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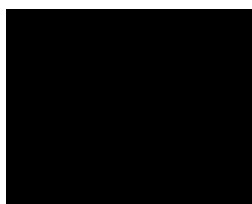
1 July 2025

Dear Sir/Madam

Application by Photovolt Development Partners (PVDP) on behalf of SolarFive Ltd for an Order Granting Development Consent for the Botley West Solar Farm Project

I refer to your letter of 10 June 2025 regarding the above proposal and your invitation to submit written representations to the Examining Authority's (ExA) Written Questions by Deadline 2 (1 July 2025)

National Highways' response is set out below.



Area 3 Spatial Planner
Email: [REDACTED]@highwaysengland.co.uk

Slough Multifuel Extension Project (EN010147)

Written Statement by National Highways

1 July 2025

Introduction

National Highways have been invited (dated 10 June 2025) to provide written representations to the ExA's Written Questions for this project. The relevant questions to National Highways and our responses are set out below.

General

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. In the case of the Botley West Solar Farm Project this relates to the A34.

National Highways look forward to engaging with the applicant to assess the potential impacts from the proposal on the safe and efficient operation of the strategic road network, particularly during the construction phase. It should be noted to date there has been no direct dialogue between the applicant and National Highways.

Q 1.7.10 Article 41

Article 41 is stated to follow wording seen within Transport and Works Acts Orders. No equivalent precedent is cited from the Planning Act 2008 (PA2008) regime. Explain with reasons.

It is understood that no roads or land managed by National Highways are within the proposed order limits and due to the distance from the proposal to the SRN a very low likelihood in the future. However, we would welcome dialogue with the applicant to determine if there is any possibility in the future to enable National Highways to comment further.

Q 1.7.20 Requirement 11

Does National Highways need to be referenced as either a discharging body or consultative body, having particular regard to the construction traffic management plan?

National Highways wish to be consulted by the appropriate discharging body prior to the discharge of Requirement 11 (Construction Traffic Management Plan).

Q 1.17.18 Integrated Transport Assessment

In table 12.4 of the ES [APP-049] the applicant has responded to the response provided by National Highways (NH) by stating an integrated Transport Assessment has been provided as part of the assessment in this chapter. Is NH satisfied this meets their recommendation for the applicant to provide a Transport Statement (TS)?

Although National Highways have not been approached by the applicant to scope out the transport statement (Q 1.17.4), we are satisfied that the integrated transport assessment provided meets our requirements.

Q 1.17.19 Impact Assessment on A34

Paras 12.7.5 - 12.7.9 of the ES [APP-049], explain that the origin of all construction traffic will be from the A34, do you agree with the methodology and the assessment carried out by the applicant of the potential impacts on this SRN due to construction as detailed in section 12.9 of the ES.

In terms of the impact on the SRN (A34), the applicant's approach to assume 100% of construction traffic using the A34, then for the purposes of the assessment assuming 100% of that construction traffic either using A34 Botley or A34 Peartree at any one time, is robust. Even with that robust approach the numbers using either junction are relatively low. The actual construction traffic movements on the A34 from the proposed Botley West Farm Project will likely be far lower.

Therefore, we would not require any further assessment. However, to further minimise any potential impacts to the SRN we would recommend that the subsequent detailed Construction Traffic Management Plans identify opportunities to further reduce movements in AM and PM peaks.

Next Steps

We would welcome engagement with the applicant and we would be happy to develop and enter into a statement of common ground with the applicant.