



# BEACON FEN

## ENERGY PARK

Planning Inspectorate Reference: EN010151

Statement of Common Ground (Draft) with Lincolnshire County Council

Document Reference: 8.1

November 2025



## Quality information

Prepared by	Checked by	Verified by	Approved by
ED	JM	CT	CT

## Revision History

Revision	Revision date	Details	Authorised	Name	Position
1	30/04/2025	Application submission	29/04/2025	Jessica Gough	Project Development Manager
2	07/10/2025	Deadline 1 Updates	07/10/2025	“	“
3	21/11/2025	Deadline 4 Updates	19/11/2025	“	“

Abbreviation	Description
AC	Alternating Current
AIS	Air Insulated Switchgear
AMS	Archaeological Mitigation Strategy
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
GIS	Gas Insulated Switchgear
HV	High Voltage
IDB	Internal Drainage Board
LCC	Lincolnshire County Council
LFR	Lincolnshire Fire and Rescue Service
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
Order	The Beacon Fen Energy Park Order
PCU	Power Conversion Unit
PINS	Planning Inspectorate
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

Abbreviation	Description
PV	Photovoltaic
Site	The entire Order Limits or red line boundary located approximately 6.5 km northeast of the village of Sleaford and 2.5 km north of Heckington
SLR	SLR Consulting, formerly Wardell Armstrong (WA)
SoCC	Statement of Community Consultation
SoCG	Statement of Common Ground
SoS	Secretary of State

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# 1. Introduction

## 1.1 Overview

- 1.1.1 This Statement of Common Ground ('SoCG') with Lincolnshire County Council ('LCC') and Lincolnshire Fire and Rescue Service ('LFR') (**Document Ref. 8.1**) has been prepared on behalf of Beacon Fen Energy Park Ltd (the 'Applicant'). It relates to the application (the '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 Proposed 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 (Document Ref: 3.1)**.

### 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 40,000m<sup>2</sup> (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 (Document Ref: 3.1)**, 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 Corridor

- 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') (Document Ref: 6.1 – 6.4.80)** 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 following decommissioning subject to the road being removed.

### 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 (Document Ref: 6.1 – 6.4.80)** 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 (Document Ref: 3.1)**, and the areas in which each component (the 'Work Numbers') may be constructed are shown on the **Works Plans (Document Ref: 2.4 / AS-006)**.
- 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 (Document Ref: 3.1)** 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. Updates to this document will be made periodically (and on request) during the examination, with a view to submitting a final version of the SoCG at the end of the examination.

## 1.7 Role of key stakeholders

- 1.7.1 This SoCG refers to communications and correspondence between a number of key stakeholders. The role of each stakeholder is summarised Table 1.1 below.

**Table 1.1 – Role of key stakeholders**

STAKEHOLDER	ROLE
Beacon Fen Energy Park Limited	The Applicant
Lincolnshire County Council ('LCC')	Local Planning Authority (County)
Lincolnshire Fire and Rescue Service ('LFR')	Fire and Rescue Authority, and consultee under Section 42(1)(a) of the 2008 Act
North Kesteven District Council ('NKDC')	Local Planning Authority (District) for part of the Proposed Development, including Work Nos 1-3 and 6-8
Boston Borough Council ('BBC')	Local Planning Authority (District) for part of the Proposed Development, including Work No. 5
DWD Property and Planning ('DWD')	Planning consultants for the Applicant
SLR Consulting ('SLR')	Environmental assessment consultants for the Applicant
Pier	Communication and stakeholder engagement consultants for the Applicant
Herbert Smith Freehills Kramer LLP ('HSF Kramer')	Solicitors for the Applicant
Ardent Management Limited ('Ardent Management')	Land referencing consultants for the Applicant

- 1.7.2 This SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties, where agreement has not been reached (and that is the parties' final position) and where discussions are still ongoing.

