



Great North Road Solar and Biodiversity Park

Draft Statement of Common Ground with National Highways

Document Reference – EN010162/APP/8.6

Revision number 1

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Revision History

Revision	Revision Date	Authorised By	Position	Comment
Issue 1	17/09/25	ES	Head of Planning	1 st Draft for NH Review
Issue 2	25/11/25	ES	Head of Planning	Issue 2 for NH Review

1 INTRODUCTION

1.1 PURPOSE OF THIS DOCUMENT

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared to support an application (the Application) for a Development Consent Order (DCO) from the Secretary of State (SoS) for Energy Security and Net Zero under Section 37 of the Planning Act 2008 (PA 2008) for the proposed Great North Road Solar and Biodiversity Park Development (the Development). The Application has been submitted by Elements Green Trent Limited (the Applicant).
- 1.1.2 This SoCG has been produced to confirm to the Examining Authority (ExA) where agreement has been reached between the Parties, and where agreement has not (yet) been reached.
- 1.1.3 SoCGs are an established means in the planning process of allowing all Parties to identify and focus on specific issues that may need to be addressed during the examination. This SoCG will be revised and updated as discussions between the Parties progress during the Examination.

1.2 PARTIES TO THIS STATEMENT OF COMMON GROUND

- 1.2.1 This SoCG has been prepared by (1) Elements Green Trent Limited as the Applicant and (2) National Highways (collectively, 'the Parties').

1.3 TERMINOLOGY

- 1.3.1 In the table in the Issues section of this SoCG:
 - "Agreed" (Green) indicates where the issue has been resolved;
 - "Under discussion" (Amber) indicates where a matter is the subject of ongoing discussion; and
 - "Not Agreed" (Red) indicates a final position.
- 1.3.2 Where National Highways expresses agreement, it does so only in so far as it has considered the issue with regards to its statutory remit and on the basis of the information provided by the Applicant. Agreement is offered without prejudice to the submissions of other interested Parties who may have greater knowledge of technical or site-specific issues.

1.4 RECORD OF RELEVANT CORRESPONDENCE

- 1.4.1 The Applicant has undertaken consultation and engagement with National Highways throughout the development of the Application. The Applicant consulted National Highways in accordance with section 42 of the PA 2008, about the Development and environmental impact assessment as part of the formal pre-application consultation and publicity procedures. This process afforded National Highways the opportunity to provide responses to the information provided at various stages of the pre-application process.
- 1.4.2 Table 1-1 identifies the discussions and correspondence that has taken place between the Parties to date.

Table 1-1 Record of Correspondence

Date	Type (meeting, etc.)	Topic
15 August 2024	Meeting	<p>Topics discussed:</p> <ul style="list-style-type: none">• Introduction to the Development• General approach to trip generation• Overview of routing strategy• CTMP to control traffic movements – NH desire for SRN trips outside of peaks• Shuttle bus for workers - NH keen to confirm details• Construction phase is main interest – operational period accepted as minimal impact
8 October 2025	Virtual Meeting	To discuss Issue 1 of the SoCG. Agree timescale and next steps for next draft.
25/11/25	Email	Issue 2 of the SoCG for NH comment.

1.4.3 It is agreed that this is an accurate record of the key meetings and consultation undertaken between the Parties in relation to the issues addressed in this SoCG.

2 CURRENT POSITION OF THE APPLICANT AND NATIONAL HIGHWAYS

2.1 TRAFFIC AND TRANSPORT

Table 2-1 Traffic and Transport

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
2.1.1		Policy Compliance	The Applicant considers that the Development is fully in compliance with NPS EN-1, EN-3 and EN-5.	National Highways reserves its position pending the information that has been requested from the Applicant as set out in our relevant representation.	Under Discussion
2.1.2	RR	Assessment Methodology (including Study area)	<p>The Applicant considers that the scope and methodology of ES Volume 2, Chapter 14: Traffic and Transport [EN010162/APP/6.2.14] [APP-057] is appropriate. Table 14.14 provides forecast traffic generation in the month and Table 14.15 shows the screening assessment for links. It can be seen from these tables that the A1 would not meet the EIA screening thresholds that warrant further detailed assessment.</p>	<p>Given that the A1 has been identified as a key route for access to the site — particularly for Heavy Goods Vehicles (HGVs) and Abnormal Indivisible Loads (AILs) associated with the construction phase — National Highways requests the A1 to be included in the assessments, in accordance with the IEMA Guidelines for the Environmental Assessment of Traffic and Movement (July 2023). National Highways also noted that Kneesall, Kersall &</p>	Under Discussion

