Update on progress in respect of Traffic and Transport with West Northamptonshire Council (WNC) Local Highway Authority (LHA)

West Northamptonshire LHA met with the applicant's transport consultant on **19th November 2025** and **27th November 2025** to discuss matters raised in WNC's Local Impact Report (LIR) in respect of traffic and transport. The below provides an overview on progress on all matters raised in the LIR.

Blue text sets out updated position following submission of documents at Deadline 3.

Green text sets out updated position following meeting with the applicant's transport consultant of 5th February 2026 and submission of documents for clarification. All matters now resolved.

LIR Ref.	Subject
4.67 to 4.68	Transport Assessment: Traffic Impact The need for junction capacity assessments will be determined following agreement on trip rates. This work is ongoing with the applicant to submit further supporting evidence for their trip rates. Trip rates agreed following clarification and evidence for the shuttle bus arrangements. See response to 4.106 to 4.119 below. Matter resolved.
4.69 to 4.72	Transport Assessment: Personal Injury Collisions The applicant has provided clarity of the location of PIC assessments in the TA. This matter is resolved. Matter Resolved.
4.73 to 4.74	Transport Assessment: Public Transport The applicant's response is acknowledged and it is agreed that the proposed shuttle minibus system provides an appropriate alternative to public transport. It is acknowledged that public transport is unlikely to be a viable option for the vast majority of workers travelling to often rural and isolated sites where services are either infrequent or non-existent. The temporary nature of the construction impact means that a temporary solution is appropriate. Permanent public transport improvements to serve construction workers would not be sustainable or proportionate. Matter Resolved.

4.75 to 4.78 Transport Assessment: Legislation, Planning Policy and Guidance

Public transport has been addressed as per response to ref. 4.73 to 4.74. The applicant has set out their response to the potential for construction traffic to affect existing pedestrians and cyclists outlining why the development does not meet the threshold for further assessment. This is accepted by the LHA.

Matter resolved.

4.79 to 4.102 Transport Assessment: Access to Sites within the Scheme

The applicant's transport consult met with the LHA on 19th November 2025 to discuss all site accesses raised by the LHA in West Northamptonshire Council's Local Impact Report. Discussions are ongoing at this stage and the applicant is due to submit amended drawings in due course for review.

Matter not resolved.

Document EX3/GH6.3.13.2_A – Environmental Statement Appendix 13.2: Transport Assessment, Revision A (Part 3 of 3), submitted at Deadline 3 has all links to access routes blanked out. This does not allow for full review and query regarding access to Cable Roue Access 16 cannot be resolved without this information being available.

The LHA has not been informed that access drawings have been updated yet by the Applicant's Transport Consultant or additional information on potential mitigation for access/es of concern (agreed approach at meetings in November).

The revised Outline Construction Traffic Management Plan Revision B confirms in table 4.3 that access to Cable Route Corridor Access 16 will be right in/ left out. This means that cable drum HGV's will approach from the north (A45) and not via the A428 and Cogenhoe village. This query is resolved.

Updated access drawings for sites A, A.2 and B provided to the LHA 22/02/2026.

Visibility splays with accompanying traffic speed have been added to drawings along with locations of localised vegetation removal/ management. With the exception of Access B1 and Crossing 1, compliant visibility splays can be secured within land under the control of the applicant or within the public highway.

Access B1 has substandard visibility to the east by approximately 16 metres. It is recognised that a "one step below" relaxation for Stopping Sight Distance (SSD) can be applied in these circumstances (as per DMRB). Following discussions with the applicant, it has also been confirmed that a form of mitigation can be secured through the detailed design and Road Safety Audit process (for example temporary speed limit).

Crossing A1 is impacted by vegetation which is unlikely to be fully removed. It will be necessary to manage this crossing point by temporary speed control or temporary traffic control.

The revised Outline Construction Traffic Management Plan Revision B confirms at paragraph 5.2.2 that each site and cable corridor access will be subject to detailed design and Road Safety Audit.

"5.2.2 Prior to commencement of construction, the design of each access will need to go through detailed design, including Road Safety Audits, and be technically approved by the relevant highway authority."