## 1.8 Status of this Version

- 1.8.1 This SoCG is intended to be prepared in consultation with LCC. Draft versions of the SoCG were provided with the submission of the application and at Deadline 1.
- 1.8.2 The current version represents a summary of the current position of the Applicant and LCC in relation to specific matters that have been under discussion to date.
- 1.8.3 One or more further versions (revised drafts) may be agreed between the parties during the examination period and submitted to the Examining Authority to assist the examination of the Application.
- 1.8.4 It is intended that the Applicant and LCC can agree on a final version of the document ahead of Deadline 8.
- 1.8.5 The document is structured as follows:

- Section 2 – summarises the consultation undertaken with LCC and LFR, and correspondence sent by each party prior to examination;
- Section 3 – sets out the matters agreed between LCC and the Applicant during pre-application stage;
- Section 4 – sets out the matters agreed between LCC and the Applicant during pre-examination stage;
- Section 5 – sets out the matters agreed between LCC and the Applicant during examination stage;
- Section 6 – sets out the matters currently still subject to discussion between LCC and the Applicant;
- Section 7 – sets out the matters agreed between LFR and the Applicant during pre-examination stage;
- Section 8 – sets out the matters currently still subject to discussion between LFR and the Applicant.



## 2. Summary of Key Consultation

2.1.1 The below **Table 2.1** contains a record of pertinent key correspondence between the Applicant, LCC and LFR.

**Table 2.1 – Summary of Correspondence**

DATE	FORM OF CORRESPONDENCE	NOTES
27/02/2023	Meeting with LCC and SLR	Introductory meeting.
20/03/2023	Meeting with LCC, DWD and SLR	Meeting to discuss project timeframes, steps and key issues from Council.
24/05/2023	Meeting with LCC and SLR	Meeting to discuss phased approach to the geophysical survey.
25/05/2023	Meeting with LCC	Briefing LCC Councillors on the project.
01/06/2023	Meeting with LCC and SLR	Meeting to discuss the geophysical survey results and archaeological approach.
13/06/2023	Meeting with LCC Highways team and SLR transport planning team	Meeting to discuss access routes and survey locations. LCC outlined preference of 'left-in/left-out' access on the A17.
10/08/2023	Meeting with LCC and DWD	Meeting to update LCC on the project changes, including the removal of 'Beacon Fen South'.
04/10/2023	Draft Statement of Community Consultation ('SoCC') shared with LPAs	It was requested that feedback on the SoCC was returned by 5pm on 8 November 2023. This provided a 36-day long consultation period, eight days longer than the 28-day period required by Section 47(3) of the PA 2008.
20/10/2023	Feedback on SoCC received from LCC.	
27/10/2023	Meeting between the Applicant and LFR	
21/11/2023	Meeting with LCC and LCC Highways team	Applicant briefing on the bespoke access road.
10/01/2024	Joint meeting with LCC, NKDC and BBC with DWD, SLR and Pier.	Meeting to brief LCC, BBC and NKDC. Discussed the Bespoke Access Road, mitigation masterplan and future engagement.
11/01/2024	Meeting with LCC and DWD	Update on the Bespoke Access Road, archaeology and community benefits.
17/01/2024	Letter from DWD (on behalf of Applicant) to LCC	Section 42 statutory consultation with project information, including the PEIR and non-technical summary.
17/01/2024	Letter and/or email from Ardent Management (on behalf of Applicant) to LFR	Section 42 statutory consultation letter sent advising commencement of the statutory consultation period on 22/01/2024 and providing project information, including the PEIR and non-technical summary. LFR returned an initial

