

From: [REDACTED]@eastriding.gov.uk>

Sent: 03 July 2026 09:53

To: Humberhead Solar <humberheadsolar@planninginspectorate.gov.uk>

Subject: RE: Ref: EN0110032: Proposed application by Humberhead Solar Limited for an Order granting Development Consent for Humberhead Solar

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Dear Sir/Madam,

Further to my previous emails, and again aware that this email is following the deadline, comments from the Transport Planning Team have been received as set out below:

The Local Highway Authority (LHA) has reviewed the submitted Environmental Impact Assessment (EIA) Scoping Report for the proposed Humberhead Solar development, with particular regard to the proposed scope of the Transport and Access assessment. The LHA welcomes the inclusion of a dedicated Transport and Access chapter and agrees that the principal transport effects are likely to arise during the construction and decommissioning phases, with operational traffic expected to be comparatively low.

However, the LHA considers that further detail will be required within the PEIR and Environmental Statement (ES) to adequately assess the transport implications of a development of this scale.

Construction Traffic

The Scoping Report does not presently provide sufficient information regarding anticipated construction traffic volumes, workforce numbers, construction programme phasing, or likely peak traffic periods.

The PEIR should therefore include:

- Detailed construction traffic forecasts including HGV, LGV and workforce vehicle movements.
- Daily and peak hour traffic generation estimates.
- Identification of peak construction periods.

- Estimates of abnormal indivisible load (AIL) movements.
- Construction compound locations and associated traffic movements.
- Details of material sourcing assumptions.

The assessment should clearly identify the likely worst-case traffic scenario to ensure a robust assessment of impacts.

Study Area and Highway Network

The LHA considers that the highway study area should be informed by the proposed construction traffic routing and should include all roads expected to experience material increases in traffic associated with the project. Figure 11.1 appears to show an indicative construction traffic routing strategy, the routes for which will be scoped into the assessment and assessed within the PEIR and ES. However, should the construction traffic routing differ from that shown within the Scoping Report, any additional highways utilised by construction traffic will need to be appropriately scoped into the assessment.

Through the PEIR, ES, OCTMP and TA, the following should be identified:

- The proposed strategic highway access routes.
- Any reliance on the A1079 and surrounding local highway network.
- Links and junctions expected to accommodate construction traffic.
- Access arrangements for each development parcel and ancillary infrastructure.

A plan should be provided showing all proposed construction traffic routes and associated receptor locations.

Junction Capacity Assessment

The LHA expects the ES to assess junctions where development traffic could result in material operational or safety effects through a Transport Assessment.

Subject to baseline traffic surveys and predicted development flows, assessments may be required at various junctions across the construction route. The methodology and assessment years for the TA should be agreed with the LHA prior to assessment.

Highway Safety

The LHA considers that highway safety should be scoped into the assessment.

The ES should include:

- Personal injury collision analysis based on the most recent available five-year dataset.

- Assessment of road safety implications associated with increased HGV traffic.
- Consideration of vulnerable road users including pedestrians, cyclists, horse riders and agricultural traffic.
- Assessment of visibility standards at all proposed access locations.
- Assessment of interactions between construction traffic and existing highway users.

Particular regard should be given to the characteristics of the rural road network, including carriageway width restrictions, alignment, visibility constraints and existing agricultural vehicle movements.

Public Rights of Way

The Scoping Report identifies the presence of Public Rights of Way and other recreational routes within and adjacent to the Site. Colleagues in Contryside Access and Definitive Mapping teams will provide comments on separate cover relating to PROWs.

Construction Traffic Management Plan

The LHA welcomes the proposal to prepare a Outline Construction Traffic Management Plan (OCTMP) and is likely to request a Full CTMP via requirements set out in the DCO. .

The CTMP submitted with the DCO application should include:

- Approved construction traffic routes.
- HGV routing plans.
- Delivery management procedures.
- Abnormal load delivery procedures.
- Workforce travel management measures.
- Wheel-washing and road-cleaning proposals.
- Temporary traffic management measures.
- Construction access arrangements.
- Monitoring and enforcement procedures.
- Community liaison arrangements.

The CTMP should be developed in consultation with the LHA and secured through the DCO requirements.

Workforce Travel Plan

The LHA considers that construction workforce travel plan should be specifically assessed.

The PEIR, ES and CTMP should include:

- Predicted workforce numbers by construction phase.
- Workforce origin assumptions.
- Modal split assumptions.
- Measures to reduce single-occupancy vehicle trips.
- Car-sharing and shuttle bus opportunities where appropriate.

Cumulative Assessment

The LHA considers cumulative transport impacts should be fully assessed.

The cumulative assessment should include:

- Committed developments within the area, including large-scale employment and residential developments.
- Other NSIP and energy infrastructure projects.
- Major highway projects (A63 Castle Street and Jocks lodge Improvement scheme).

The assessment should identify worst-case overlapping construction programmes where reasonably foreseeable.

Operational and Decommissioning Traffic

Whilst operational traffic is likely to be limited, the PEIR and ES should quantify:

- Routine maintenance visits.
- Maintenance vehicle types and frequency.
- BESS maintenance requirements.
- Component replacement activities.
- Emergency access requirements.

The decommissioning phase should be assessed using a methodology proportionate to likely activities and traffic generation.

Conclusion

The LHA agrees that Transport and Access should remain scoped into the EIA process. However, additional detail will be required within the ES to demonstrate that the local

and strategic highway network can safely accommodate construction and decommissioning traffic associated with the proposed development. Particular emphasis should be placed on construction traffic generation, route suitability, highway safety, impacts on Public Rights of Way, workforce travel and cumulative effects. The scope of the transport assessment should be agreed with the Local Highway Authority through ongoing consultation prior to submission of the Development Consent Order application.

Kind regards

[REDACTED]

Principal Planning Officer
Planning and Development Management

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From: [REDACTED]

Sent: 30 June 2026 15:55

To: Humberhead Solar <humberheadsolar@planninginspectorate.gov.uk>

Subject: FW: Ref: EN0110032: Proposed application by Humberhead Solar Limited for an Order granting Development Consent for Humberhead Solar

Dear Sir/Madam,

Further to my previous email, and aware that this email is following the deadline, further comments from the Transport Policy Team have been received as set out below:

Scoping Humberhead Solar NSIP 26/01087/NSIP

Comments on EIA Scoping:

1. The proposal is for *'the construction, operation (including maintenance), and decommissioning of a ground mounted solar photovoltaic ('PV') electricity generating station, and associated development including a Battery Energy Storage System ('BESS'), electrical and grid connection infrastructure and landscaping and biodiversity enhancements'*
2. The proposal consists of various parcels of farmland located in the East Riding.
3. Some farm buildings are located within numerous parcels of land at present.
4. Multiple PROWs are located within or adjacent to the various parcels of land.
5. There is a wind turbine located in one of the parcels of land and adjacent to others.
6. The scheme is approximately 1,595 hectares across for main sites and a Cable Route Corridor (CRC) to connect with the National Grid Thornton Substation.
7. Three stages of the proposal include Construction - 24 months, Operation - up to 60 years, Decommissioning - 12-24 months.
8. Cumulative development include:
 - East Yorkshire Solar Farm (EN010143) permitted NSIP located within 10 km of Humberhead Solar;
 - Mylen Leah Solar Farm (EN0110002) NSIP on the Planning Inspectorate's programme of works with submission expected in August 2026 and within 10 km of Humberhead Solar; and
 - Eastern Green Link 2 ('EGL2') permitted planning permission ref 22/01990/STPLFE (as amended) (Town and Country Planning Act ('TCPA'))

regime), consented March 2023, overlaps with Humberhead 4-3 and the Cable Route Seach Corridor ('CRSC'), construction has begun (linear scheme across East Yorkshire).

9. The A163 is located approximately 570m south of Humberhead 3.
10. Humberhead 4 is approximately 700 m east of the A614 and 2.4 km north of the M62.
11. Paragraph 4.4.26 states *All lighting required during operation would be developed in accordance with a lighting strategy secured by the outline Operational Environmental Management Plan ('oOEMP') and submitted with the Development Consent Order ('DCO') application (refer to paragraph 4.6.7).* **Lighting effects on the highway should be considered for all phases of development including construction.**
12. Paragraph 4.438 states *Wherever practicable, existing field accesses will be utilised for access to the Humberhead Sites. The proposed points of access from the highway will be designed to accommodate an articulated Heavy Goods Vehicle ('HGV'). The Site Accesses will incorporate a security gate, which is set back from the highway to allow sufficient room for an articulated HGV to leave the highway before entering the Site. Vegetation management to the existing hedgerows may be required to provide adequate visibility splays.* **Visibility splays and swept paths are required to demonstrate the route is appropriate for the vehicles proposed to use it.**
13. Paragraph 4.439 states *The transformers utilised in the On-site Substations will be classified as an Abnormal Indivisible Load ('AIL'). An additional assessment will be undertaken by an AIL specialist to identify suitable routes and access points. The routing and access points used for the AIL deliveries will be determined through the design process and in consultation with the appropriate statutory consultees. Works to achieve visibility splays on the public highway may also be required. The ES will set out the predicted number of abnormal loads and expected routeing, and whether road upgrades/widening are required to be included within the Scheme and Order Limits.* **Abnormal loads routeing along the public highway and measures required to accommodate them including visibility splays and swept paths are required. ERYC will have to approve any abnormal load routeing and arrangements before they occur.**
14. **A Transport Assessment will be required to assess the impact for all phases - particularly focussed on construction which is to have the most significant impact. Junction modelling will be required to demonstrate**

impact. Paragraph 11.6.5 states *Construction is anticipated to take approximately up to 24 months and will be associated with a number of HGV movements that could result in potentially Planning Inspectorate Ref: EN0110032 321 Environmental Impact Assessment Scoping Report May 2026 significant effects on the criteria set out above. Peak traffic flows for each part of the Site will be assessed to determine the worst-case scenario for transport effects. As the construction programme and phasing strategy are further refined, it is anticipated that traffic flows will also be able to be optimised and, where practicable, reduced. Any updated information on construction sequencing will be incorporated into the ES as the design develops.*

Paragraph 11.8.1 states *A number of assumptions will be made when forecasting the traffic generation of the Scheme, both during construction and operation. However, these forecasts will be developed by the Applicant and their consultants using a first principles approach based on professional judgement, experience of other developments similar in scale and nature to the Scheme and quantities of materials and infrastructure required. Therefore, they will represent a realistic estimation of traffic generation. Any assumptions and collection of first principles data need to be approved with ERYC before any assessment or collection is undertaken.*

15. Chapter 11 (page 305 of the scoping report) is Transport and Access.

16. Paragraph 11.1.2 states *The nature of solar farms is such that there are few significant effects in Transport and Access terms during the Scheme's operational phase. During this period, there are anticipated to be minimal visits to the Scheme per month by vehicles for maintenance as well as vehicle movements associated with the replacement of panels and batteries. The focus of the Transport and Access Environmental Statement ('ES') Chapter will be on the effects during the temporary construction phase. The effects during the replacement of panels and batteries in the operation and maintenance phase and the temporary decommissioning phase will be less than, the construction phase. This will be demonstrated within the Transport and Access ES Chapter.*

17. Paragraph 11.3.1 states *Consultation has begun with East Riding of Yorkshire Council ('ERYC') and National Highways. An initial meeting with National Highways took place on the 14/05/26.*

18. Numerous roads and PROW (footpaths and bridleways) are listed within the scoping report as being located within or adjacent to several parcels of land. The impact of the development on these needs to be assessed.

19. National Cycle Network Route 66 is within the vicinity of the scheme.

20. Paragraph 11.5.22 states *During the operational and temporary construction phase, access points serving the Humberhead Sites and CRSC will be required. The proposed points of access will be taken from the proposed construction routes and are currently being identified. The proposed points of access are subject to change as the design develops and further detailed work is undertaken.*
21. Paragraph 11.5.53 states *Swept path analysis of the proposed access points will be included within the Transport Assessment and oCTMP that will be submitted with the application for the DCO to demonstrate they can operate safely. **Construction routeing will need to be clear and demonstrated in a Construction Traffic Management Plan (CTMP) including swept path analysis at all junctions to the site to demonstrate their suitability for the vehicles proposed to be used.***
22. Paragraph 11.6.15 states *A number of mitigation measures will be set out in the ES Chapter and secured in the oCTMP. These will typically include, but will not be limited to the following:*
- a. • *A commitment to avoid network peak hours for deliveries;*
 - b. • *Signage to direct construction vehicles;*
 - c. • *The provision of Banksman at the site access junctions to assist the safe movement of HGVs where required; Planning Inspectorate Ref: EN0110032 323 Environmental Impact Assessment Scoping Report May 2026*
 - d. • *Site Compounds will be set up within the Scheme. These will include an appropriate number of parking spaces. No vehicles used in the Scheme's construction and decommissioning phases will park on the local highway network;*
 - e. • *A booking system will be set up to manage arrivals and departures to the site. A log will be kept as part of the booking system;*
 - f. • *A requirement for engines to be switched off on-site when not in use;*
 - g. • *The provision of a wheel washing facilities;*
 - h. • *Spraying of areas with water as and when conditions dictate to prevent the spread of dust;*
 - i. • *Vehicles carrying waste material off-site to be sheeted;*
 - j. • *The contact details of the site manager to be provided on notice boards for the local communities; and*

- k. • *The commitment to undertake a pre-construction and post-construction highway condition survey at agreed locations on the preliminary construction routes.*

23. Paragraph 11.6.16 states *Construction vehicle access points will be designed to accord with guidance, as set out in the Design Manual for Roads and Bridges (Ref 223) or Manual for Streets where relevant (Ref 224).*

24. Paragraph 11.6.17 states *An outline PRow Management Plan ('oPRowMP') will provide the framework for the management of PRow throughout the Order Limits. The key aim is to ensure that PRow remain accessible and safe at all times throughout the construction, operation and maintenance, and decommissioning phases. This will be submitted as part of the DCO application and a detailed version will be secured as a requirement of the DCO.*

Kind regards

[REDACTED]

Principal Planning Officer

Planning and Development Management

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From: [REDACTED]

Sent: 24 June 2026 15:45

To: humberheadsolar@planninginspectorate.gov.uk

Subject: Ref: EN0110032: Proposed application by Humberhead Solar Limited for an Order granting Development Consent for Humberhead Solar

Dear Sir/Madam,

Please find attached East Riding of Yorkshire Council's response to the scoping at Humberhead Solar.

Kind regards

[REDACTED]

Principal Planning Officer

Planning and Development Management

Web: www.eastriding.gov.uk

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