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
			<p>The Applicant notes NH have highlighted a typographical error, which the Applicant has not been able to locate. There does not appear to be a reference to the A646 in Chapter 14, but the Applicant would be grateful if NH could confirm where this error was identified.</p>	<p>Ompton Parish Council have requested the A616 be included in the assessment in addition to the A1 and North-eastern Railway Line. The consultation response advises that the A646 has been assessed. This should be corrected to align with the request and details in the report.</p>	
2.1.3	RR	Development Access and Traffic Measures	<p>The Applicant considers that the proposed Access Routes Hierarchy as shown in the ES Volume 3, Figure 5.1: Works Areas [EN010162/APP/ 6.3.5A] [AS-032] is appropriate. The Applicant considers the Site Access Arrangements and the Passing Places are appropriate, as shown on ES Volume 3, Figure 14.4: Site Access Locations [EN010162/APP/6.3.14A] [AS-046] and Figure 14.5: Passing Place Locations [EN010162/APP/6.3.14A] [AS-046]. [A]</p>	<p>National Highways note that Abnormal Loads and Abnormal Indivisible Loads (AILs) will be routed via the A1. As such, National Highways request:</p> <ul style="list-style-type: none">• Swept path analysis is conducted to demonstrate that SRN junctions can accommodate the abnormal loads, and that the drawings of this analysis are provided for our review.• The proposed routing along with details of	Under Discussion

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
				<p>any height and weight constraints that may affect the movement of AILs, are provided for our review.</p> <p>Clarification on the total number of AIL movements anticipated, including their dimension and expected frequency in relation to the proposed development.</p>	
2.1.4	RR	Trip Generation	<p>The Applicant considers the trip generation calculations for the most concentrated phase for traffic generation is appropriate. The calculation is summarised in Table 5.11 of the ES Volume 2, Chapter 5: Development Description [EN010162/APP/6.2.5] [APP-048] and is set out in detail in Section A14.1.6 of the ES Volume 4, Appendix 14.1: Transport Statement [EN010162/APP/6.4.14.1]A</p> <p>Section A5.2.4.2 of ES Volume 4, Appendix A5.2: Outline Construction Traffic</p>	<p>NH note that the construction phase is expected to last 24 months in total, and this period is likely to generate the most significant traffic impacts on the SRN. NH welcome the inclusion of the 20% uplift as this enhances the robustness of the trip generation calculations.</p> <p>National Highways requests that the applicant provides details of the expected hourly traffic flow. This will enable National Highways to determine the potential impacts on the SRN,</p>	Under Discussion

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
			<p>Management Plan (CTMP) [EN010162/APP/6.4.5.2A]</p> <p>includes the commitment that deliveries by HGV will be coordinated through a booking system to avoid travel during the network peak hours, where possible. Therefore, deliveries will be scheduled for between 09:30 and 16:30 where possible.</p> <p>In addition Section A5.2.4.1 sets out that a shuttle bus service will be used to transport construction workers to and from the Order Limits. It also confirms that the shuttle bus will operate outside of the SRN peak periods.</p>	<p>particularly during the typical AM and PM peak hours.</p> <p>Additionally, we note that core working hours are stated as 07:00 to 19:00 on weekdays. National Highways requests that further information regarding staff shift patterns and anticipated staffing levels be provided for our review.</p>	
2.1.5		Trip Distribution	<p>The Applicant is content to provide this information, which will be included at Deadline 1. These diagrams will show the traffic flows currently presented in Appendix 1 of this SoCG.</p>	<p>National Highways requests that flow diagrams for construction traffic are provided for our review. When this has been provided, we will be in a better position to comment on the traffic impact of the proposed development.</p>	Under Discussion
2.1.6		Mitigation Measures	<p>The Applicant considers the measures that are set out within the ES Volume 4, Appendix 5.2:</p>	<p>National Highways reserves its position until the</p>	Under Discussion