		<p>response to this consultation on 31/01/2024 and provided confirmation on 08/03/2024 that project changes do not change their initial advice.</p> <p>LFR returned a more detailed response on 25/04/2024 after statutory consultation had closed (a late response) however, the Applicant was able to consider the response.</p>
12/12/2023	Email from LCC	Responses from LCC the list of cumulative developments to be considered in the Environmental Statement (ES).
07/02/2024	Joint meeting with LCC, NKDC and BBC with DWD, SLR and Pier	Meeting to provide update to Councils during the statutory consultation period regarding progress and discuss biodiversity mapping.
08/03/2024	Statutory Consultation response from LCC	In response to Section 42 consultation which commenced 1 January 2025.
03/04/2024	Joint meeting with LCC, NKDC and BBC with DWD and Pier	Meeting to provide update to Councils and discuss Councils' PEIR responses.
01/05/2024	Joint meeting with LCC, NKDC and BBC	Meeting to discuss Public Rights of Way and statutory consultation feedback on community benefits.
10/05/2024	Meeting between the Applicant and LFR	Project update meeting to discuss legislation and guidance, and the specifics of the Proposed Development including access, layout and water supply options.
13/05/2024	Joint meeting with LCC, NKDC and BBC	Meeting to discuss community benefits.
24/05/2024	Letter from the Applicant to LFR	Response to matters raised by LFR in section 42 consultation.
03/06/2024	Meeting with SLR and LCC	Meeting regarding the proposed bespoke access road.
26/06/2024	Joint meeting with LCC, NKDC and BBC	Meeting to discuss the project programme, permissive paths and community benefit.
28/08/2024	Joint meeting with LCC, NKDC and BBC	Meeting to discuss the second round of targeted consultation, permissive path, cable route and bespoke road red line boundary.
20/10/2024	Letter from LCC to DWD	LCC provided response on their review of the draft SoCC.
24/10/2024	Meeting with Lincolnshire LNRS	Applicant briefing the team developing the Lincolnshire Local Nature Recovery Strategies (LNRS).
08/11/2024	Joint meeting with LCC, NKDC and BBC	Meeting to provide Councils with a general update and information on archaeology, and discuss the adequacy of consultation milestone, principles of disagreement/ statements of common ground (SoCGs) and local employment plan. Following the

		meeting LCC with provided an email with permitting scheme information.
06/12/2024	Email from LCC	LCC comments on the Adequacy of Consultation Milestone confirming that the Applicant has, to date, carried out adequate pre-application consultation in accordance with the requirements as set out in ss. 42, 47 and 48 of the 2008 Act.
12/12/2024	Email from LCC	Feedback from LCC regarding proposed Targeted Consultation for project updates.
13/12/2024	Letter from DWD (on behalf of Applicant) to LCC	Targeted Consultation letter regarding project updates and changes.
18/12/2024	Email from LCC	Providing comments on proposed agenda for 15 January 2025 meeting.
20/12/2024	Email from HSF Kramer to LFR	Initial email regarding framework for draft protective provisions.
06/01/2025	Email from LCC	Responses from LCC on review of updated list of cumulative developments to be considered in the ES.
15/01/2025	Joint meeting with LCC, NKDC and BBC with DWD	Meeting to provide Councils with a general update and discuss Councils s42 responses. Also discussed SoCGs and community benefit fund.
17/01/2025	Targeted Consultation Response from LCC	In response to Targeted Consultation which commenced 13 December 2024.
27/01/2025	Email from LCC Highways	LCC confirmed they would not seek to adopt any of the Bespoke Access Road. LCC confirmed that the applicant should ensure any junctions proposed within the existing adopted highway are suitable.
12/02/2025	Letter and email sent from Low Carbon to LFR	Proposed draft protective provisions provided to LFR. Response received from LFR on 12/02/2025, confirming that LFR were happy with the details contained within the protective provisions, but noting that as they will be contained within the <b>Draft DCO (Document Ref: 3.1)</b> , they will be subject to scrutiny by LRF's legal representative.
26/02/2025	Email from LCC to SLR	Discussion of trial trenching weekly updates as required.
28/02/2025	Email from LCC to SLR	Discussion of outstanding archaeological fieldwork reports to view prior to submission.
28/02/2025	Email from LCC to SLR	Acknowledging receipt of archaeological fieldwork documents as required.
05/03/2025	Meeting with LCC and HSF Kramer	Review of draft highway and streets articles of DCO.
13/03/2025	Email from to SLR to LCC	Setting up a meeting regarding preparation of the Archaeological

