



Hull
City Council

The Planning Inspectorate
Environmental Services
Infrastructure Decisions and
Applications Service
Planning Inspectorate
c/o QUADIENT
69 Buckingham Avenue
Slough
SL1 4PN

Your Ref: EN0110032
My Ref: SM/HS
Tel: [REDACTED]
Website: hullcc.gov.uk
Email: [REDACTED]@hullcc.gov.uk

Date: 26th June 2026

Dear Sir/Madam

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (The EIA Regulations) – Regulations 10 and 11

Proposed application by Humberhead Solar Limited (the applicant) for an Order granting Development Consent for Humberhead Solar (the proposed development)

Scoping consultation and notification of the applicant's contact details and duty to make available information to the applicant if requested

Thank you for consulting Hull City Council and inviting comments on the request for a Scoping Opinion in connection with the above project.

Please see detailed feedback on the submitted Scoping Report below:

5.0 Health

Hull City Council has no observations to raise with regard to the content of this section of the Scoping Report.



Economic Development & Regeneration Directorate, The Guildhall,
Alfred Gelder Street, Hull, HU1 2AA

Hull City Council has no observations to raise with regard to the content of this section of the Scoping Report.

7.0 Landscape and Visual

Hull City Council has no observations to raise with regard to the content of this section of the Scoping Report.

8.0 Biodiversity

Hull City Council has no observations to raise with regard to the content of this section of the Scoping Report.

9.0 Water Environment

Consideration could be given to access tracks being constructed with permeable surfacing where possible, and to the incorporation of SuDS into the ancillary, above-ground built components of the development.

More widely, consideration could be given to incorporating appropriate SuDS such as swales, wetlands, ponds and filter drains to store and convey water across the site. A resultant blue-green network would have multiple benefits including reducing flood risk in the catchment both locally and to the wider downstream catchment and settlements therein, enhanced biodiversity through a myriad of linked habitats, and improved visual amenity.

10.0 Cultural Heritage

Hull City Council has no observations to raise with regard to the content of this section of the Scoping Report, given the absence of identified impact upon designated heritage assets in the City of Hull.

11.0 Transport and Access

The Scoping Report describes a 24-month construction phase, with the majority of associated vehicle trips accounted for by HGV movements (along with some workforce traffic and possibly abnormal loads) predominantly connected to the delivery of Solar PV equipment, although the materials associated with access roads, slab foundations, and cabling will also need to be transported to site, presumably.

The origin of the solar PV equipment is not evident from the report, and it is appreciated that such detail is often not known at this stage in the development process, but it is assumed that there is at least the potential for such items to be imported from overseas. Given that the substantial Port of Hull is in relative proximity to the application site and routinely handles the import of substantial renewable energy components, and significant volumes of construction materials, the utilisation of the port for the purposes of this development project would seem to represent a realistic prospect, if not the only potential outcome.

It is noted that the study area for Transport and Access identifies a 'Preliminary Construction Route' which includes sections of the A1079 and A63 in relative proximity to the City and Port of Hull. Should the Port of Hull be utilised for construction traffic purposes, then Hull City Council would need to understand the routing for materials and components on the SRN (A63 and A1033) and the local highway network, what links and junctions might be impacted, the predicted increase in traffic, especially HGVs, the timing of such movements, and the potential impact of abnormal load routing, along with cumulative impacts given other works that will be in delivery during the construction phase.

Junctions which are at or close to capacity can be significantly impacted by relatively small increases in traffic volumes, with resultant air quality implications also. Links and sensitive junctions within scope will need to be subject of discussion with HCC local highway authority.

The influence of the only very recently opened A63 Castle Street Improvement Scheme on identification of the current baseline, if needed, should be taken into account.

Hull City Council would like to be involved in consultation over any oCTMP, and potentially subsequent CTMPs, unless there is a high degree of confidence that the highway network within the city will not be impacted during the construction phase.

12.0 Noise and Vibration

The Scoping Report advises that the construction traffic noise study area will be set at a distance of 50m from construction traffic routes, and that those routes will be identified as part of the outline Construction Traffic Management Plan. As stated above with regard to the topic of Transport and Access, the identified 'Preliminary Construction Route' includes major highways into and out of the City and Port of Hull. Should there be a prospect of construction traffic being routed through the highway network within the HCC administrative area, then sensitive receptors within the city could stand to be affected.

The Council would wish to be consulted on the draft oCTMP and subsequent CTMPs as appropriate.

13.0 Socio-Economics

As a major centre of population and source of labour supply in close proximity to the application site, with substantial manufacturing, engineering, and assembly sectors and associated training providers, consideration should be given to the inclusion of the City of Hull in terms of Study Area, consultation, and the oSSCEP.

14.1 Other Environmental Matters - Air Quality

Whilst it is appreciated that final traffic data is not yet available, that the Study Area for air quality cannot yet be defined nor routes yet to be identified in the Transport and Access ES chapter and the outline Construction Traffic Management Plan, as with Transport and Access and Noise and Vibration referred to above, should there be a prospect of construction traffic being routed through the highway network within the HCC administrative area, it will be important that any air quality impacts from the proposed development, and any cumulative impacts associated with a number of proposed, in-process, and consented infrastructure projects in and around Hull and the East Riding authority areas are captured.

For such purposes, it is recommended that the Air Quality Assessment and assessment of significance of impacts is undertaken with regard to the Air Quality guidance contained within Hull City Council Supplementary Planning Document 3 – Environmental Quality.

Yours sincerely


Principal Development Management Officer