

Egmanton Parish Meeting

CONSULTATION REGARDING GREAT NORTH ROAD SOLAR DEVELOPMENT
Initial Response for the Planning Inspectorate

Compiled 20th September 2025
By the Egmanton Parish Meeting, Solar Sub-Committee

1. Introduction

This report has been compiled by the Egmanton Solar committee in response to the plan's put forwards by the developer Elements Green to develop the Great North Road Solar and Biodiversity Park.

Egmanton Parish Meeting has formerly submitted written representation on the original two phases of consultation with the developer directly:

- Statutory Phase 2 consultation returning correspondence for 20th February 2025
- Targeted consultation for localised changes and returned correspondence for 6th June 2025

2. Summary

Following the publication of the final scheme to PINS and the developer's publication of both the parishes comments and developers return responses to our previous consultation that we did not have access to before acceptance of the scheme for scrutiny, we have decided to focus our report on the **Traffic and Access Requirements**. For the following reason:

An unacceptable increase in construction traffic which will principally affect the residents of Partridge Farm, Hagg Lane residents and on a wider scope, the Village of Egmanton.

Traffic and access are now our largest concern, given that the northern portion of the development has been changed to detrimentally affect the residents of the parish on Hagg Lane and Moorhouse Road, as well as providing an increase in traffic congestion generally, into the centre of the village from the inclusion of Weston Road and Moorhouse Road into the scheme.

Throughout all phases of consultation, we have sought to understand the plans put forwards by the developer for traffic and access, and were disappointed that the developer has changed the plans to negatively impact our community at the final stage of the developer's consultation process.

Throughout all of the development from its inception, the developer had insisted that traffic for the northern quadrant would be via the B1164 Great North Road or southwards through Moorhouse and Ossington and that no traffic would pass our dwellings.

This was the case at in person events, which informed discussions and personal submissions by several residents, through Stage 1 (Non-Statutory Consultation), Stage 2 (Statutory Consultation) until the Targeted Consultation was unexpectedly delivered.

3. Traffic and Access History

In order to understand our concerns, it is necessary for the planning inspectorate to understand the philosophy put forward by the developer at each of the stages, so we have listed the history to date:

Proposal Made Public with limited documentation available October 2023

The proposal was first made public to the majority of the residents when a post card was received and the first maps were issued by the developer.

Initially, it was hard to understand the impact from the limited maps and details that were available from the developer, which simply did not contain enough information to understand the scope and reach of this massive project.

Stage 1 (Non-Statutory) Consultation – 16th January 2024 – 27th February 2024

Phase 1 was not officially responded to by Egmanton Parish Meeting. All representation was on an individual basis.

More in-depth Documentation was made available by the developer, including the Masterplan drawings, of which a snippet of our affected area is shown below.



Figure 3.1 – Section of developers “Preliminary Masterplan (Dated 16/01/2024)”.

At this stage, residents had been making individual responses, verbally with the developers at in person events, through parish meetings with the developer present, and finally by written representation through email or other means.

From the outset for the development, individually we were told that traffic would not pass by our outlying parish properties as per the developers Stage 1 Masterplan map and that all traffic for this quadrant would be via the main access road off the great North Road.

Overall, the individuals received responses to their consultation which was reasonably well received. And we were hopeful that the developer was addressing our concerns effectively.

Stage 2 (Statutory) Consultation 9th January – 20th February 2025

For Stage 2 consultation, the developer introduced an additional access route off the B1164 Great North Road at Ladywood Lane. Although the developer's narrative regarding the use of this lane was lacking in any specific detail, we accepted that this would further negate the use of Moorhouse Road as a source for construction traffic.



Figure 3.2 – Section of developers “PEIR Stage Masterplan (Dated 06/12/2024)”.

This was further informed by additional detail within the PEIR which showed all traffic flow to the site access from south to north on Moorhouse road, which would not pass our properties.

The Parish responded to Phase 2 with the main focus of the parish response during the statutory consultation as follows:

- Mitigation of visual amenity
- Redirection of public rights of way
- To understand the developers traffic plans
- To make corrections to errors within the provided documentation.

Broadly, the parish response built upon the concerns that had been addressed by the individual responses of phase one, adding a more rugged review of the PEIR documentation, in particularly attempting to understand the developer's philosophy relating to transport and access strategy. We found the documentation relating to this topic to be incomplete and with a number of contradictory maps and narrative.

No technical response was received from the developer to this round of consultation.

During this phase outside of our consultation submission, we also requested a copy of the Construction Traffic Summary applicable for our village from the developer, as we had received information from other villages that these had been submitted by the developer. The additional documentation provided concise detail which was not available within the PEIR documentation.

Our request for the summary document was not completed for our submission.

