BEACON FEN ENERGY PARK

Planning Inspectorate Reference: EN010151

Statement of Common Ground Between the Applicant and National Highways (Final)
Document Reference: 8.18
October 2025

The Planning Act 2008
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(a)
The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (SI 2017/572) – Regulation 14

Quality information

Prepared by	Checked by	Verified by	Approved by
KI	IC		IC

Abbreviation	Description
AC	Alternating Current
AIS	Air Insulated Switchgear
Applicant	Beacon Fen Energy Park Ltd
BBC	Boston Borough Council
BESS	Battery energy storage system
CCTV	Closed circuit television
DC	Direct Current
DCO	Development Consent Order
EA	Environment Agency
ES	Environmental Statement
GIS	Gas Insulated Switchgear
HGV	Heavy Good Vehicle
HOT	Head of Terms
HV	High Voltage
IDB	Internal Drainage Board
LCC	Lincolnshire County Council
LFR	Lincolnshire Fire and Rescue Service
LLFA	Local Lead Flood Authority
Low Carbon	Low Carbon Ltd
MW	Megawatts
NGR	National Grid Reference
NKDC	North Kesteven District Council
NPSs	National Policy Statements
NSIP	Nationally Significant Infrastructure Project
OBSMP	Outline Battery Safety Management Plan
OCEMP	Outline Construction Environmental Management Plan
OCTMP	Outline Construction Traffic Management Plan
ODEMP	Outline Decommissioning Environmental Management Plan
ODMP	Outline Delivery Management Plan
OLEMP	Outline Landscape and Ecological Management Plan
Order	The Beacon Fen Energy Park Order
PCU	Power Conversion Unit
PINS	Planning Inspectorate
PEIR	Preliminary Environmental Information Report
Proposed Development	The entire development to be constructed and operated within the Site, as set out in Schedule 1 of the draft DCO
PRoW	Public Right of Way
PV	Photovoltaic
RR	Relevant Representation(s)

SLR	SLR Consulting, formerly Wardell Armstrong (WA)
SoCC	Statement of Community Consultation
SoCG	Statement of Common Ground
SoS	Secretary of State
SRN	Strategic Road Network
The Site	The entire draft Order Limits or red line boundary located approximately 6.5 km northeast of the village of Sleaford and 2.5 km north of Heckington
TA	Transport Assessment
TP	Travel Plan
ZTV	Zone of Theoretical Visibility

Table of Contents

1. Introduction

1.1 Overview

1.1.1 This Statement of Common Ground ('SoCG') with National Highways (Document Ref: 8.18) has been prepared on behalf of Beacon Fen Energy Park Ltd (the 'Applicant') in support of an application for a Development Consent Order ('DCO'), that has been submitted to the Secretary of State (the 'SoS') for the Department for Energy Security and Net Zero, under Section 37 of the Planning Act 2008 (the '2008 Act').

1.1.2 The Applicant is seeking development consent for a ground-mounted solar photovoltaic ('PV') electricity generation and battery energy storage system ('BESS'), together with associated grid connection infrastructure (the 'Proposed Development'), at an area sited approximately 6.5 km northeast of the village of Sleaford and 2.5 km north of Heckington (the 'Site'). The Proposed Development would have a generation capacity of approximately 400 megawatts ('MW') of electricity, with a 600MW BESS.

1.1.3 The Site corresponds to the entire Order Limits and represents the entire land area required for construction, operation and decommissioning of the Proposed Development. It is made up of the Solar Array Area (comprising the solar PV and BESS infrastructure) the Cable Route Corridor (comprising an electrical connection from the Solar Array Area to the Bicker Fen National Grid 400kV substation) and the Bespoke Access Corridor (for a bespoke access from the A17 to the Solar Array Area). This is termed the Bespoke Access Road.

1.1.4 The Proposed Development falls within the definition of a 'Nationally Significant Infrastructure Project' ('NSIP') under Section 14(1)(a) and Sections 15(1) and (2) of the 2008 Act, as it is an onshore generating station in England that would have a generating capacity greater than 50MW electrical output. As such, a DCO application is required to authorise the Proposed Development in accordance with Section 31 of the 2008 Act.

1.1.5 The DCO, if made by the SoS, would be known as 'The Beacon Fen Energy Park Order 202[]' (the 'Order').

1.2 The Applicant

1.2.1 The Applicant is a subsidiary of Low Carbon Ltd ('Low Carbon'). Low Carbon is a privately-owned global renewable energy company.

