTC Pipelines Limited
Harlaxton Gas Networks Limited
Independent Pipelines Limited
Indigo Pipelines Limited
Inovyn Enterprises Ltd
Last Mile Gas Ltd
Leep Gas Networks Limited
Mua Gas Limited
Stark Infra-Gas Limited
Quadrant Pipelines Limited
National Gas Transmission PLC
Wales & West Utilities
Humbly Grove Energy Services Ltd
Saltfleetby Energy Ltd
Southern Gas Networks PLC
Smart DCC Ltd
Relevant electricity distributor
National Grid Electricity Distribution (East Midlands) Limited
Northern Powergrid (Northeast) Plc
Northern Powergrid (Yorkshire) Plc
Advanced Electricity Networks Ltd
Aidien Ltd
AGR Networks Ltd
Aurora Utilities Ltd
Eclipse Power Distribution Limited
Eclipse Power Networks Limited
Edge Utility Networks Ltd
Energy Assets Networks Limited
ESP Electricity Limited
Fulcrum Electricity Assets Limited
Green Generation Energy Networks Cymru Ltd
Harlaxton Energy Networks Limited
Independent Distribution Connection Specialists Ltd

Consultee s42(1)(a)
Independent Power Networks Ltd
Indigo Power Limited
Last Mile Electricity Ltd
Leep Electricity Networks Limited
Mua Electricity Limited
Optimal Power Networks Limited
Sphere Energy Connect Ltd
Stark Infra-Electricity Ltd
The Electricity Network Company Ltd
UK Power Distribution Limited
Utility Assets Limited
Vital Energi Power Networks Ltd
Relevant electricity transmitter
National Grid Electricity Transmission Plc
National Grid Electricity System Operation Limited

Consultee s42(a)(b)
South Yorkshire Combined Authority
City of Doncaster Council
Rotherham Metropolitan District
North East Derbyshire District Council
Derbyshire County Council

APPENDIX G2 FEEDBACK BY CONSULTEE

Appendix G2.1 Feedback from s42(1)a consultees on the targeted consultation and Applicant response

Consultee	Summary of feedback	Applicant response	Design change
Canal and River Trust	Concern about masterplan around reservoir, request for updated maps	The Applicant has provided the updated maps showing the Order Limits and the Canal River Trust boundaries, and continues to engage with the stakeholder.	No
Coal Authority	Any additional land should be considered in CMRA	The additional areas are included in ES Chapter 9: Ground Conditions and Land Quality [EN0110020/APP/6.9] .	No
GTC	Confirmed no interaction	Noted.	No
National Highways	Do not support the installation of landscaping along National Highways land to address potential Glint and Glare impacts	The Applicant has retained these areas for landscaping as a potential option to mitigate possible Glint and Glare, and will continue to engage with National Highways on this topic. See the Glint and Glare assessment in ES Chapter 16: Other Environmental Topics [EN0110020/APP/6.16] and ES Appendix 16.2 Glint and Glare Report [EN0110020/APP/6.20] .	No
HSA	No new comment	Noted.	No
HSE	No new comment	Noted.	No
Natural England	No comment, update in DCO	Noted.	No
NGED	No response/out of area	Noted.	No
NGET	Request for a meeting	Confirmed follow up meeting would take place as necessary.	No
Penny Hill Wind Farm	Concerns about the layout impacting the operation and redevelopment of the Wind Farm	The Applicant has included a setback accordingly to remain outside the Penny Hill leased area and to avoid impacting the operation of the turbines. If further clearance is required for maintenance activities such as installing crane pads and	No

CONSULTATION REPORT APPENDIX G

Consultee	Summary of feedback	Applicant response	Design change
		laydown areas, it will have to be done in a manner that does not adversely affect the Applicant's development, and the Applicant would need to be adequately compensated if there is an impact on the operation of our development or generation revenue.	
South Yorkshire Police	No comment on targeted consultation but repeated feedback from statutory consultation and requested a meeting	Meeting occurred 10 April 2026 to explain how the Applicant had responded to their feedback to balance safety concerns with visual impact concerns.	No
Braithwell with Micklebring Parish Council	<ul style="list-style-type: none"> Concern that Micklebring has not been consulted adequately, concern the Traffic Management Plan has not been submitted, concern that construction traffic will impact local roads in Micklebring 	<ul style="list-style-type: none"> Micklebring was included in the Consultation Zone for the statutory consultation and the parish council was notified as a prescribed consultee, See Consultation Report and Appendix C [EN0110020/APP/5.1]. The Outline Construction Traffic Management Plan (oCTMP) [EN0110020/APP/7.5] is included in the DCO Application. No construction traffic will pass through Micklebring, as set out in ES Appendix 13.2, Transport Statement [EN0110020/APP/6.20]. 	No
Conisbrough Parks Parish Council	<ul style="list-style-type: none"> Concern that this consultation was targeted, concern that Construction Traffic Management Plan needs to address Whitestone 1 access and impacts on local roads, Concern that cable routes may pass through the scheduled Roman Villa or Conisbrough Deer Park, 	<ul style="list-style-type: none"> The consultation was targeted because it only included increases to the Order Limits, but not a substantial change to the development as a whole, see the Consultation Report [EN0110020/APP/5.1]. The oCTMP [EN0110020/APP/7.5] is included in the DCO 	No

