



EAST PARK ENERGY

East Park Energy

EN010141

Statement of Common Ground (Draft)

National Highways

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Infrastructure Planning (Applications: Prescribed Forms and
Procedure) Regulations 2009: Regulation 5(2)(q)

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Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

Statement of Common Ground (Draft)

**between the Applicant
and
National Highways**

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1.0 INTRODUCTION

1.1 Purpose of this Document

1.1.1 This is a Statement of Common Ground (“SoCG”) made between the following parties:

BSSL Cambsbed 1 Ltd (hereafter referred to as the ‘Applicant’)

and

National Highways

1.1.2 The purpose and scope of this SoCG is to identify areas of agreement, areas under discussion and, as appropriate, areas of disagreement, between the parties in respect of the assessment of the Applicant’s proposals.

1.2 The Scheme

1.2.1 The Scheme comprises a new ground-mounted solar photovoltaic energy generating station and an associated on-site battery energy storage system (BESS) on land to the north-west of St Neots. The Scheme also includes the associated infrastructure for connection to the national grid at the Eaton Socon National Grid Substation.

1.2.2 Subject to the Scheme securing Development Consent in Winter 2026/27 it is anticipated that works would start on site in early 2028 and be completed by mid-to late 2030 (although initial energisation of the Scheme is likely to commence prior to 2030). The Scheme comprises a temporary development with an operational phase of 40 years; decommissioning activities would therefore likely commence in 2070, 40 years after commissioning.

1.3 The Site

1.3.1 The ‘Site’ is located to the north-west of the town of St Neots, and is across two administrative areas; Bedford Borough Council (BBC) (a unitary authority)

and Huntingdonshire District Council (HDC) (a two-tier authority with Cambridgeshire County Council). The Site location is shown on **ES Vol 3 Figure 1-1: Site Location [APP-120]**. The Site area extends to approximately 773 hectares (ha).

1.3.2 With reference to **ES Vol 3 Figure 1-2: Site References [APP-120]**, for ease of reference the Order Limits have been sub-divided into East Park Sites A to D, in which all of the above ground infrastructure proposed as part of the operational Scheme would be located (excluding works to the Eaton Socon Substation). The Order Limits also cover land outside of East Park Sites A to D which will be required for access, cabling, and the grid connection to the Eaton Socon Substation. East Park Sites A to D can be described as follows:

- **East Park Site A** – covering land west of the B660 between Pertenhall and Swineshead at the western end of the Site. East Park Site A comprises arable fields located to the north, west and east side of a small hill that lies between Pertenhall and Riseley. East Park Site A lies either side of the Pertenhall Brook, with access proposed from the B660 to the east.
- **East Park Site B** – covering land between Pertenhall, Keysoe, and Little Staughton. East Park Site B comprises arable fields located north of an elevated ridgeline which runs between Keysoe and Little Staughton. East Park Site B is crossed by a number of small watercourses, with access proposed from the B660, Great Staughton Road, Little Staughton Road, and an unnamed road between Little Staughton and Great Staughton Road.
- **East Park Site C** – covering land south of Great Staughton. East Park Site C comprises arable fields located south of the River Kym, with access proposed from Moor Road to its south-eastern boundary, and from Little Staughton Road to the north-west.
- **East Park Site D** – covering land around Pastures Farm between Great Staughton and Hail Weston. East Park Site D comprises arable fields with access proposed via a new access from the B645.

1.3.3 With reference to **ES Vol 3 Figure 1-2: Site References [APP-120]**, there are three linear corridors proposed for underground cabling that connect the different parts of the Site and provide a grid connection to the Eaton Socon Substation. These are identified as:

- **Cable Corridor** – Site B to Site C – which connects Site B to Site C across an unnamed road and arable fields.
- **Cable Corridor** – Site C to Site D – which connects Site C to Site D across Moor Road and an arable field.
- **Grid Connection** – Site D to Eaton Socon Substation – which connects Site D to the Eaton Socon Substation and crosses open arable fields, the Duloe Brook, and Duloe Road and Bushmead Road.