Targeted Consultation 8th May 2025 – 6th June 2025

Shortly after the submission of Stage 2's consultation and receiving no response from the previous consultation, and no prior warning or offers for additional parish discussion from the developer beforehand, we were presented with the Targeted stage which removed all prior access from the B1164 Great North Road accesses in favour of the site access from Moorhouse Road as shown from the developers map below:

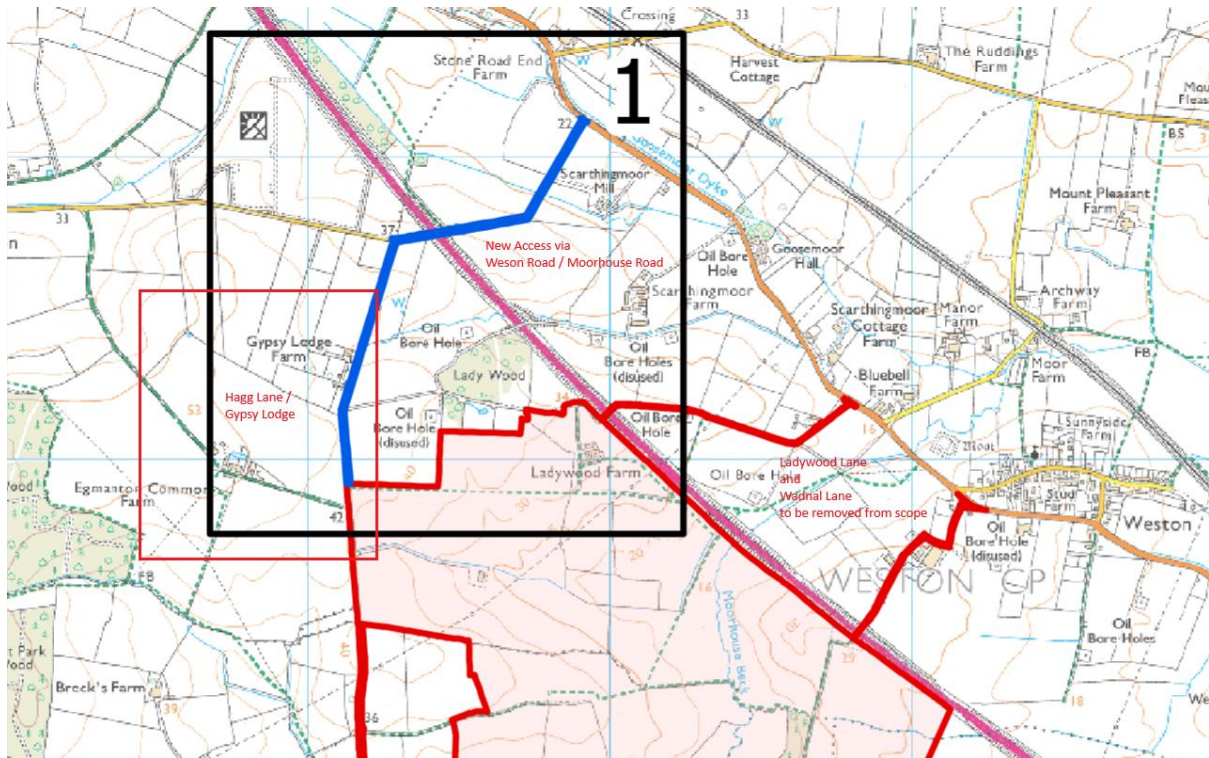


Figure 3.3 – Section of developers “Targeted Consultation-Figure 1 Order Limit Additions (28/04/25)”.

This period of consultation, having evolved over a year and seven months from the projects public inception was overturned and re-imagined in the final three months.

The parish responded as follows:

- The Parish objected to the planned changes.
- The parish noted that Gypsy Lodge (Now Renamed Partridge Farm) would be severely affected by traffic, being within approximately 2m of the single track Moorhouse Road.
- The parish noted that traffic into the village would be severely affected from the east.
- The parish made several suggestions (outlined in later sections) regarding alternative access.

No technical response was received from the developer to this round of consultation.

Following interventions by our county councillor, that Parishes (in general) were disappointed not to have received any feedback from our consultations, Egmanton Parish subsequently received a response that the developer was still open to discussion. However, the overarching feeling was that the consultation would have to continue as part of the DCO process with the planning inspectorate.

PINS Submission – This Phase

The developer has officially changed the order constraints to include Weston and Moorhouse Roads. Omitting the access roads of Wadnal Lane and Ladywood Lane.

4. Traffic and Access concerns

The following comments reaffirm the parish's concerns, which still remain after the receipt of the developer's comments on both of our previous submissions:

The developer officially includes Moorhouse Road, north of Moorhouse, via Weston Road and the B1164 Great North Road as a main access route into the northernmost quadrant of the development (array N1/N2 Formerly DB032) in lieu of the two previously proposed access roads, Wadnal Lane and Ladywood Lane within Weston.

Egmanton Parish disagrees with the proposal to utilise the new Moorhouse Road / Weston Road link for the following reasons:

An unacceptable increase in construction traffic which will principally affect the residents of Partridge Farm (formerly Gypsy Lodge), Hagg Lane residents and on a wider scope, the Village of Egmanton.