CONSULTATION REPORT APPENDIX G

Consultee	Summary of feedback	Applicant response	Design change
	<ul style="list-style-type: none"> Concern about whether landscaping for glint and glare would impact the setting of Conisbrough Castle 	<p>Application and assesses the impacts on local roads around Whitestone 1.</p> <ul style="list-style-type: none"> The Roman Villa is no longer part of the Proposed Development, so no works could take place in this location. See Works Plans [EN0110020/APP/2.3] for further information. The setting of Conisbrough Castle has been assessed in Chapter 8: Cultural Heritage and Archaeology [EN0110020/APP/6.8] and no significant impacts are found. 	
Ravenfield Parish Council	<ul style="list-style-type: none"> Questions about the specific location of cable routes and construction methods, Concerns about the depths of cabling and impacts on future land use, Concern about using Park Lane for access to Whitestone 1, Concern about impacts to landscape character and noise around Ravenfield, 	<ul style="list-style-type: none"> The updated cable routes are provided in the Masterplan [EN0110020/APP/2.7]. There are two options for cable installation, including open trenches or trenchless crossings. See Chapter 5: The Proposed Development [EN0110020/APP/6.5]. Cabling would occur at a sufficient depth that normal agricultural activities could resume above them. Construction traffic would enter the Site from the A630 and then turn into internal tracks. See Rights of Way, Streets and Access Plans [EN0110020/APP/2.4]. Landscape impacts to Ravenfield are assessed in Chapter 7: Landscape and Visual Impact Assessment 	No

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Consultee	Summary of feedback	Applicant response	Design change
		<p>[EN0110020/APP/6.7] which finds no significant impacts.</p> <ul style="list-style-type: none"> Noise is assessed in Chapter 14: Noise and Vibration [EN0110020/APP/6.14] which finds no significant impact. 	
Treeton Parish Council	<ul style="list-style-type: none"> Concern about changes 8, 11, 12, road works resulting in a reduction of hedgerows Concern about change 9, inclusion of the existing substation at Brinsworth without mitigation, Concern about change 10 and 13a, alternative cable route option increasing the size of the proposed development and resulting impact on agriculture, Concern about 13b, road works to support an additional access point on Treeton Lane causing traffic concerns for Treeton, Concern about 13c, landscaping for potential glint and glare being established in time to adequately address road safety issues 	<ul style="list-style-type: none"> The Applicant has assessed the potential reduction in hedgerows and found no significant impact due to these changes. See Chapter 6: Biodiversity and Nature Conservation [EN0110020/APP/6.6]. The Applicant has decided not to include the existing Brinsworth substation in the Order Limits, so it is no longer considered. See Masterplan [EN0110020/APP/2.7]. The additional cable route options do not increase the size of the development because they add optionality to be used in place of other options. The cable routes will be refined through further investigations to a much smaller area. The Applicant added the second access point near Treeton in response to feedback from the statutory consultation to reduce impacts and split traffic between the two access points resulting in no significant impact. See Chapter 13: Traffic and Transport [EN0110020/APP/6.13]. 	No

CONSULTATION REPORT APPENDIX G

Consultee	Summary of feedback	Applicant response	Design change
		<ul style="list-style-type: none"> If landscaping is needed to address glint and glare, the Applicant may also use temporary fencing to ensure that the mitigation is effective in time, see the Glint and Glare assessment in Chapter 16: Other Environmental Topics [EN0110020/APP/6.16] and ES Appendix 16.2 Glint and Glare Report [EN0110020/APP/6.20]. 	
Wickersley Parish Council	<ul style="list-style-type: none"> Concern about the cable route coming closer to Moat Farm with potential noise impacts, Concern about works to reduce hedgerows for road safety increasing visual impact, 	<ul style="list-style-type: none"> The noise assessment Chapter 14: Noise and Vibration [EN0110020/APP/6.14] assessed the additional land and found no significant impacts. The works to trim hedgerows are limited to the construction access routes for safety. They do not result in a significant visual impact, as assessed in Chapter 7: Landscape and Visual Impact Assessment [EN0110020/APP/6.7]. 	No

Appendix G2.2 Feedback from s42(1)b consultees on the targeted consultation and Applicant response

Consultee	Summary of Feedback	Applicant response	Design change
Northeast Derbyshire DC	No concerns	Noted	No
Rotherham MBC	No comment, will respond in local impact report	Noted	No

Appendix G2.3 Feedback from s42(1)d consultees on the targeted consultation and Applicant response

Consultee	Summary of feedback	Applicant response	Design change
TC01	Notice was sent to a family member and the mailing address should be updated	The database has been updated with the correct address.	No
TC02	Request for the cable route in 5a to be narrowed to reduce impacts on the surrounding farm	If consented, the Applicant will continue to refine the cable route through the detailed design stage to minimise impacts on the nearby farm as much as possible.	No
TC03, TC04	Concern about Change 25 impacting a hedgerow and fence that secures livestock	If the Proposed Development is consented, the Applicant would engage with the landowners to identify an appropriate solution. While the proposed works to the hedgerow may be needed to ensure road safety and visibility, the Applicant could build an alternative fence to ensure the livestock are maintained safely. This will be refined through further discussions with these landowners.	No



WHITESTONE
solar farm

Contact

Whitestone Net Zero Ltd

info@whitestonesolarfarm.co.uk

0800 688 9936