

Our Ref: NH/24/06391

Your Ref: F134EAFC0

The Planning Inspectorate
National Infrastructure Planning
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Via Email:

oneearth solar@planninginspectorate.gov.uk

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21st August 2025

Dear Sir or Madam,

**One Earth Solar Farm Development Consent Order (DCO) Application
– Response to Examination Questions 1 (ExQ1)**

National Highways welcomes the opportunity to review and comment on relevant documentation received for the proposed development of One Earth Solar Farm in the Examination stage for Development Consent Order (DCO) Application.

National Highways (“we”) have been appointed by the Secretary of State for Transport as 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.

This document represents National Highways’ response to ExQ1.

Q1.0.21 - The Applicant and all parties

Consultation on National Policy Statements

The Government published on 24 April further consultation on each of the National Policy Statements, NPS – EN1, EN-3 and EN-5. The consultation period closed on 29 May 2025. Please advise if there are any areas of these documents that you consider the ExA should regard as important or relevant to the consideration of the Proposed Development.

We are reviewing this question, and we will aim to provide a response by Deadline 3.

Q9.0.5 - Affected Persons Interested Parties

Any Other Inaccuracies

Are any parties aware of any inaccuracies in the BoR, SoR or Land Plans?

We have communicated to the Applicant, in our response dated 24th July 2025, inaccuracies in the BoR regarding land parcels adjacent to the A57. These inaccuracies have been corrected in the updated BoR.

In relation to the SoR and Land Plans, we are reviewing this question, and we will aim to provide a response by Deadline 3.

Q9.0.8 National Highways Land Interests

- (1) Do you agree with the Applicant that your statutory undertaking will not be affected by the proposed development?
- (2) Is there agreement over the approach to the NH land interests and Protective Provisions included in the draft DCO?
- (3) In light of the comments NH make at Deadline 1 dated 25 July is it now confirmed that PPs would not be required for NH?

On the basis that the proposed development does not interface with the SRN and the Applicant is not seeking to compulsorily acquire, temporarily possess and/or interfere with any of National Highways' land interest we accept that our statutory undertaking will not be affected by the proposed development. As such we can confirm that Protective Provisions in favour of National Highways are not required. Given that the Applicant has corrected the BoR pursuant to our response of 24th July 2025 and the Applicant has not sought to secure Protective Provisions in favour of National Highways in the draft DCO, there is agreement in approach between National Highways to the land interests and Protective Provisions.

Q18.0.5 AIL routes

Please provide an update on the latest position with regards to agreeing routes and mitigation for AIL deliveries.

We need to understand if the proposed development will require abnormal loads for specific equipment and materials (elements such as transformers) to the site on the SRN. We encourage the Applicant to engage with National Highways as soon as possible to establish an effective movement strategy.

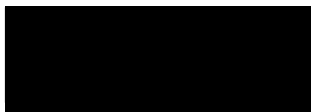
It should be noted that Special Orders will be required for loads exceeding 150 tonnes pursuant to section 44 of the Road Traffic Act 1988. This falls outside of the DCO process. A feasibility study should be completed assessing the suitability of the network for the proposed route of the Special Orders. Feasibility studies are high-level assessments designed to determine whether the SRN is structurally capable, at this stage, of accommodating the proposed heavy loads.

Separate to this, the Applicant must submit a formal applications closer to the actual movement date (normally 5 days before) once a haulier has been appointed. At that time, route suitability will be re-checked with all relevant structure and road owners, and a permit for all movements will be issued.

National Highways' abnormal loads team can be contacted at:
Abnormal.Loads@nationalhighways.co.uk

I trust the above comments are helpful. Should you have any queries do not hesitate to get in touch.

Yours sincerely,



Brittany Grosvenor
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