Our original stage two response sought to clarify the requirement for our section of Moorhouse Road to be utilised at all. Any mitigation suggestions that were made, were made with the understanding that "some" traffic would inevitably end up transiting northwards on Moorhouse Road towards Weston Road. Our mitigations were never proposed to deal with a daily planned transit of this nature and quantity with construction traffic expected every two minutes.

Egmanton parish considers that Partridge Farm in particular will be directly affected by the noise and vibration that will occur from the increase in HGV traffic, being so close to the road (within approximately 2m of the road surface). This building has no fixed foundation, and is already at risk from flooding due to the degradation of the dykes at either side of the road. We see very little mitigation offered by the developer to reduce the impact on this home; in fact, the responses we have received from the developer appear to be very dismissive of our concerns as non-issues.

Within our original phase two consultation response, we placed much emphasis on the importance of the quantity, location and construction of any passing points, especially in relation to placement around Partridge farm as any structures inevitably lead to backing up of the dykes. Past history shows any pipework or obstructions placed within these dykes require constant maintenance to ensure they are kept clear from debris and in good working order. We feel we have not received sufficient understanding or acceptance from the developer on how critical the placement of these passing points will be.

Our suggestion, given the capital expenditure that will be made available on this project is that it should not be unfeasible for access to be made into array N1/N2 from the alternate entrances of Ossington Lane (PA13) over a temporary structure bridging the Beck. Therefore, reducing the need for any heavy traffic utilising site access PA12. Whilst this may not remove all of the traffic passing by our residences, we feel that a suitable redirection of most of this traffic, particularly HGVs would reduce the impact to a tolerable level. We feel that the developer has not undertaken a suitable review of our suggestions, and has instead used the simplest solution.

Egmanton Parish Meeting continues to have no opposition to entry into array N1/N2 via site access PA12 within the operational phase with the expectations of low attendance, given our experience of maintenance regime of Egmanton Solar Farm.

5. Feedback on the Traffic and Transport document.

Having reviewed the several of the documents and figures pertaining to traffic and access strategies, it is disappointing that the developer has chosen to alter much of the naming convention of the sites components from the conventions that have been understood all the way through the process so far.

We have reviewed document “6.2.14 *Environmental Statement Volume 2 – Chapter 14 Traffic and Transport - Rev 1*” which appears to be the document that references the majority of our concerns, with the following comments:

Construction Noise

Egmanton parish has made several comments relating to the proximity of the Partridge Farm to Moorhouse Road in regards to NOISE and vibration. However, the responses from the developer only seem to have addressed vibration in each case.

The stated responses suggest that because the house has no concrete footing that vibration will not pose a problem to the structure. However, other than a stated comment by the developer, there is no actual technical reference, source or justification to substantiate this claim. Our limited understanding (as laymen) and the limited availability of publicly available documentation on this issue means we cannot accept that this will not pose a greater concern than we are led to believe.

In terms of road noise, document “12.4.4 *Construction Traffic Noise Assessment Methodology*” suggests that it is impossible to determine the BNL due to the methodology not being suitable on roads with an AAWT below 1000, of which Moorhouse Road appears to be categorised.

Moorhouse Road therefore seems to be lumped into the category of an “internal haul road” with the HGV noise assumed to be a worst-case figure of 4m from any property, which clearly doesn’t fit the application of partridge Farm which sits within approximately 2m of the carriageway. The road noise is then lumped into the general operation noise calculation for the construction tasks. The report states: “(6) *The overall noise levels for each activity have been calculated by combining the noise from the construction equipment and HGV movements within the construction area itself*”.

While we understand and accept that the construction noise (Piling, compacting, excavation etc) will take place some 400m from receptor H2 (Hagg road residents, nearest Partridge Farm) resulting in a negligible outcome from construction, utilising the same distances for presenting road traffic noise for traffic physically passing a property within 2m, producing 85dB (as per statement in paragraph 10 of the same document) would seem to be a doubtful proposition.

General Comments on – Chapter 14 Traffic and Transport - Rev 1**- 14.4.3 Sensitive receptors**

Identifies Moorhouse and Ossington, which should now have now been reduced (in terms of traffic noise) as sensitive receptors under the new scheme. This section now fails to consider the additional burden placed upon The Hagg Lane and Partridge Farm residents that will now absorb the full weight of traffic in the development of the array shown as N1/N2.

- 14.5.2 Walking

We note that all the baselines for walking involve village areas on well-established routes, especially references to B1164, which is principally the most enhanced of all the roads, including a generous width, an established footpath most of which separates traffic from pedestrians through a curbed surface and a large proportion of this link road has recently been resurfaced and includes fresh line markings.

Indeed, we feel that each of the study areas provided vastly exceeds the status of the recently added Weston and Moorhouse roads (Links 15 and 14) and do not pose a representative enough narrative of the roads at the bottom of the scale within the development.