Matter resolved.

4.103 to 4.105 Transport Assessment: Access to Sites within the Scheme

The applicant has responded to the point regarding the need for Stage 1 Road Safety Audit (RSA) for new and upgraded site accesses (and any mitigation measures). Whilst the LHA acknowledges the applicant's comments regarding RSA and the standard protocol for undertaking such audits post-consent, it has been agreed that where the LHA has specific safety concerns (particularly relating to sub-standard SSD or mitigation measures), an RSA 1 may be undertaken. This matter is still under discussion.

Matter not resolved.

Document EX3/GH6.3.13.2_A – Environmental Statement Appendix 13.2: Transport Assessment, Revision A (Part 3 of 3), submitted at Deadline 3 has all links to access routes blanked out. This does not allow for full review and query regarding access to Cable Roue Access 16 cannot be resolved without this information being available.

The LHA has not been informed that access drawings have been updated yet by the Applicant's Transport Consultant or additional information on potential mitigation for access/es of concern (agreed approach at meetings in November).

See response to access queries above. Matter resolved.

4.106 to 4.119 Transport Assessment: Forecast Trips

Forecast HGV trips derived from comparable solar schemes at Cottam and West Burton are considered acceptable. Clarification has been provided on the total number of workers across the sites. This has addressed WNC's query regarding observed inconsistencies.

With regards to WNC's concern about a potential shortage of hotel accommodation for workers (thereby bringing into question the assumption over the number of workers arriving by minibus), the applicant has pointed to ES Chapter 17: Socio-Economics, Tourism and Recreation [APP-054], where it sets out the potential for up 13,500 rooms available

across Northamptonshire, Bedfordshire and Milton Keynes. This goes some way to satisfying WNC, however the applicant is to provide further information to support the hotel and minibus provision, including how this has operated successfully at other solar DCO sites. It is noted that other recently consented DCO's for similar developments have applied even greater discounts on worker trips owing to the use of hotels and shuttle minibuses. This matter remains under discussion at this stage but progress has been made.

The applicant has submitted docume"t EX'/GH8.2.6 - Transport Technical Note: Shuttle Bus Service Supporting Document. This document outlines the benefits of providing shuttle buses in reducing worker private vehicle trips. The document additionally sets out 8 previously approved Solar DCO projects where shuttle buses were utilised and the SoS accepted a percentage of workers arriving at site by this method of travel ranging from 47% to 100%. It is therefore considered that the applicant's approach is consistent with similar projects and the trip generation and distribution set out in the transport Assessment can be agreed. The DCO will make provision for the requirement for a Construction Worker Travel Plan (through the detailed Construction Traffic Management Plan (CTMP)) where exact arrangements of the shuttle bus arrangement can be set out in detail.

Matter resolved.

4.120 to 4.126 <u>Transport Assessment: Vehicle Trip Distribution</u>

Worker shuttle minibus trip distribution to be confirmed following submission of additional information from the applicant. The applicant has provided a response to Q20.0.02 in the Applicants Responses to ExA First Written Questions [REP1-163] with regard to the origin of HGVs and HGV routes. WNC considers that the HGV construction traffic routes as currently proposed are appropriate and that measures to deal with non-compliance recording and reporting have been addressed (OCTMP Revision A).

Matter resolved.

4.127 to 4.131 <u>Transport Assessment: Construction vehicle management measures</u>

Clarification has been provided by the applicant on the use or otherwise of accesses required for cable route access beyond construction. This is resolved. Parking is addressed in response to 4.146 to 4.148 as below and is still under discussion.

Matter resolved.

4.132 <u>Transport Assessment: Decommissioning Phase</u>

No further action required on this point.

Matter resolved.

4.133 to 4.145 Transport Assessment: Abnormal Load Routing

WNC acknowledge the abnormal load route through Wootton and Cogenhoe is an established one having previously served Grendon Substation.

Matter resolved.

4.146 to 4.148 Outline Construction Traffic Management Plan (OCTMP): Parking

Matter still under discussion but WNC pleased to have assurances that construction traffic (including worker vehicles) will not be permitted to park outside of site compounds and this will be secured through the Construction Traffic Management Plan and Construction Worker Travel Plan. This matter will be concluded following resolution of the above matter of forecast trips which is inherently linked to parking provision and management.