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
			<p>Outline Construction Traffic Management Plan (oCTMP) [EN010162/APP/6.4.5.2A] and the ES Volume 4, Appendix 5.6: Outline Decommissioning and Restoration Plan (DRP) [EN010162/APP/6.4.5.6A] are appropriate. ES Volume 4, Appendix 5.6: Outline DRP [EN010162/APP/6.4.5.6A] includes provision for the final DRP to include a Decommissioning Traffic Management Plan (DTMP). The detailed DRP will be secured by Requirement 19 in Schedule 2 of the Draft DCO [EN010162/APP/3.1B]</p> <p>ES Volume 4, Appendix 5.2: oCTMP [EN010162/APP/6.4.5.2A] will be used as a basis for the final CTMP to be submitted for approval to NSDC in consultation with NCC and National Highways. The detailed CTMP will be secured by Requirement 14 in Schedule 2 of the Draft DCO [EN010162/APP/3.1B].</p>	information requested has been provided at Deadline 1.	

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
2.1.7		Assessment of Effects	<p>The Applicant considers that the effects associated with traffic movements during construction and decommissioning is short term and temporary. Due to the reduced traffic levels throughout the operational phase compared to the construction phase, effects on collisions and safety, severance, driver delay, pedestrian delay and amenity and hazardous loads are considered to be negligible and not significant.</p> <p>Therefore, the Applicant considers that the effects associated with traffic movements on the environmental receptors are acceptable. This is set out in ES Volume 2, Chapter 14: Traffic and Transport [EN010162/APP/6.2.14] [APP-057].</p>	<p>The Applicant has not assessed the impacts of construction traffic on the A1. This position is contrary to both IEMA guidance and the scoping opinion obtained by the Applicant which specifically required the assessment of effects on the A1. Further, trip generation and distribution data remains outstanding.</p> <p>National Highways welcomes the commitment from the Applicant that this information will be provided for review at Deadline 1.</p>	Under Discussion
2.1.8	RR	Construction Effect on the Strategic Road Network	Refer to the Applicant's responses at row 2.1.2, 2.1.4 and 2.1.5.	Appendix A14.1 - Transport Statement Site Access We note that access to the site is not proposed directly onto the SRN. As such, Section 175(b) of the Highways Act 1980 (as	Under Discussion

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
				<p>inserted by The Infrastructure Act 2015) is not relevant.</p> <p>When the trip generation and trip distribution have been agreed, National Highways will be in a better position to comment on the acceptability of the traffic impact of the proposed development, and advise whether further junction capacity assessments are required on the SRN junctions.</p>	
2.1.9	RR	Operational Effects	Noted.	<p>Given the nature of the site and the proposed level of trips during the operational phase, National Highways is content that the level of traffic during the operational phase will not have a material impact on the SRN.</p>	Agreed
2.1.10	RR	Decommissioning Effects	<p>An evaluation of the decommissioning phase is included in Section 14.7.3 of ES Volume 2, Chapter 14: Traffic and Transport [EN010162/APP/6.2.14] [APP-057].</p>	<p>National Highways requests further information regarding the decommissioning phase for the proposed development to be provided for their review.</p>	Under Discussion

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
			ES Volume 4, Appendix 5.6: Outline Decommissioning and Restoration Plan (DRP) [EN010162/APP/6.4.5.6A] includes details of the Development. Requirement 19 in Schedule 2 to the Draft DCO [EN010162/APP/3.1B] secures the Decommissioning and Restoration Plan. This must be prepared in accordance with Volume 4, Appendix 5.6: Outline Decommissioning and Restoration Plan (DRP) [EN010162/APP/6.4.5.6A].		
2.1.11	RR	Other Matter - TEMPro growth figures	TEMPro factors were determined from the 'region of Newark and Sherwood: Average Day'. Separate growth factors for the AM and PM peaks would not seem necessary given that Section A5.2.4.2 of ES Volume 4, Appendix A5.2: Outline Construction Traffic Management Plan (CTMP) [EN010162/APP/6.4.5.2A] sets out that deliveries by HGV will be coordinated through a booking	Regarding the TEMPro growth figures, National Highways requires further information on the geographical area selected to calculate the growth factors. We expect separate growth factors to be provided for the typical network AM and PM peak hours. Furthermore, we require the assessment to be conducted	

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			system to avoid travel during the network peak hours, where possible. Therefore, deliveries will be scheduled for between 09:30 and 16:30 where possible.	using the most recent version of the TEMPro software available; at the time of writing, this is Version 8.1. We request that these growth factors, along with clarification of all inputs into TEMPro are provided for our review.	