We feel that overall, mitigation for walkers is lacking throughout the document.

- 14.5.3 Cycling

Moorhouse Road and Weston Road have in the past been used for the Tour of England route and are often used by a variety of local clubs as they are quiet for road bike users. Mountain bike users also utilise the rights of way off Hagg Lane (NT|Egmanton|BW5) onto Moorhouse Road, as well as the various unclassified farm tracks that intersect both roads.

In 2024 a cyclist was killed in a road traffic accident on Ossington road, South of Moorhouse, this road is a continuation of Moorhouse road and approximately 1 mile from Hagg Lane. It contains many of the same features of poor width, blind bends, high hedges and no separation for non-motorised users (NMU).

We feel that overall, mitigation for cyclists is lacking throughout the document.

- 14.5.4 Horse Riding

Horse riding on Moorhouse and Weston roads are a daily occurrence, Hagg Lane is a bridleway (NT|Egmanton|BW5) which intersects both roads to form a triangular route is commonly used by equestrians from Egmanton and Moorhouse. Indeed section 14.5.4 (102) does indeed state that looking at the facilities for equestrians in isolation does understate the use of these roads, to which we agree.

We feel that overall, mitigation for equestrians is lacking throughout the document.

- Sensitivity Rating 14.5.10

(In reference to the table 14.12 shown below) Although we agree that the sensitivity classification of Moorhouse Road should rate as high, we note that perhaps one of the houses closest to the traffic within the whole scheme, partridge Farm has not been noted as fronting the road within approximately 2m. Whereas the property noted on Weston Road which is significantly withdrawn from the road surface has been mentioned.

We feel that Partridge Farm has been poorly represented within this description. Similarly, the only access onto Hagg Lane as a registered bridleway and access to private residences has also been missed from the narrative.

We note reference to Egmanton Solar farm; however, we do not understand the purpose of mentioning this site as Justification, as it is extremely uncommon for any traffic to access this site. It would seem to bear no relevance to the narrative of the justification.

Link ID	Road Name	Description	Baseline AADT	Sensitivity	Justification
					side of the road is abutted by grass verges with no pedestrian facilities.
14	Moorhouse Road	Link assessed between Weston Road and approx. mid-length.	289	High	A rural road with occasional access adjacent fields, tracks and private properties. Grass verges and no pedestrian facilities. Width unsuitable for two-way HGV movements.
15	Weston Road	Link assessed between Moorhouse Road and the B1164	747	Medium	A rural road with grass verges and no pedestrian facilities. One private property fronts the road and an access track to an electric substation is also gained from this link. As the road continues west of Moorhouse Road, access is provided to the Egmanton Solar Farm to the north.
16	B1164 Great North Road	Link assessed between Tuxford and Carlton-on-Trent	1,873	Low	A single carriageway road with expected pedestrian activity as it passes through built up areas. Footways are present in the vicinity of settlements, along with street lighting. The road is subject to a derestricted speed limit which is reduced to 40 mph in the vicinity of the settlements.
17	Carlton Lane	Link assessed between Ossington Road and 500 m south	208	High	A rural road with occasional access adjacent fields. Grass verges and no pedestrian facilities. Width unsuitable for two-way HGV movements. A low volume of base traffic is noted.

Developers Table 14.12: Link Sensitivity Rating

- 14.6.1 Access Routes Hierarchy

This section lays out a reasonable hierarchy for using the largest and most appropriate roads first; Trunk Roads, A Roads, B Roads, Other roads.

Unfortunately, it appears that the developer has fallen back to using the easiest roads first. The design consideration using local access tracks directly off the B1164 seemed to us, to meet the requirements of the good practice defined by the developer, utilising access directly off one of the largest roads of the scheme to access the northern quadrant of the development. Over the subsequent stages it seemed as though the developer was maximising the strategy by adding further trackways until the targeted consultation, where all of the previous work was abandoned.

We still feel that mitigation can be achieved by utilising the alternative PA13 entrance to the northern quadrant and that internally routing down the proposed internal haul roads will still achieve the developer's goal of utilising a site compound for the array adjacent to Moorhouse Road opposite Hagg Lane, utilising a temporary structure to bridge Moorhouse Beck.

- 14.6.2 Site Access Arrangements

Site Access PA12 is 150m south of Hagg Lane and will be utilised to construct array N1/N2. We understand that the access along Moorhouse Road will only be utilised to service this compound as the developer has proposed these changes in order to restrict vehicular access through Moorhouse village further south. Similarly, we understand that array N1/N2 will not be connected to the arrays to the south of it due to the intersection of Moorhouse Beck. We have suggested to the developer that access into this array could be accommodated by a temporary structure to utilise the proposed internal haulage road structure that facilitate the construction of the closest arrays to the south.

We note that paragraph 152 seems to specify that site access locations have been "*sought to be on minor roads*". This statement would seem to be add odds with the developers own reasoning within the access routes hierarchy. If you are going to use minor roads for access, then inevitably more minor roads will be utilised in the scheme.

