

Dear Mr Greaves

**Land West of Ashwell Road, Bygrave - Solar Plant
26/01224/S73: Variation of Condition number 26 (CTMP) of planning
permission reference (22/00741/FP), as amended by information received
16 July 2026**

I am writing to you in my capacity as Chairman of Bygrave Parish Council.

1. Introduction

On 1 June 2026, I provided a detailed response from Bygrave Parish Council to the original Section 73 application made by Pathfinder Clean Energy (PACE) to vary Planning Condition 26. Below are our comments on the additional information set out in the revised application. This letter should be read in conjunction with our letter dated 1 June 2026; together these form our response to this application.

Bygrave Parish Council has reviewed the revised application to vary Planning Condition 26 and **strongly objects** to it.

2. Response by Bygrave Parish Council

Whilst Bygrave Parish Council remains of the view that the construction route is not suitable, it takes comfort from the planning conditions (including Planning Condition 26) recommended by HCC Highways and agreed by NHC's Planning Control Committee (PCC). We object to any proposals which would reduce the effectiveness of the Planning Conditions.

2.1 Application to increase the limit on daily articulated lorry visits

PACE is requesting that the daily limit on articulated lorry visits to the site (set out in Planning Condition 26) be increased from two to three; with a further increase to four in "exceptional circumstances". As noted in our letter of 1 June 2026, a request by PACE early in 2023 to be allowed three or four daily articulated lorry visits (as is now being requested) was firmly rejected by HCC Highways (via email from Matt Armstrong dated 18 April 2023). PACE was informed that the absolute maximum that HCC Highways would permit was two and PACE agreed to this. The reasons for this limitation were set out by HCC Highways in its email of 18 April 2024 and subsequent correspondence.

On the basis that the mitigations proposed by PACE do not address the issues (identified by HCC Highways) arising from permitting more than two articulated lorry visits on any one day, we strongly object to this aspect of PACE's application.

2.2 Application to increase the permitted hours for deliveries

PACE is also requesting that the hours during which articulated lorry visits are permitted be extended from the current hours of 9.30 am - 2.30 pm to 9 am - 3 pm. The restrictions were set to try to avoid deliveries during the hours when Bygrave Road and Ashwell Road are at their busiest including with school traffic which as well as parents driving children to and from school, includes children walking and cycling and those using the school bus. There is also increased pedestrian usage of the junction of Bygrave Road and the A507.

We understand that the permitted hours for deliveries relate to the time which they enter the site. In retrospect, it would have been better if these referred to the permitted times of the earliest entry and latest exit onto Bygrave Road. Under the current restrictions, there is already the strong possibility of delivery vehicles being on Bygrave and Ashwell Road during the school rush period; especially vehicles leaving the site. Despite PACE's claims to the contrary, this risk increases materially if the delivery hours were extended as PACE is requesting. To take just one example (there are others), lessons at Knights Templar School end at 3 pm. If a delivery vehicle arrives at the solar plant site at 2.30 pm, it is unlikely to have been unloaded and exited Bygrave Road before school traffic from Knights Templar enters Bygrave Road. If a delivery arrives at 3 pm; it is impossible for it to have exited Bygrave Road in time to avoid a clash with the school traffic.

Accordingly, we strongly object to any extension of the permitted delivery hours.

2.3 Mitigations

In our letter of 1 June 2026, we set out comments on the proposed mitigations and their failure to address the adverse impact of the then proposed additional lorry visits. These comments apply equally to this revised application.

3. Proposed revised wording of Planning Condition 26

We strongly object to PACE's proposals to amend Planning Condition 26 but, if any changes are to be made, then they should reflect the following.

Revised hours for deliveries – our understanding is that the extended hours for deliveries would apply solely to deliveries by articulated vehicles and would not apply to deliveries by non-articulated vehicles. The current wording is ambiguous and would need to be tightened up to make this clear.

Exceptional circumstances (under which four daily deliveries would be permitted) – the current wording is too broad and should be tightened up to remove ambiguity and cover only situations that are outwith the control of PACE, its agents and its suppliers.

Monitoring of the use of the exceptional circumstances provision – it is not sufficiently robust for the delivery log to simply be made available on request. It should be a requirement that at the end of each week a copy of the delivery log is provided to NHC, HCC Highways and Bygrave Parish Council.

Community notification and liaison – PACE proposes to provide notification of the commencement of articulated lorry deliveries by writing to all residential properties on Ashwell Road within 500m of the site access. As explained in our letter of 1 June 2026, this is wholly inadequate. The notification letter needs to be sent to all residential and commercial properties within Bygrave Parish. It also needs to be sent to people living in the following properties which fall outside Bygrave Parish but which will be heavily impacted by the construction traffic: The Knoll and homes on Bygrave Road, Salisbury Road, Spring Close and Larkins. In addition, it should be sent to all residential properties in Ashwell, as Ashwell Road and Bygrave Road are widely used by Ashwell villagers to access Bygrave, Baldock and beyond.

The letter also needs to be sent out earlier than five working days prior to commencement of articulated lorry deliveries as, allowing for use of mailing centres and delays in postal deliveries to rural areas, it is likely that the letters will not be received until after deliveries have started. People need to receive a minimum of five working days' notice which means the letters will likely have to be sent out 10-15 working days before commencement of deliveries to achieve this.

We also consider that it would be appropriate to provide advance notification of the commencement of all deliveries not simply those by articulated lorry.

4. Additional information required

We note that NHC and HCC Highways have been in correspondence with PACE in advance of the revised application being submitted. We politely request that full details of that correspondence be made available via the NHC Planning Portal.

We have also been in correspondence with Mr Peter Bull, Senior Planning Officer at NHC, regarding additional information which we wished to receive. Councillor Julie Colegrave's email of 28 May 2026 and my emails of 1 June 2026, 12 June 2026 and 20 June 2026 refer. I would be grateful if you could arrange for us to receive the requested information as a matter of urgency.

5. Unredacted details of correspondence between Bygrave Parish Council and PACE

I have previously requested (by email of 12 June 2026 to Mr Peter Bull) that the NHC Planning Portal be updated to include unredacted (save for personal information) versions of correspondence between PACE and Bygrave Parish Council. The incomplete and heavily redacted documents submitted by PACE, and which are on the NHC Planning Portal, give a misleading picture of our discussions. Please can you arrange this as a matter of urgency.

6. Next steps

We would be happy to discuss any points in our letter if that would be helpful.

James Colegrave
Chairman
Bygrave Parish Council