1.3 The Site

1.3.1 The Site represents the entire Order Limits and is located east of Sleaford in Lincolnshire. It extends to approximately 758ha and comprises of three functional areas: the Solar Array Area, the Cable Route Corridor and the Bespoke Access Corridor.

Solar Array Area

1.3.2 The Solar Array Area is approximately 529ha in size and located to the north of Heckington, centred at the National Grid Reference ('NGR') 514682 347825. The Solar Array Area is located wholly within the administrative areas of North Kesteven District Council ('NKDC') and Lincolnshire County Council ('LCC').

1.3.3 The Solar Array Area predominantly comprises agricultural land in arable use, divided by ditches with sparse tree cover that is limited to small woodland blocks and scattered hedgerow trees. A small reservoir is located in the south-west of the Solar Array Area.

1.3.4 The Solar Array Area is bound to the south, west and north by local highways, and bound to the east by the Car Dyke. Public Right of Way ('PRoW') Ewer/12/1 extends across the north-eastern corner of the Site, close to the northern Site boundary. There are no other PRoW within the Solar Array Area.

1.3.5 Villages in proximity to the Solar Array Area include:

- Howell immediately to the south-west, with Heckington c. 1.7km beyond;
- Ewerby Thorpe immediately to the west, with Ewerby c. 1.1km beyond;
- Anwick c. 2.7km to the north-west;
- North Kyme c. 2.4km to the north; and
- South Kyme c. 1.5km to the east.

Cable Route Corridor

1.3.6 The Cable Route Corridor is approximately 183 ha in size and extends c. 13km south-east from the Solar Array Area to Bicker Fen substation, at NGR TF 19684 38599. The Cable Route Corridor is located wholly within the administrative area of LCC. The majority of the Cable Route Corridor is located within the administrative area of NKDC, however the southern section is located within BBC's administrative area.

1.3.7 Land use within the Cable Route Corridor is predominantly agricultural. A number of local highways cross the Cable Route Corridor, and the A17 crosses east to west within the north-west section of the Corridor. The railway linking Heckington west to Sleaford and east to Swineshead intersects the mid-section of the Corridor. There are a number of PRoW within the Cable Route Corridor, including one alongside the South Forty Foot Drain which also crosses the Cable Route Corridor.

Bespoke Access Corridor

1.3.8 The Bespoke Access Corridor is approximately 45.4 ha in size comprising predominantly agricultural land and extends approximately 3km south-west from the Solar Array Area to the A17. The Bespoke Access Corridor is located wholly within the administrative areas of LCC and NKDC.

1.3.9 The Bespoke Access Corridor has been refined during the pre-application stage, informed by results from environmental surveys and consultation feedback.

1.3.10 Asgarby Road and Heckington Road crosses the Bespoke Access Corridor and there are four PRoW located within the route.

1.4 The Proposed Development

1.4.1 The main components of the Proposed Development are summarised below and defined in Schedule 1 of the **Draft DCO** (**APP-039**).

Solar Array Area

1.4.2 The Solar Array Area consists of solar PV panels and modular ground-mounting structures. The height of the panels considered will be up to 3.9m above ground level in fields to the east and 3.5m above ground level in fields to the west, south and an isolated field in the north. The proposal is for a fixed (i.e., static) panel orientation, facing due south which is commonly seen on existing UK solar farms, and angled 10° to 45° from horizontal. Supporting infrastructure includes inverters, combiner boxes, transformers and switchgear converting the Direct Current ('DC') to Alternating Current ('AC') and stepping up the voltage so it can be exported to the National Grid. An inverter, transformer and switchgear comprised together is termed a Power Conversion Unit (PCU).

1.4.3 A 600MW BESS adjacent to the Onsite Substation is included in the Proposed Development within the Solar Array Area. This will allow the electricity generated by the panels to be stored on site at times when grid demand is low, then exported at times of higher demand. The BESS containers and switch rooms are anticipated to be up to 8m x 3m in size, with a height of up to 4.5m.

1.4.4 Low voltage onsite electrical cabling is required to connect the PV modules and BESS to the inverters, and the inverters to the onsite transformers. Higher voltage cables are required between the transformers and the switchgear and from switchgear to the substation.

1.4.5 A new Onsite Substation is proposed and would have up to four High Voltage (HV) transformers with a maximum footprint of no more than 40,000m2 (e.g. 250m x 160m (or 200m x 200m)) and a height of up to 13m). The Onsite Substation will include a 33kV switchroom, control and storage buildings that would house office space and welfare facilities, as well as operational monitoring and maintenance equipment and equipment for reactive compensation and/or harmonic filtering. The design control building and office/welfare will be defined as part of detailed design.

1.4.6 The perimeter fence would likely comprise standard post and wire, deer fencing up to 3m tall around the Solar Array Area. Security fencing, up to 3.4m will be installed around the substation compounds and, possibly, other infrastructure / compounds. Acoustic fencing, up to 4m tall, may be required around the BESS, subject to the detailed design and layout.

1.4.7 Mounted internal-facing closed circuit television (CCTV) systems will likely be deployed around the perimeter of the operational areas of the Site; anticipated to be 5m high. The CCTV cameras would have fixed view sheds and will be aligned to face along the fence. Motion detection security lighting will be used around the electrical infrastructure and potentially at other pieces of critical infrastructure.

1.4.8 During construction, temporary construction compounds will be required, as well as temporary roadways, to enable access to all the land within the Site.

Localised earthworks to form suitable development platform for the substation and BESS will also be required.

1.4.9 There will be one primary access on the western edge of the Solar Array Area and a secondary access to the north, both of which will allow larger vehicles (including first responder vehicles) to access the BESS and Onsite Substation. Tertiary operational access primarily for smaller vehicles is provided to the north west and south.

1.4.10 PRoW Ewer/12/1 is being extended in a south and westerly direction as a permissive path terminating in the vicinity of Ewerby Thorpe, and will be in place for the operational duration of the Proposed Development. The exact route of the permissive path will be determined via the discharge of a requirement in the **Draft DCO (APP-039)**, but is anticipated to run in a south easterly direction along Car Dyke then heading south west on the north side of Hodge Dike. An undetermined number of footbridges (unlikely to be more than eight in number) to cross existing watercourses will be required and will require the usual water course crossing agreements to be sought with the relevant Internal Drainage Board (IDB) in parallel with the discharge of the requirement.

Cable Route

1.4.11 The Cable Route running between the Solar Array Area and the Bicker Fen 400kV Substation will be constructed through trenched methods and, where required, trenchless methods.

1.4.12 During construction, temporary construction compounds will be required approximately every 1-3 km, as well as temporary roadways, to enable access to all land. It is anticipated that there will be 6 main compounds that are distributed at approximately equal distances along the cable route to facilitate proper construction management. Smaller temporary compounds may also be located anywhere within the final working area.

1.4.13 Vegetation and hedgerows lost during construction of the Cable Route will be re-instated where possible subject to easement restrictions.

Bespoke Access Road

1.4.14 A dedicated access from the A17 to the Solar Array Area is required. It will be constructed in advance of material construction commencing on the Solar Array Area and will facilitate construction in that area. During construction, temporary construction compounds will be required which may be anywhere along the route.

1.4.15 The Bespoke Access Road will likely be the last component of the Proposed Development to be removed as it will be used to facilitate decommissioning of the Solar Array Area. Whilst it is assumed for the **Environmental Statement ('ES') (APP-050 to APP-285)** that the road will be removed (unless otherwise stated in the relevant chapter), it is possible that engagement with the landowners at that time will establish a preference for it to be retained. Optionality has been deliberately retained in the Application to facilitate such a scenario.

1.4.16 There will be no permanent lighting installed and access will be controlled through gates at all stages.

1.4.17 Vegetation and hedgerows lost during construction of the Bespoke Access Road will be re-instated.

In any or all of the above areas

1.4.18 Along with the above, in any or all of the three areas, the Proposed Development will include the following (subject to certain requirements):

- Access tracks of between 3.5m to 9m width for construction access and routine maintenance when operational. Access tracks located adjacent to drainage ditches will incorporate the necessary ecological, Environment Agency (EA) and/or Internal Drainage Board (IDB) buffers where required;
- Boundary treatments, means of enclosure, security measures, and paths;
- Landscaping and reinstatement planting and Biodiversity Net Gain related habitats;
- Flood resilience measures including swales and storm water attenuation, and works to existing irrigation systems;
- Utility diversions;
- Bunds, embankments, protective works to buildings, maintenance and improvement of streets; and
- Construction related (and decommissioning related) work sites.

Bicker Fen Substation Works

1.4.19 The extension of Bicker Fen substation will include a new generation bay, a new generation bay control room and a perimeter access road. A new generation bay will also include electrical equipment required for connection to the transmission system.

1.4.20 National Grid Electricity Transmission plc ('NGET') have requested that there be optionality within the design of the extension to Bicker Fen substation. The two design options that have been assessed in the **ES (APP-050 to APP-285)** and included in the Application are: Air Insulated Switchgear ('AIS') and Gas Insulated Switchgear ('GIS').

Draft Development Consent Order

1.4.21 The Proposed Development is described in detail in Schedule 1 to **the Draft DCO (APP-039)**, and the areas in which each component (the 'Work Numbers') may be constructed are shown on the **Works Plans (APP-010)**.

1.4.22 The Proposed Development is split into 10 Work Numbers as follows:

- Work No. 1 – a ground mounted solar photovoltaic generating station with a gross electrical output capacity of over 50 megawatts;
- Work No. 2 — a battery energy storage system compound and associated works (including fire safety infrastructure);
- Work No. 3 — development of an onsite substation and associated works;
- Work No. 4 — works in connection with electrical cabling and associated compounds;
- Work No. 5 — works to the existing Bicker Fen National Grid substation to create a new generation bay and substation extension;

- Work No. 6 — various ancillary works relating to the Solar Array Area, including cabling, fencing, security features, access tracks, watercourse crossings and landscaping and biodiversity mitigation measures;
- Work No. 7 — construction and decommissioning compounds in connection with Work Nos. 1, 2 and 3;
- Work No. 8 — works to create the Bespoke Access Road;
- Work No. 9 — areas of habitat management; and
- Work No. 10 — works to facilitate access to Work Nos. 1 to 9.

1.4.23 In addition, Schedule 1 to the **Draft DCO (APP-039)** lists other associated works (referred to as "further associated development") which may be carried out in connection with the construction of Work Nos. 1 to 10.

1.5 The Development Consent Order Process

1.5.1 As a NSIP, the Applicant is required to seek a DCO to obtain planning and other powers to construct, operate and maintain the generating station, in accordance with Section 31 of the 2008 Act. Sections 42 to 48 of the 2008 Act govern the consultation that an applicant must carry out before submitting an application for a DCO and Section 37 of the 2008 Act governs the form, content and accompanying documents that are required as part of a DCO application.

1.5.2 An application for development consent for the Proposed Development has been submitted to and accepted for examination by the Planning Inspectorate ('PINS') acting on behalf of the SoS. PINS is now examining the Application and will make a recommendation to the SoS, who will then decide whether or not to make (grant) the DCO.

1.6 Purpose of this Document

1.6.1 This document is intended to summarise clearly the agreements reached between the Applicant and the parties on matters relevant to the examination of the Application, in order to assist the Examining Authority to understand progress of negotiations between the parties. It has been prepared having regard to the guidance in *Planning Act 2008: Pre-examination stage for Nationally Significant Infrastructure Projects* and *Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects* (Ministry of Housing, Communities and Local Government and Department for Levelling Up, Housing and Communities, April 2024).

1.6.2 It is intended that the SoCG will provide information for the examination process, facilitating a smooth and efficient examination and managing the amount of material that needs to be submitted.

1.7 Role of Key Stakeholders

1.7.1 This SoCG refers to communications and correspondence with National Highways. The role of National Highways and how it relates to the Application is summarised, below.

1.7.2 National Highways is a statutory consultee in the planning system as detailed under Section 42(1)(a) (duty to consult) of the Infrastructure Planning

(Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) and is listed within PINS' 'Nationally Significant Infrastructure Projects: Advice on working with public bodies in the infrastructure planning process'.

1.7.3 National Highways are responsible for operating, maintaining and improving the strategic road network ('SRN') in England.

1.7.4 The Applicant has consulted National Highways throughout development of the Proposed Development.

1.7.5 National Highways role covers various matters, including the following:

- Managing the strategic road network;
- Planning and design of roads on the SRN;
- Operating and maintaining roads on the SRN;
- Engaging with developers, local planning authorities and other stakeholders regarding development proposals that may impact the SRN; and
- Providing appropriate, timely and substantive responses to the local planning authority regarding development proposals that may impact the SRN.

1.8 Status of this Version

1.8.1 This SoCG is prepared in collaboration with National Highways and represents the final agreed version of the SoCG. This SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties.

1.8.2 It can be taken that any matters not specifically referred to in the 'Matters Agreed during Pre-Examination Stage' (Section 3) or Matters Agreed during Examination Stage' (Section 4) of this SoCG are not of material interest or relevance to National Highways representations and have, therefore, not been considered in this SoCG.

1.8.3 Section 2 of this document summarises the consultation undertaken with National Highways to date and Section 3 sets out the matters agreed between the parties during the pre-examination and Section 4 sets out matters agreed during examination stage in respect of the Application.

2. Summary of Consultation

2.1.1 Table 2.1, below, contains a record of pertinent correspondence between the Applicant and National Highways. The Strategic Road Network is outside of the ES / TA study network and there is some distance between the Proposed Development and nearest part of the Strategic Road Network, which is managed by National Highways. Therefore, the majority of correspondence relating to highways matters has been with LCC who control the roads within the study network.

Table 2.1 – Summary of Correspondence

DATE	FORM OF CORRESPONDENCE	NOTES
5th February 2024	Section 42 Response Letter	National Highways' Section 42 Response made comments on the following points of the Preliminary Environmental Information Report ('PEIR') (January 2024) [Document Reference: ST19595-REP-002]: • Site Access; • Operation traffic Impacts; • Construction traffic impacts, in particular trip generation during the AM & PM peak periods; • Recommended that the Transport Assessment (TA) include development proposal details, trip generation and assignment, detail any impact on SRN and production of a Travel Plan (TP); • Production of a Construction Traffic Management Plan (CTMP) to include hours of working, development generated construction traffic numbers, access arrangements, construction traffic routing, details of special, abnormal deliveries and contact details for Health & Safety and complaints; and • Contact details for arranging transportation of abnormal loads. The Applicant responded to the points raised in the Section 42 Letter by submission of the Access & Traffic Chapter of the Environmental Statement **(Document Ref: 6.2 ES Vol 1, 6.2.9) (APP-060),** which includes the Transport Assessment (TA) (**Document Ref: 6.3 ES Vol 2, 6.3.76**) **(APP-155 to APP-157)** and the outline Construction Traffic Management Plan (oCTMP) (which, in turn, includes the outline Construction Staff Travel Plan) (**Document Ref: 6.3 ES Vol 2, 6.3.78**) **(APP-159)** as appendices.

DATE	FORM OF CORRESPONDENCE	NOTES
1st July 2025	Letter	National Highways submitted its **Relevant Representation (RR) (RR-014),** raising the following points: • Access to the development; • Boundary matters (i.e. proximity of the proposed development to the Strategic Road Network (SRN); • Information within the Transport Assessment (TA) (**Document Ref: 6.3 ES Vol 2, 6.3.76**) **(APP-155 to APP-157)**, in particular clarification of the proximity of the proposed development to the SRN; • Information within the oCTMP (**Document Ref: 6.3 ES Vol 2, 6.3.78**) **(APP-159)**; and • Request for further information regarding proposed route strategy along the SRN, including how deliveries will be managed and routed to the site, in relation to the OCTMP. The Applicant will be responding to the points raised in the RR (RR-014) within **Document Reference: 9.2 Applicant Responses to Relevant Representations** which is currently being prepared.

3. Matters Agreed during Pre-Examination Stage

3.1.1 Annex G of the Rule 6 Letter from the Examining Authority requests that the SoCG with National Highways include the following:

"• *applicant's assessment in relation to effects of the proposed development on the strategic road network including proposed access routes during construction, operational and decommission phases;*

• *the appropriateness of the applicant's Transport Assessment (TA) traffic impact;*

• *mitigation and enhancement measures, including the appropriateness and effectiveness of the measures included in the OCEMP and the ODEMP, and;*

• *any other significant issues in relation to the effects of the proposed development on Traffic and Transport*."

3.1.2 Regarding the appropriateness and effectiveness of mitigation and enhancement measures, the mitigation and enhancement measures in relation to traffic and transport are set out in the oCTMP (APP-159), rather than the OCEMP and ODEMP. Therefore, this SoCG includes reference to the agreement reached regarding oCTMP measures.

3.1.3 Tables 3.1, below, contains a list of 'matters agreed' at the date of submission of the document to National Highways, along with a concise commentary of what each item refers to and how it came to be agreed between the two parties. Table 3.1 confirms agreement on the key matters stated in Annex G of the Rule 6 letter.

Table 3.1 – List of Matters agreed during Pre-Examination Stage

MATTER	COMMENTARY
Access to the Proposed Development	National Highways confirm they have no comments to make about the proposed access.
Boundary Matters	National Highways confirm they have no boundary-related comments.

Traffic Distribution	National Highways notes the traffic distribution assumptions outlined in the TA and provides no comment.
Staff Vehicle Trip Generation	National Highways confirms assumptions regarding proportion of staff car travel outside of peak hours presented in the TA is robust.
Development generated traffic estimation	National Highways confirms the peak construction traffic movements outlined in the TA are considered a reasonable worst-case scenario for assessment of construction traffic on the SRN. National Highways note the estimation of development generated construction Heavy Goods Vehicle ('HGV') movements on A17/A52 Bicker Bar Roundabout and Swineshead Bridge level crossing presented in the TA and provide no comment.
Development Traffic Impact	National Highways confirm they are content with traffic impact data and methodology provided in the TA, noting minimal impacts of peak construction year traffic on operation of the SRN and negligible impact of operational traffic on the SRN.
Proposed Hours of Operation	National Highways acknowledge information provided in the oCTMP regarding proposed hours of operation and the outline Delivery Management Plan ('ODMP').
Suitability of Construction Traffic Management Measures	National Highways confirm they are content with the traffic management measures outlined in the outline Construction Traffic Management Plan ('oCTMP'), which are considered appropriate for the proposed development including with regard to the SRN.

4. Matters Agreed during Examination Stage

4.1.1 Table 4.1, below, contains a list of 'matters agreed' correct at the date of submission of the document to National Highways along with a concise commentary of what the item refers to and how it came to be agreed between the two parties. Table 4.1 confirms agreement on the key matters stated in Annex G of the Rule 6 letter.

Table 4.1 – List of Matters Agreed during Examination Stage

MATTER	COMMENTARY
Proximity to Strategic Road Network	National Highways seek clarification regarding a discrepancy in Appendix 9.1 Transport Assessment (TA) **(Document Ref: 6.3 ES Vol 2, 6.3.76)** regarding the proximity of Proposed Development to the SRN and confirmation that the correct point is the A1/A46/A17 Winthorpe Interchange, approximately 37km from the Site. The Applicant is responding to the point raised in the RR (RR-014) to confirm that the statement quoted in the TA is a discrepancy and that the nearest connection to the SRN is the A1/A46/A17, north-east of Newark, approximately 37km from the Site. This does not affect the assessment, and the Applicant does not propose to resubmit the TA over this descriptive discrepancy. Therefore, the Applicant now considers this matter as 'agreed' with National Highways.
Route Strategy on Strategic Road Network	National Highways have requested that they would welcome further information regarding the proposed route strategy along the SRN, including how materials arriving from these ports will be managed and routed to the site on the SRN. The Applicant is responding to the point raised in the RR (RR-014) to confirm further information about the proposed route strategy on the SRN for Abnormal Loads and conventional HGVs. The feasibility of transporting construction materials from both Ports of Entry (PoE) to the Proposed Development Site have been carefully considered by an Abnormal Load specialist of which their findings are presented in Appendix A of Appendix 9.3 Outline Construction Traffic Management Plan (oCTMP) (APP-159). The reports state that National Highways provided comment on the routes. Further detail regarding the routes for abnormal loads and conventional HGVs on the SRN will be provided once further details on material sources, and therefore timing and quantity of vehicle movements, can be reasonably estimated. The detail will be provided as part of the

DMP and Abnormal Loads DMP which will form part of the CTMP. The CTMP is secured, pursuant to Requirement 13 of Schedule 2 to the Draft DCO (APP-038). The Applicant therefore considers this matter as ‘agreed’ with National Highways.

[redacted]

Signed: Aishah Fiyaz

On behalf of: National Highways

Date: 13.10.2025

[redacted]

Signed: Jessica Gough

On behalf of: Beacon Fen Energy Park Ltd

Date: 13th October 2025