- 14.6.3 Passing Places

We understand that there will be eight passing places. Four of which will be on Weston Road and four on Moorhouse Road.

We now also understand that there will be a lowered traffic speed limit of 30 miles per hour and that each passing place will incorporate a traffic signal zone. This would seem to be excessive and although we understand that the developer has sought to lower the speed limit and incorporate passing points, we did not expect that additional traffic signals would be also included as well as per diagram "*ENO10162-APP-2.13 Traffic regulation Measures Plan*".

We understood that the passing points would be sufficiently wide enough to permit the crossing of all vehicles. It would seem excessive to also include several sections of independent traffic lights which will only add to the dwell time of the traffic on the route.

With the developer stating a construction vehicle every two minutes, the added traffic lights would seem to add to the congestion, and further increase the journey time from the intersection of B1164 to Hagg lane, from approximately two minutes to upwards of ten to fifteen minutes based at waiting times at each set of signals. This would seem excessive for a distance of one mile.

- 14.6.4 Construction Phase Trip Calculation

It is quite possible that we have missed it, however at this stage, it seems impossible to properly understand the programme that has been provided and how it fits the traffic requirement of our area of the scheme.

There doesn't seem to be a reference of which areas fit into which phases. Although it's clear to see that there are differences between the various phases which suggests that the programme is not

simply generic. A clear plan showing which areas fit into which phases should be provided by the developer.

From the table, we can only assume that the disruption to Weston Road and Moorhouse road will be in the order of twelve months.

- 14.6.5 Embedded Mitigation

There doesn't seem to be any mitigation for the effects of construction traffic meeting walkers, cyclists or equestrians in this section which is very troubling. The Outline travel plan which is quoted within the section does not provide any clarity on this concern.

Paragraph 169 details the use of internal haul roads - we agree with this philosophy and suggest that the internal haulage routes within the arrays to the east of Moorhouse be extended to include the northernmost N1/N2 array, opposite Hagg Lane.

- 14.7 ASSESSMENT OF EFFECTS

Link ID	Description	Sensitivity	2028 Future Base AADT		2028 Future Base + Construction AADT		Increase from Development Construction AADT	
			Total	HGV	Total	HGV	Total	HGV
1	A46	Low	29,174	2,811	29,997	2,918	3 %	4 %
2	A616 Great North Road	Low	10,076	475	10,899	581	8 %	22 %
3	A617 Kelham Road	Low	15,668	731	16,168	781	3 %	17%
4	A616	Low	5,529	177	5,871	240	6 %	36 %
5	Caunton Road (South)	Medium	1,694	0	1,873	51	11 %	0 %
6	Caunton Road (North)	Medium	1,694	51	2,106	104	24 %	105 %
7	Maplebeck Road	Medium	675	9	1,087	63	61 %	576 %
8	Newark Road	Medium	1,068	14	1,171	28	10 %	93 %
9	Kersall Road	Medium	621	15	792	47	28 %	206 %
10	Main Street	Medium	622	8	662	8	6 %	0 %
11	Ossington Road (South)	High	133	0	173	0	30 %	0 %
12	Ossington Road (East)	Low	683	82	940	150	38 %	84 %
13	Ossington Lane	Medium	390	1	632	58	62 %	5 490 %
14	Moorhouse Road	High	298	2	386	25	29 %	1,133 %
15	Weston Road	Medium	771	7	858	31	11 %	324 %
16	B1164 Great North Road	Low	1,932	63	2,175	120	13 %	90 %
17	Carlton Lane	High	215	2	348	38	62 %	1,730 %

Table 14.15: Construction Impact - Screening Assessment – PINS Edition - Current

Link ID	Description	Sensitivity	2024 Base		Cumulative Construction		Increase (%) from Construction	
			Total AADT	AADT HGV	Total AADT	AADT HGV	Total AADT	AADT HGV
1	A46	Medium	28,247	2,722	28,912	2,950	2.4%	8.4%
2	Great North Road	Medium	9,766	460	10,285	630	5.3%	36.9%
3	A617	Medium	15,077	703	15,298	775	1.5%	10.3%
4	Ollerton Road	Medium	680	28	741	36	8.9%	29.0%
5	Broadgate Lane	Low	230	8	349	49	51.8%	517.2%
6	Caunton Road	Low	1,642	49	1,778	90	8.3%	84.9%
7	Maplebeck Road	Low	654	9	902	71	37.9%	678.8%
8	A616	Low	5,353	171	5,753	297	7.5%	73.9%
9	Kneesall Road	Low	602	15	788	69	31.0%	364.4%
10	Main Street	Medium	364	10	413	28	13.4%	185.8%
11	Ossington Road	Low	129	4	219	41	69.5%	815.1%
12	B1164	Low	1,992	77	2,169	109	8.9%	42.4%
13	B1164	Low	1,873	61	1,958	75	4.5%	22.8%
14	Ossington Road	Low	100	2	364	77	264.3%	3058.3%
15	Unnamed Road	Low	208	2	350	40	68.3%	1529.2%
16	Norwell Lane	Medium	630	13	838	56	33.0%	342.9%
17	Cromwell North	Medium	1,012	27	1,116	49	10.3%	80.3%
18	Cromwell South	Medium	788	14	892	36	13.2%	155.7%

Table 14.15: Construction Impact - Screening Assessment – Previous Stage 2 Edition

The tables at both the stage two consultation and the PINS submission as shown above.

