



Tophams Solar: Condition and Community Update

1 May 2026 at 16:28

To:
Cc:

Hello

Just before the Bank Holiday weekend starts, we have prepared an evidence base that can support a case for temporarily increasing this limit using mitigation strategies (which we are developing with the Bygrave Action Group).

We aim to submit this application within the next week and ideally we'd like to work in a way that makes your assessment as easy as possible.

If you wouldn't mind, what data would best demonstrate that this increase would have minimal material impact upon public safety?

We can submit this via an addendum to the previous Transport Assessment and address Policy concerns in the covering letter.

I think it's worth noting the absence of Policy positioning within the Reason attached to the related CTMP condition. I would like to explore this with in further detail too.

I'd appreciate it if we could discuss this early next week.

Kind Regards,

Planning Manager - UK

PACE - Pathfinder Clean Energy



On Fri, 1 May 2026 at 16:03, wrote:

Hello

To clarify, the proposed increase to 8 articulated lorry visits per day is not in the interest of public safety and network impact.

Regards

Area Manager (East) | Highways Development Management | Growth & Environment | Hertfordshire County Council

Address: Farnham House, Six Hills Way, Stevenage, SG1 2ST. **Postal Point:** CHN203.

T: 01992 (Internal: **E:**)





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Integrity

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From: [REDACTED]

Sent: 29 April 2026 11:19

To: [REDACTED]

Cc: [REDACTED]

Subject: Re: Tophams Solar: Condition and Community Update

Hi [REDACTED]

Thanks for the response. Just to confirm the second sentence:

1. The 2 HGV limits is not in the interest of safety and network impact.
2. Spreading lower level of movements ensures minimal impact to the local community?

Thank you,

[REDACTED]
Land & Planning Associate - UK
PACE - Pathfinder Clean Energy

[REDACTED]

On Mon, 27 Apr 2026 at 10:29, [REDACTED] wrote:

Hello [REDACTED]

After discussions with our Network Management team, we are of the view this is not in the interest of public safety and network impact. Spreading a lower level of movements out over a longer period ensures minimal impact day to day.

Regards

[REDACTED]

Area Manager (East) | Highways Development Management | Growth & Environment | Hertfordshire County Council

Address: Farnham House, Six Hills Way, Stevenage, SG1 2ST. Postal Point: CHN203.

T: 01992 [REDACTED] (Internal: [REDACTED] E: [REDACTED])

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From: [REDACTED]

Sent: 17 April 2026 16:34

To: [REDACTED]

Cc: [REDACTED]

Subject: Tophams Solar: Condition and Community Update

Hi [REDACTED]

I'm sending this email as an update on our current stance on the highways related conditions following a community consultation meeting held yesterday with residents of Bygrave on Tophams Solar Farm.

Part of the meeting focused on Condition 26 (2 articulated limit). During discussions, residents queried whether this restriction was primarily a safety measure. We clarified that Condition 26 relates to concerns about road use and traffic impact more broadly, while it is Condition 29 that requires temporary alterations to the North Road / Bygrave Road junction to be complete that directly addresses the safe movement of articulated vehicles through the highway network.

The project will require approximately 226 articulated deliveries in total (452 two-way movements). These movements occur almost exclusively within the early weeks of construction, delivering cabling and panel components. We proposed to the community that a 6-week window be permitted during which the 2-artic daily limit is lifted to allow up to 8 articulated deliveries per day. Anything outside of this window would go back to the 2 artic limit. We estimate that the 2-artic limit would extend the overall construction programme by 14 weeks. Which creates around 700 additional worker vehicle movements on Ashwell Road over that period, it's likely not such a static number but it gives an approximate idea (alongside all other associated HGV movements). The purpose of the below is to give an indicative idea.

The community requested further detail on these impacts. We are preparing that material and will share it with residents for their feedback ahead of any S73 submission. We've opened the conversation to let the community decide what mitigation measures they think might help.

Proposed S73 Amendments

When we submit the section 73 there are two amendments we are seeking to make.

- Condition 26 (CTMP): To allow a defined 6-week window during which up to 8 articulated lorry visits per day are permitted.
- Condition 29 (Junction Works): this condition restricts all HGV movements until the junction works are complete. As the junction alterations are specifically intended to facilitate the safe movement of articulated vehicles, we would like to amend the condition so that the restriction applies to articulated vehicles only, rather than all HGVs. Which we believe is consistent with the original intent of the condition. I can confirm that fees have now been paid to Hertfordshire for the junction works.

I appreciate this is further away from your previous suggestion, but we believe it has a strong planning justification and would welcome the opportunity to discuss this further on a call. I hope you enjoy the weekend and look forward to hearing back from you.

Kind regards,



Land & Planning Associate - UK

PACE - Pathfinder Clean Energy



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