Document OCTMP Revision B [1EX3/GH7.9_B] provides greater clarification on matters related to parking. This includes clarification on the provision of parking within compounds, use of shuttle buses, monitoring of streets surrounding sites and car sharing assumptions. The Construction Worker Travel Plan will be the control mechanism and it will be a requirement that the document is submitted for approval to Local Planning Authorities (for consultation with the LHA).

Matter resolved.

4.149 to 4.151 Outline Construction Traffic Management Plan (OCTMP): Access Points

As per 4.103 to 4.105 above.

Matter not resolved.

See response to access queries above. Matter resolved.

4.152 to 4.155 Outline Construction Traffic Management Plan (OCTMP): Deliveries

Matter still under discussion but system set out in OCTMP Revision A [REP1-145] is noted.

Further detail for the management of deliveries has been provided in OCTMP Revision B [1EX3/GH7.9_B] including more clarity on electronic delivery booking system and a clearer HGV signage strategy.

Matter resolved.

4.156 to 4.157 Outline Construction Traffic Management Plan (OCTMP): Worker Travel

As per 4.73 to 4.78 above.

Matter resolved.

4.158 to 4.161 Outline Construction Traffic Management Plan (OCTMP): Construction Traffic Routing (Non-Abnormal Loads)

WNC note that Transport Assessment (Part 1 and 2) [APP-151 and APP-152] includes swept path analysis for each of the site accesses as well as select parts of the HGV routes. Cable drum vehicle deliveries were discussed at a meeting with the applicant's transport consultant and the matter is still under discussion with further information to be provided. Clarification has been provided that cable drum vehicles will enter each site access and not unload within the highway. The revised OCTMP is still undergoing full review by WNC LHA.

Greater clarification has been provided on the number and type of vehicle movements associated with cable drum deliveries, and other traffic associated with the cable route corridor, in document in OCTMP Revision B [1EX3/GH7.9_B]. This is shown to have a minimal impact on the network for which WNC are responsible.

Matter still to be resolved. Document EX3/GH6.3.13.2_A – Environmental Statement Appendix 13.2: Transport Assessment, Revision A (Part 3 of 3), submitted at Deadline 3 has all links to access routes blanked out. This does not allow for full review and query regarding access to Cable Route Access 16 cannot be resolved without this information being available.

See response to access queries above. Matter resolved.

4.162 to 4.163 Outline Construction Traffic Management Plan (OCTMP): Road Condition Surveys

WNC notes that road condition surveys will be secured by Requirement 15 of Schedule 2 to the Draft DCO Revision A [REP1-008]. This matter is resolved.

Matter resolved.

4.164 to 4.166 Outline Operational Traffic Management Plan

The applicant has provided clarification on which access points are to be retained for the operational phase of the development. It is acknowledged that use of these access points will be limited following construction, similar to, or less than existing use as agricultural accesses. This matter is resolved.

Matter resolved.

4.167 to 4.169 Glint and Glare

Following a request by WNC, the applicant has undertaken an assessment of roads directly adjacent to solar array sites within WNC's boundary that were originally deemed outside of the scope of assessment due to them being minor roads with low traffic volumes. This has been presented in Glint and Glare Technical Note [EX2/GH8.2.4] submitted at Deadline 2. WNC are content that the matter has been robustly assessed, over and above industry standards, with results showing low impact for the roads added to the assessment and the matter can be concluded.

Matter resolved.

4.170 to 4.175 Public Rights of Way (PRoW) and Permissive Paths Management Plan

The applicant is engaging directly with WNC's Definitive Map Team to resolve the discrepancy with Public Footpath CW1 and it is expected a revised Public Rights of Way Plan at Deadline 3 to resolve this matter.

The applicant has engaged with the Council's Definitive Map Team to obtain the precise route of Public Footpath CW1 from the Definitive Map. Document EX3/GH2.6_C – Public Rights of Way Plan (Rev. C) has been submitted which includes the necessary amendment.

Matter resolved.