2.2 CONSTRUCTION ROUTES

Table 2-2 Construction Routes

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
2.2.1		Construction Routes	<p>The Applicant considers that ES Volume 4, Appendix 5.2: oCTMP [EN010162/APP/6.4.5.2A] provides appropriate measure to ensure that construction traffic will only arrive at a site access from specified direction and via route that has been included within this assessment.</p> <p>The key construction routes for HGV and non-HGV traffic are shown in ES Volume 3, Figure 14.2: Link Identification Plan [EN010162/APP/6.3.14A] [AS-046] along with the link identification numbers used within ES Volume 2, Chapter 14: Traffic and Transport [EN010162/APP/6.2.14] [APP-057], which are also listed in Table 14.2.</p>	<p>Given that the A1 has been identified as a key route for access to the site — particularly for Heavy Goods Vehicles (HGVs) and Abnormal Indivisible Loads (AILs) associated with the construction phase — National Highways requests that the A1 be included in the assessments, in accordance with the IEMA Guidelines for the Environmental Assessment of Traffic and Movement (July 2023).</p>	Under Discussion

2.3 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Table 2-3 Construction Traffic Management Plan

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
2.3.1		Strategic Road Network	<p>Should the DCO be approved, the ES Volume 4, Appendix 5.2: oCTMP [EN010162/APP/6.4.5.2A] will be used as a basis for the detailed CTMP to be submitted for approval to NSDC in consultation with NCC and National Highways. The detailed CTMP will be secured by Requirement 14 in Schedule 2 of the Draft DCO [EN010162/APP/3.1B].</p> <p>Section A5.2.4.2 of ES Volume 4, Appendix A5.2: Outline Construction Traffic Management Plan (CTMP) [EN010162/APP/6.4.5.2A] sets out that deliveries by HGV will be coordinated through a booking system to avoid travel during the network peak hours, where possible. Therefore, deliveries will be scheduled for between 09:30 and 16:30 where possible.</p> <p>In addition Section A5.2.4.1 sets out that a shuttle bus service will be used to transport construction workers to and from the Order</p>	<p>The CTMP should cover the anticipated construction traffic demands on the SRN during AM and PM peak hours in the month when the maximum construction traffic volume is expected.</p> <p>Given that the A1 has been identified as a key route for access to the site — particularly for Heavy Goods Vehicles (HGVs) and Abnormal Indivisible Loads (AILs) associated with the construction phase — National Highways requests that the A1 be included in the assessments.</p> <p>Requirement 14 should be amended to ensure that any detailed CTMP submitted should require NH's approval insofar as the matters concerned relate to the SRN.</p>	Under Discussion

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
			Limits. It also confirms that the shuttle bus will operate outside of the SRN peak periods.		
2.3.2	RR	Signage on the Strategic Road Network	ES Volume 4, Appendix 5.2: oCTMP [EN010162/APP/6.4.5.2A] sets out the information that will be set out in a detailed CTMP. The Detailed CTMP will be submitted for approval to NSDC in consultation with NCC and National Highways. The detailed CTMP will include details of any signage requirements and is secured by Requirement 14 in Schedule 2 of the Draft DCO [EN010162/APP/3.1B] .	National Highways requires full details, including the dimensions of the signs of any proposed signage, both temporary and permanent, to be located on the SRN. If temporary traffic management signs are to be installed on the A1, National Highways must review and approve the proposed signage. Should the applicant proceed with signage on the A1 trunk road, they will be responsible for all associated costs.	Under Discussion
2.3.3		Abnormal Loads	Appendix G of ES Volume 4, Appendix A14.1: Transport Statement [EN010162/APP/6.4.14.1A] provides details of abnormal load assessments, including swept path analysis. We will work with National Highways to provide any additional information required.	National Highways request that swept path analysis is conducted to demonstrate that SRN junctions can accommodate the abnormal loads, and that the drawings of this analysis are provided for our review.	Under Discussion