1.4 Status of the SoCG

1.4.1 This SoCG is a ‘live’ document that will be updated and amended as the Examination phase progresses. It identifies the matters relating to the Scheme that have been agreed between the parties, the matters under discussion, together with other matters not agreed. It is intended that it will be finalised and signed by the Applicant and National Highways as requested by the Examining Authority during the Examination of the submitted application.

1.5 Structure of the SoCG

1.5.1 This SoCG is structured as follows:

- Section 2.0 – provides a summary of consultation undertaken with Historic England; and
- Section 3.0 – sets out whether matters are ‘agreed’, ‘under discussion’, or ‘not agreed’.

1.5.2 A signing sheet between the Applicant and National Highways is provided at Appendix A.

2.0 ROLE OF NATIONAL HIGHWAYS IN DCO PROCESS AND SUMMARY OF CONSULTATION

2.1 Role of National Highways

2.1.1 National Highways is the strategic highways authority and is a statutory consultee as prescribed under Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended).

2.1.2 National Highways is responsible for the maintenance and operation of the strategic road network, with the nearest part of this to the Scheme being the A1 to the east at its junction with the B645.

2.2 Summary of Consultation Undertaken

2.2.1 The SoCG has been informed by the meetings summarised in Table 1 below:

Table 1: Consultation between the Applicant and National Highways

Date	Method of Consultation	Points of Discussion
10/02/2025	MS Teams	<ul style="list-style-type: none"> Progress meeting Approach to National Highways cost recovery
21/05/2025	Email	<ul style="list-style-type: none"> Applicant set out queries and feedback in relation to National Highways' response to statutory consultation
28/05/2025	MS Teams	<ul style="list-style-type: none"> Progress meeting Discussion on points made in email of 21st May 2025
28/05/2025	Email	<ul style="list-style-type: none"> National Highways comments on the
07/01/2026	MS Teams	<ul style="list-style-type: none"> Progress meeting Discussion on the submitted application to inform National Highways' Relevant Representation

Date	Method of Consultation	Points of Discussion
10/03/2026	MS Teams	<ul style="list-style-type: none">• Progress meeting• Discussion around comments raised in National Highways Relevant Representation• Discussion on approach to statement of common ground
12/03/2026	Email	<ul style="list-style-type: none">• Applicant provided draft amendments to the oCTMP, and the draft outline Construction Workers Travel Plan to National Highways for review in advance of Deadline 1.

3.0 MATTERS OF AGREEMENT AND DISAGREEMENT

3.1 Introduction

3.1.1 The matters covered by the SoCG on which agreement between the parties has been sought include (but are not necessarily limited to) the following matters as requested in Annex F of the Examining Authority's **Rule 6 Letter [PD-005]**:

- Traffic and Transport, including traffic modelling and assessment of alternatives;
- Good design; and
- The dDCO, including protective provisions.

The matters that have been agreed, are under discussion, or are not agreed between the Applicant and National Highways are set out in Table 2.

Table 2: Position between the Applicant and National Highways on matters of discussion / consultation

Ref.	Summary of Matter	National Highways Position	Applicant Position	Status
Topic: Draft Development Consent Order				
01	The Articles of the draft DCO set out in Parts 1 to 7.	National Highways has no comment to make on the Articles of the draft DCO.	The Applicant notes this comment.	Matter Agreed
02	The Requirements at Schedule 2 of the draft DCO.	<p>National Highways request that Requirement 5 of the draft DCO be amended to reflect National Highways' status as the authority for the strategic road network.</p> <p>National Highways requests that Requirement 18 of the draft DCO be amended to include National Highways as the highway authority responsible for the SRN.</p>	<p>The Applicant notes this comment and has amended the draft DCO for submission at Deadline 1 to include National Highways' requested changes.</p> <p>The Applicant expects this matter to be agreed following Deadline 1 submissions.</p>	Under Discussion
03	The Protective Provisions set out at Schedule 13 of the draft DCO.	National Highways do not require protective provisions, unless modelling demonstrates the need for works to the SRN. It is assumed that works to the SRN will not be required.	The Applicant notes this comment.	Matter Agreed
Topic: Other Consents and Licences				
04	The Applicant's scope of other consents and licences required	The Applicant has consulted with National Highways through the pre-	The Applicant welcomes National Highways' Agreement in Principle	Matter Agreed