		Mitigation Strategy (AMS) as a draft for submission of DCO application.
18/03/2025	Email from LCC to SLR	Confirmation of receipt of archaeological evaluation reports.
26/06/2025	Joint meeting with LCC, NKDC with DWD	Meeting to discuss matters and actions following submission of the Application. Provided Councils with a general update and discussed Councils key concerns.
08/07/2025	Email from DWD (on behalf of Applicant) to LCC	Applicant provided the proposed specific Biodiversity Net Gain ('BNG') metrics in Microsoft Excel format for LCC information.
22/07/2025	Email from SLR to LCC	Issuing second draft of the AMS to LCC.
13/08/2025	Email from SLR to LCC	Set up a meeting regarding final review of the AMS.
14/08/2025	Joint meeting with LCC, NKDC with DWD	Meeting to discuss ecology specific matters following submission of the Application, including BNG, BNG Monitoring, Great Crested Newt, Habitats Regulation Assessment and ecological steering group.
15/08/2025	Meeting with LCC and SLR	Finalisation of the AMS.
15/08/2025	Email from LCC to SLR	Email from LCC to SLR to highlight comments and minor issues from first review of AMS.
15/08/2025	Joint meeting with LCC, NKDC with DWD	Meeting to discuss heritage specific matters following submission of the Application, including Asgarby Church, Kyme Tower, Boughton House, Howell Hall and Gashes Barn.
05/09/2025	Site meeting with SLR and LCC.	Discussion of heritage specific matters at start of examination period to include discussion regarding Asgarby Church, Kyme Tower, Boughton House, Howell Hall and Gashes Barn and other non-designated heritage assets.
19/09/2025	Email from LCC to SLR	Email from LCC to SLR highlighting final comments on second draft of AMS, LCC confirmed that LCC has agreed with the approach taken for the Archaeological Mitigation Strategy.
30/09/2025	Email from LCC to SLR	Clarification of LCCs position on designated heritage assets Asgarby Church, Kyme Tower, Boughton House and Howell Hall and non-designated heritage assets including Gashes Barn and Westmoreland Farm.
10/10/2025	Email from LCC to SLR	Issuing the final 2 minor comments on the third draft of the AMS and that once amended the approach from the AMS was

		agreed. LCC also indicated that HE would like to view the AMS as agreed.
28/10/2025	Meeting with LCC, NKDC, the Applicant, SLR and relevant LCC/NKDC specialists	Meeting to discuss key agricultural land, soils and socio-economics matters following responses to Local Impact Reports.
29/10/2025	Meeting with LCC, NKDC, the Applicant, SLR and relevant LCC/NKDC specialists	Meeting to discuss key heritage and other general matters following responses to Local Impact Reports.
30/10/2025	Meeting with LCC, NKDC, the Applicant, SLR and relevant LCC/NKDC specialists	Meeting to discuss key ecology matters following responses to Local Impact Reports.
11/11/2025	Email from LCC to SLR	Email from LCC to SLR suggesting draft CTMP is updated to include wording around Delivery of Road Modifications, in line with that provided in Springwell Energy Farm Limited oCTMP.



### 3. LCC: Matters Agreed during Pre-Application Stage

- 3.1.1 The below **Table 3.1** contains a list of ‘matters agreed’ between LCC and the Applicant correct at the date of the submission of the Application along with a concise commentary of what the item refers to and how it came to be agreed between the two parties.

**Table 3.1 – List of Matters Agreed with LCC during Pre-Application Stage**

MATTER	COMMENTARY
Adequacy of consultation	<p>LCC was consulted informally and formally by the Applicant throughout the pre-application process regarding the approach to consultation and content and scope of the Statement of Community Consultation (‘SoCC’). LCC provided comments on the draft SoCC, which were taken into account before the SoCC was published. Specialist Council officers have also been consulted in relation to highway, public rights of way and archaeology matters.</p> <p>The Applicant has consulted with LCC throughout the pre-application process and undertaken statutory (and targeted statutory) consultation in accordance with the requirements as set out in Sections 42, 47 and 48 of the 2008 Act.</p> <p>LCC has formed the view (letter dated 5 December 2024): <i>LCC is of the view that Beacon Fen Energy Park Ltd to date has carried out adequate pre-application consultation in accordance with the requirements as set out in Sections 42, 47 and 48 of the Act.</i></p>
Need for a solar and battery project in general and of this scale	<p>National Policy Statements (‘NPSs’) and other UK national policy recognise that solar plays a key role in achieving the Government’s carbon reduction targets. NPS EN-1 sets out the urgent need for new electricity generation capacity and the importance of decarbonising the power and industrial sectors in the UK to meet climate targets, and the NPS’s require the Secretary of State to give significant weight to this needs case for renewable energy projects when considering an application.</p> <p>As per the Clean Power 2030 Action Plan, the Government expects at least a further 21.2GW in deployment of new renewable projects within just 6 years to reach their target of 45-47 GW, by 2030. To support this growth, an extra 23-27 GW of battery storage is needed by 2030 to provide flexible capacity.</p> <p>LCC agree that these are relevant statements from national policy in respect of solar development.</p>
Principles regarding the proposed construction access arrangements	<p>The Proposed Development will also include a new Bespoke Access Road from the A17 to the Solar Array Area, as well as a secondary access to the south. The Bespoke Access Road is required to provide direct access to the Solar Array Area from the highway network, as local roads were identified as not suitable for haulage of larger infrastructure. LCC, as local Highway Authority,</p>

(Solar Array Area)	agree with the principle that a Bespoke Access Road is preferable rather than the use of the local road network. In terms of the route selected LCC would need to review the submission documents to determine whether it would be the most suitable.
Planning history	The Applicant has provided a list of past planning decisions for the land within the proposed Order Limits (see <b>Appendix 1</b> ) based on the online public register along with information held by the Applicant relating to historical consents at the Proposed Development Site. LCC agree that the national planning history is accurate and that there is no relevant LCC planning history.
Elements of the approach to archaeological evaluation pre-application	<p>The Applicant, SLR and LCC discussed the proposed approach to archaeological evaluation at several meetings throughout the pre-application stage.</p> <p>The Applicant also consulted with LCC regarding proposed project boundary changes and in an email on 17 January 2025, LCC confirmed that they had no objections to the changes under the assumption that these additional areas will be appropriately assessed for archaeological potential, as per the National Planning Policy Framework, EIA Regulations and NPS EN-1.</p> <p>LCC and the Applicant have agreed on the following matters relating to archaeology:</p> <ul style="list-style-type: none"> <li>• LCC and the Applicant have agreed on a suitable study area for the historic environment baseline assessment.</li> <li>• The methodological approach for the assessment, including desk-based assessment, geophysical survey and aerial assessment, has been agreed with the Applicant. All Written Schemes of Investigation for surveys have been submitted to and approved by LCC.</li> <li>• Full aerial assessment, comprising aerial photographic analysis and LiDAR analysis, has been completed for the full redline boundary.</li> </ul> <p>As requested by LCC and accepted by the Applicant, where the assessment indicates archaeological potential exists or an impact may occur, additional proportionate evaluation may be required at a suitable point before construction, to better understand the significance and potential impact.</p> <p>The Applicant has started consultations with the LCC archaeological officer to work towards broad agreement on the conclusions and recommendations for mitigation to be included within <b>ES Appendix 8.11: Archaeological Mitigation Strategy ('AMS') (APP-153)</b>.</p>
List of requirement discharge documents – agreement to principle	The Applicant has provided a list of documents to be submitted at requirement discharge stage (see <b>Appendix 2</b> ) that are proposed to control or mitigate the likely effects of the Proposed Development or provide enhancement or deliver policy benefits. The <b>Draft DCO (Document Ref: 3.1)</b> sets out the proposed timings and contents of these documents.