We note the inclusion of Links 14 and 15 into the screening assessment tables and that the developer now seems to have re-classified many of the road's sensitivities. It's greatly concerning that the new addition roads that have been included to alleviate disruption in other areas have been classified as a high sensitivity, where previously there were no high sensitivity roads at all on the scheme.

With similar concern we note the dramatic increase in traffic numbers, particularly HGV traffic on these two roads. Moorhouse Road now being rated in the top three HGV traffic increases across the scheme. Quite simply, the roads are rural, single carriageway, and they serve only to provide access from residences within the villages and, for several weeks over the year, harvest farm traffic.

They are not designed or adequate for twelve months of daily construction traffic.

Paragraph 189 (in a later section) defines the anticipated construction traffic on Moorhouse Road to be one vehicle every two minutes. This vastly increases the interactions between construction and local traffic plus pedestrians, cyclists and equestrians.

The inclusion of these two roads should be re-evaluated and the addition of internal haulage routes within the present site constraints should be reconsidered, to increase the safety and reduce congestion and vehicle and NMU interaction at the northernmost tip of the development.

- 14.7.1.3 Driver Stress and Delay

We do not agree with developers' guidance that driver stress will not be a factor. We have highlighted the developer's intention for using what we understand will be nine sets of traffic signals (including additional signals which are not shown associated with passing points south of Hagg Lane, with that many traffic signal zones within the space of one mile there will undoubtedly be delays and frustration on the sides of local, farm and commercial traffic.

- 14.7.1.5 Non-Motorised User Amenity

We have previously raised the subject of daily equestrian access, which can occur at any time.

The developer acknowledges the presence of pedestrians and cyclists, within the following sections however makes no reference to the presence of equestrians, who through the nature of their transport are arguably the most susceptible to harm caused by the sudden noise and presence of any motor vehicles, especially HGVs. We would urge the developer to exercise more forethought in terms to equestrians and their particular vulnerability.

Although we agree with the NMU significance of Moderate attached to NMU on Moorhouse road, we do not understand the subsequent hazard evaluation in tables. There does not appear to be any justification for the degree of hazard score despite the obvious uplift in traffic, particularly HGV traffic as shown in the table snippets below:

Link ID	Description	18-hour AADT	18-hour AADT HGV	Average 18-hour Speed	Degree of hazard score
14	Moorhouse Road	255	2	34	20 - Small

Table 14.19: Fear and intimidation Assessment – Future Baseline

14	Moorhouse Road	512	70	34	20 - Small
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Table 14.20: Fear and intimidation Assessment – Construction

Which results overall in a “Very Low” result of fear and intimidation. This does not appear to be justified given that the IMEA weighting guidance is based on set values, with weighting figures that would seem to only be relevant within an inner-city area based on the frequency and flow of the traffic as shown in table 14.3 which does not take into account the presence of other rural hazards.

6. Other Concerns

The parish would also like to clarify several other concerns related to the development mainly relating to the consultation response received back from the developers:

Visual Amenity

We raised concerns base on the visual amenity of both the local arrays N1 / N2 (previously called DB032). As well as the array on the hillside south of Moorhouse, both of which we feel will alter our view extensively and negatively.

In terms of DB032 (N1) we raised the following comment:

“Solar Array DB032, at stage 1 consultation residents privately raised concerns relating to winter screening of this array given the current modest screening in all seasons but particularly during the winter months. As at the time of writing this document, there are no leaves and a view of the field, which will house the prospective array, is clearly visible. The responses from the developer suggested that this could be supplemented as required.”

The developer has raised the following response:

“An additional hedge will be provided 'inside' the existing tree belt at the west edge of DB032 where it adjoins Moorhouse Road”.

Whilst we thank the developer for their commitment to screening, we note from the available Landscape Masterplan Figure 5.2(6) Dated 26/06/2025 that no additional screening has been added to substantiate this commitment. We would like confirmation that this commitment will be honoured by the developer.

We also raised comments that DB031 (Now N11) as follows:

“Solar Array DB031, this array will be permanently viewable to a large degree for the entirety of the project’s lifecycle due to the ground topology. We don’t believe the proposed new woodland planting will provide any benefit in screening the development from our location due to the incline of the sloped land. At least the top two thirds of the development will be permanently viewable. As the panels will be south facing and at indeterminate (at this stage) height, it is difficult to understand the prospective visual impact of the development when viewed from behind, seeing the supporting structure, cabling and other technical infrastructure that is generally hidden below the panels themselves. We welcome the developer’s commitments to reinstalling the surrounding wooded zone bordering the road, which was in the plan at inception, briefly removed following stage 1 consultation and then re-established for stage 2 consultation. Although this will provide no screening benefit from our perspective. Given the order limits tightly bound the north side of this array and the field orientation the only way to provide more screening from our perspective, would be removal of the array from the scheme”.