Ref.	Summary of Matter	National Highways Position	Applicant Position	Status
	for the Scheme, and the approach to obtaining these.	<p>application period on the Abnormal Indivisible Load (AILs) Access Strategy presented as Appendix A of the outline Construction Traffic Management Plan (oCTMP) [APP-156].</p> <p>National Highways Agreement in Principle for the movement of AILs to from the Port of Sutton Bridge to the East Park Energy site is presented at the end of Appendix A of the oCTMP [APP-156].</p>	for a permit for the transport of abnormal loads.	
Topic: Control Documents				
05	The Applicant's outline Construction Traffic Management Plan	<p>National Highways is broadly satisfied with the Applicant's oCTMP [APP-156] but has raised the following concerns in our relevant representation:</p> <ul style="list-style-type: none"> • An outline Construction Workers Travel Plan is required for review to demonstrate that the targets for reducing workforce vehicle movements are achievable. • The oCTMP should be more explicit regarding National Highways' role in ensuring the CTMP is not breached and safety at the junction between the A1 and B645 is not compromised 	<p>The Applicant has updated the oCTMP and shared this with National Highways for comment. The updated oCTMP will be submitted at Deadline 1 alongside this SoCG.</p> <p>The Applicant has prepared an outline Construction Workers Travel Plan as an appendix to the oCTMP and shared this with National Highways for comment. The updated oCTMP will be submitted at Deadline 1 alongside this SoCG.</p> <p>The Applicant has provided comments on National Highways relevant representation in the</p>	Under Discussion

Ref.	Summary of Matter	National Highways Position	Applicant Position	Status
		<p>with, for example, queuing back onto the mainline.</p> <ul style="list-style-type: none"> A monitoring regime and measures to ensure that HGV movements occur outside of traditional peak hours should be provided as part of the oCTMP. 	<p>Applicant's Response to Relevant Representations, which have been submitted at Deadline 1.</p> <p>The Applicant will continue to consult with National Highways on this matter, and is confident matters can be agreed prior to Deadline 2.</p>	
06	The Applicant's outline Operational Environmental Management Plan	National Highways has no comment on the outline Operational Environmental Management Plan [APP-157] .	The Applicant notes this comment.	Matter Agreed
07	The Applicant's outline Decommissioning Environmental Management Plan	National Highways has no comment on the outline Decommissioning Environmental Management Plan [APP-158] .	The Applicant notes this comment.	Matter Agreed
Topic: Traffic and Transport				
08	The conclusions in respect of the assessment of traffic and transport impacts and effects.	National Highways is broadly satisfied with the Applicant's assessment of traffic and transport impacts and effects, in so far as they relate to the strategic road network but is concerned about the large number of construction vehicle workers expected to drive to the site.	The Applicant notes this comment. Additional traffic count data has been commissioned to support the additional analysis requested by NH, and the outcome of this is expected to be submitted to the Examination at Deadline 1.	Under Discussion

Ref.	Summary of Matter	National Highways Position	Applicant Position	Status
		National Highways requests the Applicant provides additional explanation concerning the expected impact on the A1 Junction with the B645 during the peak hours to confirm if further assessment (modelling) is required.	The Applicant will continue to consult with National Highways on this matter, and is confident matters can be agreed prior to Deadline 2.	
Topic: Cumulative Effects				
09	The conclusions of the Applicant's assessment of cumulative effects on the historic environment.	National Highways is satisfied with the Applicant's assessment of cumulative effects, and that the Scheme will not result in a significant effect on the strategic road network in combination with other developments, including (as mentioned at Issue Specific Hearing 2) Universal Studios, East-West Rail, A428 Black Cat to Caxton Gibbet, or Tempsford New Town.	The Applicant welcomes National Highways agreement on this matter.	Matter Agreed

APPENDIX A

BSSL Cambsbed 1 Ltd

Name:

Signature:

Position:

On behalf of:

BSSL Cambsbed 1 Ltd

Date:

National Highways

Name:

Signature:

Position:

On behalf of:

National Highways

Date:
