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14th September 2026

Dear Sir/Madam

**Ref: GREAT NORTH ROAD SOLAR PARK DEVELOPMENT CONSENT ORDER (DCO)
EN010162 – REQUEST FOR INFORMATION FROM SECRETARY OF STATE**

I write in response to the Secretary of State's request for information issued on 27th August 2026 and to provide the response of Nottinghamshire County Council (NCC) (Interested Party F332DD47C) in relation to those questions which are addressed directly to NCC.

Discharge of Requirements – Question 7

The Applicant, Nottinghamshire County Council and Newark and Sherwood District Council are requested to provide updates on whether timescales and fees for the discharge of DCO requirements, and written approvals related to them, have been agreed [REP6-066] [REP6-042].

NCC's Final Summary Statement [REP6-066] requested that the Outline Construction Traffic Management Plan (CTMP) provides a commitment that the Applicant will reimburse the highway authority for the cost of the technical approval process for each site access and passing place, in accordance with costs for similar Section 278 or Section 184 applications made under the Highways Act. NCC is not aware that this has been agreed by the Applicant or inserted into the Outline CTMP.

The Outline CTMP [REP6-031] states that the Applicant will pay a fee of £2535 per technical submission pursuant to the CTMP. However, each submission may combine a number of proposed works. The Outline CTMP anticipates that there would be a minimum of 10 submissions. If 10 submissions were made, the total fee recovered would be £25,350, which would equate to **£429.66 per access or passing place** (noting there are 59 in total). This would be 70% lower than the standard charge of **£1500 per access or passing place** that would usually apply for such work.

No justification or cost evidence has been provided to explain how the proposed figure has been derived or to demonstrate that it would enable the Council's costs to be fully recovered. The proposed approach could result in technical approvals, authorisations and inspections being subsidised with public money, which would not be acceptable. The Council's position remains that reimbursement should be aligned with standard charges for such works, on a per access/passing place basis.

Section A5.2.3.2 (Technical Approval) of the Outline CTMP [REP6-031] should be revised to state that the Applicant will reimburse the highway authority for the technical approval process based on £1500 per site access or passing place, in accordance with the costs for S278 or S184 applications.

Glint and Glare – Question 8

The Applicant and Nottinghamshire County Council are invited to comment on the following amendment to Requirement 22 concerning the glint and glare mitigation strategy, sought by National Highways [REP6-076], (shown as underlined):

No phase of the authorised development may commence until a glint and glare mitigation strategy for that phase has been submitted to and approved by the planning authority and National Highways in respect of matters which concern the strategic road network. ~~in consultation with National Highways.~~

Requirement 22 is required to be discharged by Newark & Sherwood District Council. NCC has no comment on the additional wording which would require approval to be provided by National Highways in respect of matters which concern the strategic road network. However, the submitted glint and glare assessment also identifies glare exceedances on sections of the A616 and A617 as well as the A1. These roads are the responsibility of NCC as the Local Highway Authority and, therefore, it is recommended that NCC is also a specified consultee in relation to this requirement.

Public Rights of Way – Question 13

The Secretary of State notes the request by the Nottinghamshire Area Ramblers for three historic cross-field Public Rights of Way to be restored to their original alignments during decommissioning [REP5-049]. Nottinghamshire Area Ramblers is requested to confirm if any of these Rights of Way constitute any part of the Robin Hood Way or Trent Valley Way. Nottinghamshire County Council and the Applicant are requested to provide further information regarding the Applicant's response that the significance of the historical alignments would not, in itself, necessitate their reinstatement, particularly where doing so could adversely affect the efficient use of agricultural land [REP6-064].

NCC will work with the developer, landowners and the Ramblers to look at the feasibility of diverting these paths at the time of decommissioning. They will have to be processed through the Highways Act s119 legislation at the time the sites are decommissioned. There will be public consultation and if any unresolved objections are received, NCC will have to consider whether to refer the case(s) to the Planning Inspectorate for confirmation or to close the process whereby the paths stay on their 'diverted' alignments.

I trust that our responses assist but please contact me should you have any queries.

Yours faithfully,

 MRTPI
Planning and Infrastructure Manager
Nottinghamshire County Council