The developer returned with the following comments:

“Solar panels have been set back slightly in DB031 to mitigate effects on the adjacent home”.

“Effects on views from Hagg Lane are considered in ES chapter 7, Landscape and Visual Impact Assessment [EN010162/APP/6.2.7]. Changes made to the design of the area to the east

(supplementing the existing tree belt) will reduce visibility of the Proposed Development from Hagg Lane as will the reduction in the northward extent of fields to the south (formerly area DB031). This will mean that the proposed tree belt is also further south and uphill, providing more screening in views from the north”.

While we understand the reasoning behind the reduction of this array and agree with mitigation for the neighbouring property, we note that the worst of the panel will still be viewable at the top of the development as they were previously for us and the mitigation will not have any effect for the majority of the site’s operational timeframe.

Representative Viewpoints

We raised the subject of a lack of useful viewpoints submitted with the PEIR and noted that no viewpoints had been undertaken within our portion of the development.

We noted the useful addition of Viewpoint 53, although were disappointed that the developer had decided that the inclusion of the representative wireframe and montage was not required around the northern quadrant. They were particularly useful in other areas for gauging the impact.

We would ask the developer to reconsider our request, which we feel would provide reassurance on the narrative provided in the document “6.2.7 – Chapter 7 – Landscape and Visual”.

Cumulative Effect

We would like to bring to the attention of the Planning Inspectorate the scale of solar development within our district, alongside the various sites agreed by the local planning services of Newark and Sherwood District.

The developer claims that GNR Solar will cover 1650 hectares, deliver 800MW (a figure which remains despite a recent huge reduction of the solar arrays) and will supply enough energy to power 400,000 homes. But it is highly spread out and is a stark contrast to the other development falling into Newark and Sherwood District, “One Earth Solar Farm”. Of which their developer claims to cover 1600 hectares delivering 740MW. Powering 200,000 residences.

The GNR Solar development covers a vast amount of farmland and impacts on around 20 parishes, which is a stark contrast to the One Earth proposal, which although still consumes a massive area is still a compact placement and does not affect anywhere near as many residences and parishes.

The number of solar arrays being planned, constructed and operated within Newark and Sherwood District is staggering. It’s our feeling that the district already provides enough local solar commitment, including Egmanton Solar Farm as well as other low carbon facilities such as biomass energy (such as the unit already operating between Egmanton and Weston).

Despite the very similar power rating, we are also concerned regarding the differing claims suggested by these developers and how the number of properties claimed are being substantiated.

An overview showing the Cumulative impact on Newark and Sherwood can be found in appendix 3.

7. Egmanton Parish Background Information

Egmanton parish does not form any part of the order limits for the development, however several Egmanton properties fall within 500m of the development, and utilise the access roads that have now been proposed for direct traffic access. These Egmanton residences are as follows:

Hagg Lane - NG22 0HJ – Collectively labelled as Egmanton Common Farm on maps

- The Old Granary – Domestic property
- The Linhay – Domestic property
- Woodland View – Domestic property
- Egmanton Common Farm – Domestic Property
- Rundell House – Domestic Property

The number of permanent occupants are 15, all properties are individually owned.

Furthermore, there are the following farming and commercial properties:

- Barn and hardstanding operated by JS Dakin Farms
- Industrial Unit owned by JS Dakin Farms, leased to local businesses

Hagg Lane is a registered Bridleway (NT/Egmanton/BW5) and also supports farm traffic for the operation of the three surrounding fields operated by JS Dakin Farms. Although the lane appears to transit from Moorhouse Road at the south to Westen Road at the North, the northern most stretch is non metalled and may only be accessed by farm vehicles and is blocked by a locked gate approximately 300m north of the properties. Hagg Lane is a none metalled road with a poor road surface. The closest domestic building is approximately 350m to the boundary constraints



Figure 6.1 – Hagg Lane Google Maps Image

Moorhouse Road NG22 OHH

- Partridge Farm -**Formerly Gypsy Lodge**-
– Domestic building, stables and small holding (Fig 6.2)

Permanent occupants: 2

Partridge Farm's domestic buildings closely border Moorhouse Road, with buildings less than 2m from the roads edge in places. Fields to the south also belong to the lodge and are accessed off Moorhouse Road. We understand that the property dates from the early to mid-1800's. The majority of the building does not include any substantial modern footings or foundations.

The buildings are approximately 380m from the closest boundary constraint of the development.