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
				<p>In addition, we further request that the proposed routing along with details of any height and weight constraints that may affect the movement of AILs, are provided for our review.</p> <p>Furthermore, we seek clarification on the total number of AIL movements anticipated, including their dimension and expected frequency in relation to the proposed development.</p>	

2.4 DECOMMISSIONING TRAFFIC MANAGEMENT PLAN

Table 2-4 Decommissioning Traffic Management Plan

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
2.6.1		Relevant Consultees	<p>ES Volume 4, Appendix 5.6: Outline DRP [EN010162/APP/6.4.5.6A]</p> <p>includes provision for the final DRP to include a Decommissioning Traffic Management Plan (DTMP).</p>	<p>As the effects of construction and decommissioning traffic on the A1 have not been assessed within the Applicant's assessment. National Highways requires that Requirement 19(1) be</p>	Under Discussion

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
			<p>Should the DCO be approved, ES Volume 4, Appendix 5.6: Outline DRP [EN010162/APP/6.4.5.6A] will be used as a basis for the detailed DRP to be submitted for approval to NSDC in consultation with NCC and National Highways. The detailed DRP will be secured by Requirement 19 in Schedule 2 of the Draft DCO [EN010162/APP/3.1B].</p>	<p>amended to ensure that any decommissioning and restoration plan be approved by National Highways in respect of any matters with relate to the SRN.</p> <p>National Highways notes that the current draft DCO requirement 19(1) does not provide for consultation with National Highways as the Applicant states.</p>	

2.5 GLINT AND GLARE

Table 2-5 Glint and Glare

Ref	Relevant Document	Description of Matter	Applicant's Position	NH's Position	Status
2.5.1	RR	Assessment of Effects and Mitigation Measures	<p>As stated in Section 16.1.6 of the ES Volume 4, Appendix 16.1 Glint and Glare Assessment [EN010162/APP/6.4.16.1] [APP-286], the assessment concludes that limited exceedances of the criterion for certain stretches of the</p>	<p>NH agreed with the receptors included in the assessment. NH recognised that the methodology will be refined as part of the detailed design for the individual sites.</p>	Agreed

Ref	Relevant Document	Description of Matter	Applicant's Position	NH's Position	Status
			<p>A1 (northbound), A616 (northwest bound) and A617.</p> <p>Mitigation measures are set out and secured that would then reduce effects to an acceptable level.</p>		
2.5.2		Other Matters-Receptors	<p>Results of the assessment are presented for each receptor location in Section 16.1.6 of the ES Volume 4, Appendix 16.1 Glint and Glare Assessment [EN010162/APP/6.4.16.1] [APP-286]. As the source of any glare is often just a small part of one or more arrays, specifying which array(s) contribute to glare effects for each receptor is considered to be too simplistic, and risks misrepresenting the extent of the predicted effects.</p> <p>Section 16.1.4.2.1 of the ES Volume 4, Appendix 16.1 Glint and Glare Assessment [EN010162/APP/6.4.16.1] [APP-286] provides assessment criteria for route receptors. As stated in paragraph 61, the criteria specified</p>	<p>NH made the following comments:</p> <ol style="list-style-type: none">1. General: In reporting, it would be useful to note which arrays will affect receptors that have reported exceedances for ease of reference rather than having to find them in the figures.2. Section A16.1.4.2.1:<ul style="list-style-type: none">• Narrative is provided for road receptors (including horse riders, HGV and agricultural vehicle drivers), no additional commentary is provided regarding other receptors in the section heading.	Under discussion

