

**GREAT NORTH ROAD SOLAR AND BIODIVERSITY PARK DEVELOPMENT CONSENT ORDER APPLICATION**

**Issue Specific Hearing 3 (“ISH3”) on the draft Development Consent Order (“dDCO”)**

Wednesday 4<sup>th</sup> February 2026

**POST HEARING SUBMISSIONS OF NATIONAL HIGHWAYS**

Oliver Smith (Aecom) attended virtually, representing National Highways

**1. INTRODUCTION**

- 1.1. This document sets out the post hearing submissions and summarises the oral submissions made by National Highways at ISH3 held on 4 February 2026 in relation to Elements Green Trent Limited’s (the “**Applicant**”) application for development consent for the Great North Road Solar and Biodiversity Park (the “**Project**”).
- 1.2. ISH3 was attended by the Examining Authority (the “**ExA**”), the Applicant, National Highways, and a number of other Interested Parties.
- 1.3. This document does not purport to summarise the oral submissions of parties other than National Highways, and summaries of submissions made by other parties are only included where necessary in order to give context to National Highways’ submissions in response.
- 1.4. The structure of this document generally follows the order of items as they were dealt with at ISH3 set out against the detailed agenda items published by the ExA on 27 January 2026 (the “**Agenda**”). Numbered items referred to are references to the numbered items in the Agenda.

**2. WRITTEN SUMMARY OF NATIONAL HIGHWAYS’ POST HEARING AND ORAL SUBMISSIONS**

| <b>Agenda Item</b>              | <b>Submission</b>   |
|---------------------------------|---|
| <b>Item 1</b>                   |   |
| <b>Landscape and visual</b>     | No submissions were made on behalf of National Highways under this agenda item. |
| <b>Item 2</b>                   |   |
| <b>Ecology and biodiversity</b> | No submissions were made on behalf of National Highways under this agenda item. |
| <b>Item 3</b>                   |   |

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| <p><b>Construction effects</b></p> <p>3.3 Traffic, transport and access with reference to SoCGs with National Highways [REP2-093] and Nottinghamshire County Council [REP2-087]</p> <ul style="list-style-type: none"> <li>• Update following additional information provided by the Applicant</li> </ul> | <p><b>Oliver Smith, for National Highways</b>, confirmed that National Highways has reviewed the following information submitted at Deadline 2 by the Applicant:</p> <ul style="list-style-type: none"> <li>• ES Volume 2, Chapter 14: Traffic and Transport [REP2-028]</li> <li>• ES Volume 4, Appendix A14.1: Transport Statement [REP2-066]</li> <li>• ES Volume 4, Appendix A14.1: Transport Statement Appendix G (Abnormal Load Report) [REP2-074]</li> </ul> <p>Since Deadline 2, the draft Statement of Common Ground [REP2-092] has progressed and a number of matters have since been agreed based on the review of the above additional information provided, as alluded to by Mr Sharpe, for the Applicant, at ISH2.</p> <p>National Highways is satisfied with the overall approach taken to resolving traffic and transport matters and the conclusions reached in revised/additional documents.</p> <p>The following matters within the Statement of Common Ground [REP2-092] have now been agreed:</p> <p><b><i>Traffic and Transport</i></b></p> <p>Policy Compliance: 2.1.1 – National Highways has reviewed the further information provided by the Applicant and is now content that the Project accords with relevant policies within the NPSs in respect of traffic and transport.</p> <p>Scoping: 2.1.2 – National Highways is in agreement that the A1 has now been included in the assessments as requested and the impact on the A1 is less than 10% and therefore acceptable.</p> <p>Abnormal Indivisible Loads: 2.1.3 – National Highways accepts that the impact of AILs has now been assessed and the submitted AIL report is accepted given the fact evidence has been provided which shows the A1 is suitable to accommodate the proposed largest vehicles associated with the Project as well as detailing the proposed number of AILs. In addition, the report states that further detailed discussions and approvals will be agreed with National Highways.</p> <p>Trip Generation: 2.1.4 – The proposed shift patterns set out in the CTMP [REP1-028] and additional information provided on predicted hourly flows on the A1 is acceptable and within thresholds.</p> |
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|  | <p>Traffic Distribution: 2.1.5 – The additional information provided in the revised ES Chapter alongside the traffic flow diagrams provided at Deadline 1 provides clarity on the Project proposals impact on the A1 and are deemed acceptable by National Highways.</p> <p>Assessment of Effects: 2.1.7 – The additional information provided in the revised ES Chapter pertaining to trip generation, distribution and impacts on the A1 now provides sufficient information and is now accepted by National Highways.</p> <p>Construction Effect: 2.1.8 – The additional information provided in the revised ES Chapter regarding trip generation and trip distribution now provides sufficient information and is now accepted by National Highways.</p> <p>Decommissioning Effects: 2.1.10 – The proposed approach to decommissioning is accepted by National Highways.</p> <p>TEMPro Growth Factors: 2.1.11 – Owing to the fact deliveries are proposed outside of network peak hours (where possible) and the additional/updated information provided on TEMPPro in the revised ES Chapter now provides sufficient information and is accepted by National Highways.</p> <p><b>Construction Routes</b></p> <p>Construction Routes: 2.2.1 – The additional information provided in the revised ES Chapter regarding forecast construction traffic flows on the A1 now provides sufficient information and is accepted by National Highways.</p> <p><b>Construction Traffic Management Plan</b></p> <p>Signage on the SRN: 2.3.2 – The proposed approach to signage is accepted by National Highways owing to the fact no proposed temporary signage is proposed on the A1. National Highways seeks approval rights only for CTMP elements affecting the SRN. As such, if proposals were to change, National Highways would in a position to comment on signage when the detailed CTMP is reviewed.</p> <p>Abnormal Loads: 2.3.3 – The additional information provided in the revised ES Chapter relating to abnormal loads now provides sufficient information and is accepted by National Highways.</p> |
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|  | <p><b><i>Glint and Glare</i></b></p> <p>Assessment of Effects and Mitigation Measures: 2.5.1 – National Highways agrees with the receptors included in the assessment. National Highways recognises that the methodology will be refined as part of the detailed design for the individual sites. National Highways still requires an approval right in relation to the glint and glare mitigation secured by requirement to ensure that the proposals are capable of satisfactorily addressing impacts to the SRN.</p> |
| <b>Item 4</b>                            |   |
| <b>Cultural heritage and archaeology</b> | No submissions were made on behalf of National Highways under this agenda item.   |
| <b>Item 5</b>                            |   |
| <b>The water environment</b>             | No submissions were made on behalf of National Highways under this agenda item.   |
| <b>Item 6</b>                            |   |
| <b>Other matters</b>                     | No submissions were made on behalf of National Highways under this agenda item.   |