Figure 6.2 – Partridge Farm Google Maps Image

Appendices

- Appendix 1 – Overall Google Earth Map of the northern Quadrant.
- Appendix 2 – Photo indicating the proximity of Partridge Farm to Moorhouse Road.
- Appendix 3 – Cumulative impact on Newark and Sherwood District.

Disclaimer

Egmanton Parish Meeting has commissioned a sub-committee to look at the impacts of this development upon the parish, and provide a focused consultation response for the consideration of the developer, Elements Green, on behalf of the residents of Egmanton Parish. In particular, those outlying residents living close to the development listed above.

The document is compiled by residents within the parish, using freely available mapping and other tools.

All external documents quoted or figures listed or displayed, remain the property of the developer, Elements Green, or their appointed subcontractors, and may be removed upon request.

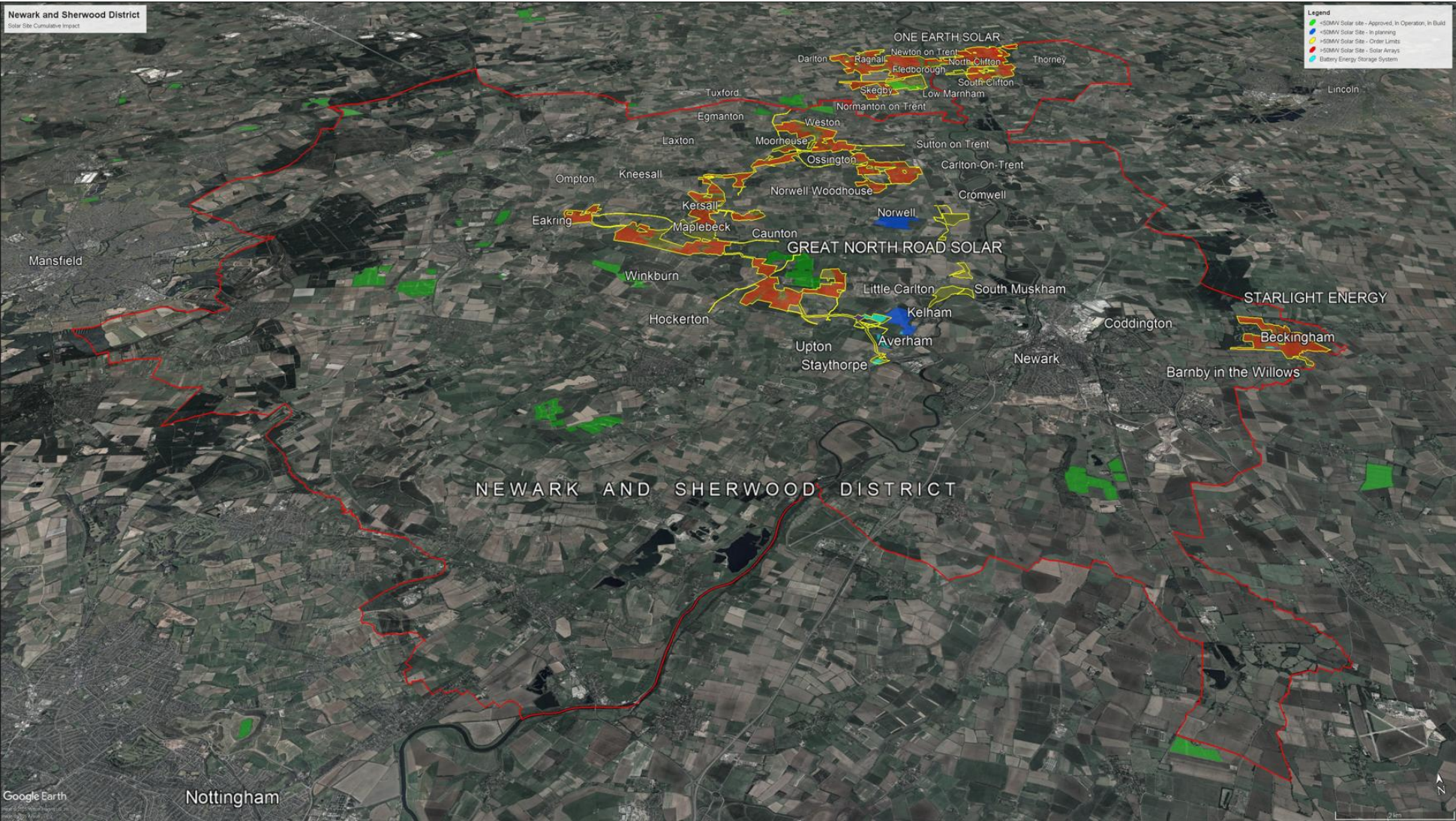


Appendix 1 – Overall Google Earth Map of the affected Egmanton area.



Appendix 2 – Photo indicating the proximity of Partridge Lodge to Moorhouse Road

Taken on Moorhouse Road – Facing Northbound towards Weston Road



Appendix 3 – Cumulative Impact of solar on Newark and Sherwood District