



Application by Beacon Fen Energy Park Limited for an order granting development consent for the Beacon Fen Energy Park Project

Case reference: EN010151

Examining Authority's note of Unaccompanied Site Inspection 1 (USI1) to which the application relates

Examining Inspector Andre Pinto, the person appointed as the Examining Authority (ExA) for the application for an order granting development consent for the Beacon Fen Energy Park Project, undertook the inspection on 24 July 2025.

The inspection was undertaken by car and on foot on public accessible land, including highways and public rights of way, therefore advance permission to enter land was not required. This allowed the inspection to be undertaken on an unaccompanied basis.

A route was planned based on the applicant's application documents and having regard to issues raised in relevant representations, enabling the ExA to obtain views of, and to become familiar with, the application site and the surrounding area, mainly the proposed location for the solar array area, the cable route corridor, the bespoke access corridor and the proposed grid connection route up to the Bicker Fen substation.

Further site inspections may be required. Site inspections will be discussed at the preliminary meeting to be held in due course. The applicant, interested parties and other persons will be provided with an opportunity to comment on the ExA's proposed approach to site inspections and to nominate site inspection locations. An opportunity will be provided, in due course, to propose site inspections of private land; land where accompaniment is required for safety and related reasons; and land where specific features need to be drawn to the ExA's attention on an accompanied basis, known as Accompanied Site Inspections (ASI). Clear justification for why an accompanied site inspections is required will be required.

Particulars of the USI1

The inspection was undertaken by the ExA on an unaccompanied basis. USI1 was carried out on the 24 July.

Day 1: 24 July

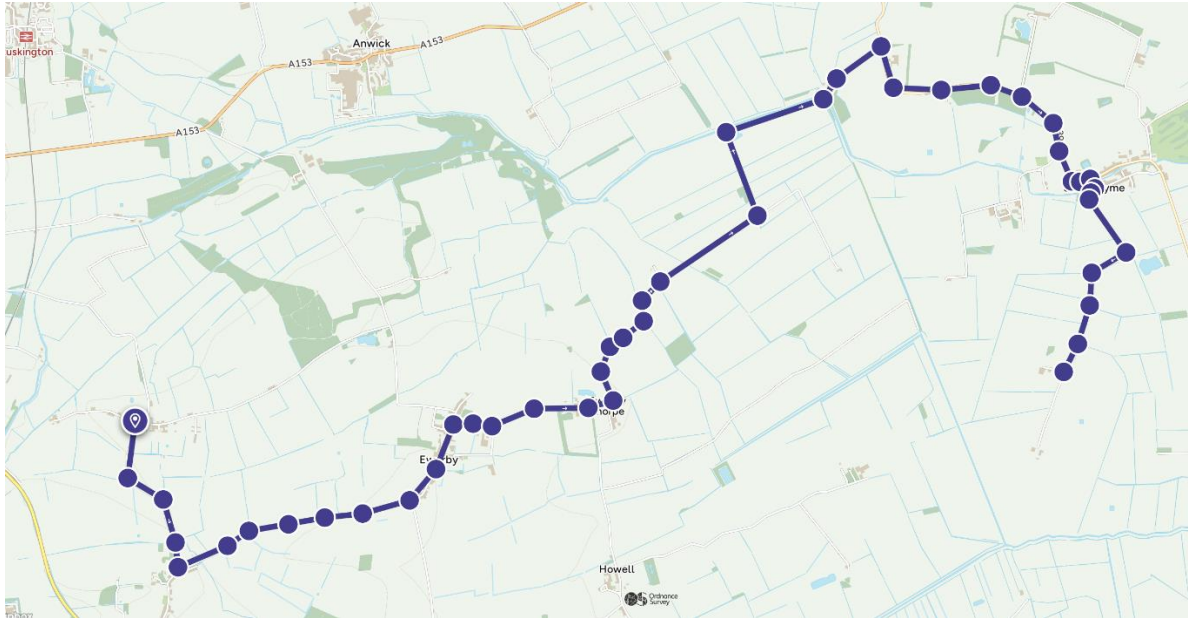
Weather: Cloudy and overcast for most of the day but with fairly good visibility at all times. Small periods of light rain.

The Inspection commenced at 9:30 and concluded at 17:30. The proposed application site was approached by car travelling eastbound from Evedon to Ewerby Thorpe, via Ewerby.

- i. The ExA began by observing the wider area surrounding the application site, approaching it by car via Thorpe Road, leading to Halfpenny Toll Lane. By foot, the

ExA noted the location and perspective of Photomontage 3 [[APP-231](#)]. Continuing by car the ExA then drove north via Ferry Lane, until the junction with Wood Lane (B1395) and then south towards South Kyme (Figure 1).

Figure 1



- ii. In South Kyme and on foot, the ExA was able to appreciate the location of footpath Skm/8/1 as detailed in [[APP-273](#)] and of the South Kyme Keep. The ExA then drove down the publicly accessible stretch of Cow Drove until it reached the private access to White House Farm. The ExA noted Photomontage 2 [[APP-230](#)].
- iii. The ExA then returned to South Kyme.
- iv. Driving from South Kyme back to Ferry Lane, the ExA stopped in front of Park Farm, close to junction between Ferry Lane and Wood Lane, in order to appreciate the views from that location in the direction of the proposed development (facing West).
- v. By car, the ExA continued travelling west down Ferry Lane. By foot, the ExA appreciated the junction between the River Sleas and Ferry Lane, as well as the marked entrance to the PRoW footpath as detailed in [[APP-273](#)] and Photomontage 1 [[APP-229](#)].
- vi. By car, the ExA drove down Ferry Lane up to the junction with Halfpenny Toll Lane and Black Drove. By foot the ExA then appreciated the extension of the proposed development from that viewpoint.
- vii. The ExA then continued travelling west down Halfpenny Toll Lane, past Copperhill Kennels Cattery and up to The Farm Kitchen paying particular attention to the site and its visibility and location.
- viii. By The Farm Kitchen the ExA was able to appreciate the location of the proposed development from that specific location in relation to the surrounding area.
- ix. The ExA then headed to Ewerby. In this location, the ExA, by foot, explored the existing bridleway from the rear of the Church of St. Andrew, down Clay Pit Lane and all the way down to the edge of the appeal site, as detailed in [[APP-273](#)], paying particular attention to views and visibility.

- x. The ExA travelled to Asgarby, by car, in order to appreciate the location of the bespoke access route. However, due to road works, the ExA could not drive all the way to the junction with the A17 but was still able to appreciate the general condition of the roads up to St. Andrew's Church. In Asgarby and on foot, the ExA appreciated the location of St. Andrew's Church and Asgarby in relation to the proposed development.
- xi. By car, the ExA travelled to Howell. By foot the ExA then explored the location of the proposed development in relation to the centre of Howell, Howell Fen Drove and the canal just by the edge of the panel array site.
- xii. The ExA then drove to Heckington via Heckington Road.
- xiii. From Heckington, the ExA drove to the A17 layby by the edge of Asgarby. By foot, the ExA was able to appreciate the traffic and road structure in that location, noting the location of the proposed bespoke access route.
- xiv. From that location, the ExA travelled eastbound to Bicker Fen National Grid 400kV substation. The ExA concluded the visit at 17:30.

END OF US11