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Your ref: EN0110032

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National Highways
Planning and Development
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FAO: NIEnquiries@planninginspectorate.gov.uk September 15 2026

Dear Madam/Sir

Humberhead Solar

Thank you for consulting National Highways (“NH”) for our comments on the Programme Document, relating to the proposed development of the Humberhead Solar (“the Proposed Development”).

The Project as set out within the Programme Document (PD) is to construct and operate a solar farm that would generate electricity and transmit it to the existing National Grid Thornton Substation. The project consists of five sites that are located approximately 14km to the south-east of York and 23km to the north-east of Hull, to the west of Market Weighton and within the administrative area of the East Riding of Yorkshire.

It is noted from the map on the developer’s website (<https://www.humberheadsolar.co.uk/>) that the proposed development does not encroach onto the Strategic Road Network (SRN). However, the proposed development does create the need for this review to ensure that the proposed development does not materially impact upon the capacity, operation and safety of the SRN, in this case the A64 and the M62/A63 Trunk Roads, all of which are located some distance to the north and south of the site.

Programme Document

The submitted document sets out the main steps that the Applicant anticipates taking during the preparation of the Development Consent Order (‘DCO’) application for Humberhead Solar. It sets out the timescales for the pre-application stage.

The Project

The Scheme comprises a ground mounted solar photovoltaic (PV) electricity generating station, and associated development comprising Battery Energy Storage System (BESS), grid connection infrastructure and other infrastructure integral to the construction, operation (including maintenance), and decommissioning phases, in addition to landscaping and biodiversity enhancements.

The Scheme is proposed on approximately 1,595 hectares of land across four main sites (‘Humberhead Sites’), in addition to a Cable Route Corridor (‘CRC’).

NH has reviewed the project red line boundary, and we are content that the proposed development does not cross or encroach on to NH assets or the SRN.

Pre Application Programme

The project will be progressed through the basic tier pre-application service which has been confirmed by the Planning Inspectorate in March 2026. It is anticipated that the DCO application will be submitted in August 2027. The proposed pre-application timetable is set out in the following table.

Pre Application Programme

The project will be progressed through the basic tier pre-application service which has been confirmed by the Planning Inspectorate in March 2026. It is anticipated that the DCO application will be submitted in August 2027. The proposed pre-application timetable is set out in the following table.

Stage	Activity	Actual/Anticipated Date
Project Launch	Initial meeting with host authority	5 March 2026
	Planning Inspectorate Inception Meeting.	17 March 2026
	Initial consultation with near neighbours, landowners, politicians, parish councils and other key stakeholders.	9 April 2026
Environmental Impact Assessment Scoping	Submission of EIA Scoping Report to the Planning Inspectorate	26 May 2026
	Receipt of EIA Scoping Opinion.	6 July 2026
On-going engagement	Continued engagement with technical stakeholders as design develops and baseline environmental information becomes available	May 2026 to August 2027
	Continued engagement with near neighbours, landowners, politicians, parish councils and other key stakeholders	
Consultation for general public and other stakeholders	Consultation	November – December 2026
Preparation of DCO Application	Preparation of required application documents. This will include liaising with the host authority and statutory bodies to prepare the Potential Main Issues for Examination (PMIE), informed by Issues Trackers maintained with these parties throughout the pre-application phase.	March – July 2027
Submission of DCO Application	Submission of DCO Application	August 2027

Potential main issues for resolution

The PD set out potential main issues for resolution and the proposed activities to mitigate the impacts. The applicant will produce trackers that will be informed by discussions with the host authority and statutory bodies, and technical and environmental assessments undertaken by the Applicant. The Issues Trackers will follow the template provided by the Planning Inspectorate in the Pre-Application Prospectus.

Transport and access is the issue that is of interest to NH. The applicant proposes :

- Early engagement with both NNH and the local highway authority to agree the methodology and approach to the transport assessment.
- Produce an Access Strategy early in the design process to inform routing and suitability of the existing network for both HGVs and AILs. This will inform the proposed access points for construction and operation of the Humberhead Sites and Cable Route Corridor, and inform whether mitigation is required, such as highway improvements.

Consultation

The applicant will undertake technical engagement on the methodology associated with the environmental surveys and assessment methodologies. They propose to use issues trackers to inform the PMIE document and the Design Approach Document which will be submitted as part of the DCO application.

Protective Provisions

We advise that NH is a statutory undertaker and will require the Applicant to agree to its standard form protective provisions to safeguard the interests of the SRN and to ensure the protection of the public that use it.

We recommend that the Applicant's appointed legal advisors make contact with our legal team (LegalServicesInbox@nationalhighways.co.uk) at the earliest possible opportunity to agree the provisions which will be included in the draft DCO at the point of submission of your application.

Please also note that pursuant to section 54A of the Planning Act 2008 and Regulation 12A of and Schedule 2 to the Infrastructure Planning (Fees) Regulations 2010 (as amended), NH is a prescribed public authority entitled to the recovery of its reasonable fees associated with any relevant service. These services cover all stages of the DCO process including pre-application consultation. The charging policy which NH applies can be found on our website - <https://nationalhighways.co.uk/our-roads/planning-and-the-strategic-road-network-in-england>

NH welcomes further engagement with the applicant to discuss the DCO Application and its impacts on the SRN as the DCO progresses. Please note that these comments are provided on the basis of the information currently available to us and are made without prejudice to future advice and/or recommendations.

Yours sincerely



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