Ref	Relevant Document	Description of Matter	Applicant's Position	NH's Position	Status
			<p>for road and rail receptors are based upon those for aviation, with an appropriate cross-reference provided. As stated in Section 16.1.6.4 of the ES Volume 4, Appendix 16.1 Glint and Glare Assessment [EN010162/APP/6.4.16.1] [APP-286], as a result of the Development's design changes since the PEIR, there are no navigable waterways located within the respective study area, and waterways have therefore been discounted from further consideration.</p> <p>Table 16.1.2 of the ES Volume 4, Appendix 16.1 Glint and Glare Assessment [EN010162/APP/6.4.16.1] [APP-286] presents the predicted glint and glare durations for each assessed receptor. The A617 is predicted to experience less than 1 hour of low-intensity '<u>Green</u>' glare per year. As stated in Section 16.1.4.2.1, Green glare is of a low-intensity and is acceptable without</p>	<ul style="list-style-type: none">Criteria noted does not align with aviation receptor requirements. <p>3. Road Receptors:</p> <ul style="list-style-type: none">The report states exceedances for the A1, A616 and A617 and mitigation is expected to be required.The A617 appears to show up to an hour of exposure per year as part of the tabulated results. Please review and advise. <p>4. Dwelling Receptors</p> <ul style="list-style-type: none">Glare effects tabulated for Dwelling 3 and Dwelling 36 without sky condition consideration exceed the recommended annual threshold of 30 hours set out in the report, consideration of cloudy sky conditions reduces the expected hours to within acceptable levels.	

Ref	Relevant Document	Description of Matter	Applicant's Position	NH's Position	Status
			<p>the requirement for additional mitigation, regardless of duration.</p> <p>With regard to residential dwellings, it is agreed that Dwelling 3 and Dwelling 36 exceeds the recommended annual threshold of 30 hours set out in the report, on a theoretical basis (i.e. bright sunshine during all hours of daylight during the whole year). This is clear not a realistic assumption, therefore an appropriate correction is applied to determine the likely effects, as described in Section 16.1.5.4. After accounting for this correction, effects are below the assessment criteria at all residential dwellings, and therefore acceptable.</p> <p>Effects on residential receptor are discussed in Section 16.1.6.5. As clearly stated in the text, Dwelling 36 is discussed as an exceedance of the assessment criteria was found at this location at the PEIR stage. As such, the PV arrays which were located closest to Dwelling 36 were reduced in size</p>	<ul style="list-style-type: none">• Dwelling 36 is discussed, dwelling 3 is not. <p>National Highways requests that Requirement 22(1) is amended so that any glint and glare assessment for a phase which results in potential glint and glare effects on the SRN is approved by National Highways.</p>	

Ref	Relevant Document	Description of Matter	Applicant's Position	NH's Position	Status
			as part of the Development's design evolution, which reduce the duration of glare to acceptable levels. Conversely, Dwelling 3 is not specifically discussed, as there was no exceedance of the assessment criteria at the PEIR stage, nor is there at the ES stage.		
2.5.3		Other Matters – Cumulative Assessment	<p>Cumulative effects are discussed in Section 16.1.7 of the ES Volume 4, Appendix 16.1 Glint and Glare Assessment [EN010162/APP/6.4.16.1] [APP-286]. Cumulative effects were considered for the entire Development, however area GG5 was the only area with receptors located within the cumulative study area.</p> <p>The cumulative modelling for Muskham Wood Soar Farm used the parameters taken from that development's own glint and glare assessment, specifically single-axis tracking with an axis orientation of 180 degrees, and a maximum tilt angle of 60 degrees.</p>	<p>Cumulative assessment is made for GG5 only, with residential receptors only present in the overlap of study areas for GG5 and Muskham Wood Solar Farm. Please advise regarding the assumptions regarding the cumulative assessment parameters for Muskham Wood Solar Farm.</p>	Under discussion

Ref	Relevant Document	Description of Matter	Applicant's Position	NH's Position	Status

2.6 OTHER ISSUES

Table 2-6 Other Issues

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
2.6.1	RR	Drainage impact on National Highways culvert	Measures outlined in ES Volume 4, Appendix A9.1: Flood Risk Assessment [EN010162/APP/6.4.9.1B] such as berms and filter strips within Work Area 1: Solar PV, combined with grassland under the PV panels will act to slow the rate of surface water reaching watercourses, such as Moorhouse Beck, and therefore will not contribute to the double box culvert (displayed on Plate 9.5 of ES Volume 2, Chapter 9: Water Resources [EN010162/APP/6.2.9], becoming overwhelmed. The specific locations of the targeted measures such as berms, will be confirmed during the detailed design phase of	Within the proposed area opposite Weston Village, Moorhouse Beck flows from the site side of the A1 Trunk Road to what appears to be a National Highways culvert beneath the A1 and to the northeast. Any changes to the surface water drainage arrangements have the potential to affect the capacity/operation of the culvert and will need to be reviewed when more details are available. In addition, proposals include ensuring appropriate ground level vegetation and active measures such as berms,	Under Discussion

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
			the Development, following the granting of the DCO.	stone filter drains and swales to slow the flow of run-off where appropriate, with such features to be maintained during the operational phase. Unfortunately, the features identified are in-principle/generalised and not related to specific areas of the site. Further information/drawings will be required for each area which has a boundary with the A1 Trunk Road showing details of the proposed works, including fence and landscaping positions, earthworks and the location of any surface water drainage mitigation. It may be necessary to request cross-sections along either DCO/A1 boundary should the future works be significant in terms of changes to levels or works which could affect SRN assets.	

2.7 DRAFT DCO

Table 2-7 Draft DCO

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
2.6.1		TBC	<p>The dDCO includes at Part 5 of Schedule 13, Provisions for the Protection of National Highways. In line with Planning Inspectorate Guidance "Nationally Significant Infrastructure Projects - Advice Note Fifteen: drafting Development Consent Orders". these provisions are proportional to the impact of the Scheme on National Highways operations. The Scheme does not propose any construction works which impact the SRN. Therefore the protective provisions that have been included in the dDCO have been adapted from National Highways standard form to reflect that there are no construction works impacting the SRN.</p>	<p>National Highways has a standard set of protective provisions which we require to be secured on the face of the DCO. These protective provisions seek to impose reasonable safety related controls on the exercise of powers to carry out works to National Highways assets, as well as works which are required under or over those assets. We supplied the Applicant with National Highways' standard protective provisions in July 2025. A heavily amended version of those protective provisions was included in the draft DCO that was submitted with the application and subsequently accepted for examination by the Planning Inspectorate. It is not agreed at this stage that there are no construction works impacting the SRN.</p>	Under Discussion

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
				<p>Where the Scheme includes works which pass over or under the SRN, National Highways requires various provisions to be included in its protective provisions (including the provision and approval of information, certification of works, the provision of security, road safety audits, control over the exercise of certain powers, insurance and indemnity provisions). These provisions (among others) are not included in the version that has been included within the draft DCO and National Highways requires that they be reinstated to ensure the proper safe execution of works over the SRN and to ensure that National Highways is held harmless from third party development.</p>	

2.8 SCHEDULE 2 (REQUIREMENTS)

Table 2-8 Schedule 2 (Requirements)

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
2.7.1		TBC	Comments were received at 5:44pm on the 10 th December and the Applicant has therefore not been able to properly consider the detailed feedback received by NH in response to its email dated 8 th October 2025.	Requirement 5(1) and 5(2) should be amended to include an approval right for National Highways (in the same manner as the planning authority and county authority) in respect of amendments to approved documents, plans, details or schemes which relate to the safety of the SRN.	Under Discussion
2.7.2			Comments were received at 5:44pm on the 10 th December and the Applicant has therefore not been able to properly consider the detailed feedback received by NH in response to its email	As per ref 2.3.1 above, Requirement 14(1) should be amended to ensure that any detailed CTMP submitted should require NH's approval insofar as the matters concerned relate to the SRN. This has recent precedent and was approved by the Secretary of State in relation to the Viking CCS Carbon Dioxide Pipeline Order 2025 and is required in this case specifically because the environmental statement submitted by the Applicant does not consider the construction and	Under Discussion

Ref	Relevant Document	Description of Matter	Applicant's Position	National Highways' Position	Status
				decommissioning impacts on the SRN – contrary to both IEMA guidance and the Applicant's scoping opinion. In the absence of environment assessment, National Highways requires greater control over the construction traffic management plan to ensure that the consequent effects on the SRN can be safely managed.	

3 SIGNATURES

3.1.1 The above SoCG is agreed between the Applicant and National Highways, as specified below.

Duly authorised
for and on behalf
of **Elements**
Green Trent Ltd

Name
Job Title
Date
Signature

Duly authorised
for and on behalf
of **National**
Highways

Name
Job Title
Date
Signature

APPENDIX 1: CONSTRUCTION TRAFFIC FLOW DIAGRAMS