	<p>LCC agree that the list of documents to be submitted at requirement discharge stage are of the type LCC would expect to see for a proposal of this type, however, other documents may be required as the examination progresses.</p>
National planning policy	<p>It is agreed between LCC and the Applicant that the following NPSs are relevant to the Application and provide the primary basis for decisions by the SoS in relation to the Application:</p> <ul style="list-style-type: none"> <li>• The Overarching NPS for Energy (EN-1);</li> <li>• The NPS for Renewable Energy Infrastructure (EN-3); and</li> <li>• The NPS for Electricity Networks Infrastructure (EN-5).</li> </ul> <p>It is agreed that the National Planning Policy Framework (December 2024) may also be relevant to the consideration of the Application.</p> <p>The Applicant has set out accordance with the relevant local planning policies in the <b>Planning Statement (APP-277)</b>.</p>
Local development plan policy	<p>It is agreed that section 104 of the PA 2008 states that the SoS must have regard to other matters that are 'important and relevant', and it is agreed that that includes the development plan(s) in force in the area. It is also agreed that EN-1 is clear that in the event of any conflict between a NPS and a local development plan document, the NPS prevails for the purpose of SoS decision-making given the national significance of the infrastructure concerned.</p> <p>It is agreed that the following LCC planning policy documents are most relevant to the Proposed Development:</p> <ul style="list-style-type: none"> <li>• South East Lincolnshire Local Plan 2011-2036</li> <li>• Central Lincolnshire Local Plan (adopted April 2023)</li> <li>• Lincolnshire Minerals and Waste Plan (Core Strategy and Development Management Policies adopted 2016 and Site Locations adopted 2017)</li> <li>• Lincolnshire County Council Green Masterplan (adopted 2020) including the Carbon Management Plan</li> <li>• Joint Lincolnshire Flood Risk and Water Management Strategy 2019-2050</li> <li>• Lincolnshire Local Transport Plan 5 (adopted 2022)</li> <li>• Lincolnshire County Council Highway and Flood Authority, Development Road and Sustainable Drainage Specification and Construction (adopted March 2021).</li> </ul> <p>It is further agreed that the following policies from each of the above documents are most relevant to the Proposed Development.</p> <p><u>Central Lincolnshire Local Plan</u></p> <ul style="list-style-type: none"> <li>• S1 - The Spatial Strategy and Settlement Hierarchy</li> <li>• S5, Part E - Development in the Countryside (Part E: Non-residential development)</li> </ul>

- S8 - Reducing Energy Consumption – Non-Residential Buildings
- S9 - Decentralised Energy Networks and Combined Heat and Power
- S10 - Supporting a Circular Economy
- S11 - Embodied Carbon
- S12 - Water Efficiency and Sustainable Water Management
- S14 - Renewable Energy
- S15 - Protecting Renewable Energy Infrastructure
- S16 - Wider Energy Infrastructure
- S20 - Resilient and Adaptable Design
- S21 - Flood Risk and Water Resources
- S34 - Non-designated Employment Proposals in the Countryside
- S45 - Strategic Infrastructure Requirements
- S47 - Accessibility and Transport
- S48 - Walking and Cycling Infrastructure
- S49 - Parking Provision
- S53 - Design and Amenity
- S57 - Historic Environment
- S59 - Green and Blue Infrastructure Network
- S60 - Protecting Biodiversity and Geodiversity
- S61 - Biodiversity Opportunity and Delivering Measurable Net Gains
- S66 - Tress, Woodland and Hedgerows
- S67 - Best and Most Versatile Agricultural Land

#### South East Lincolnshire Local Plan:

- 1 - Spatial Strategy (Part D)
- 2 - Development Management
- 3 - Design of New Development
- 4 - Approach to Flood Risk
- 28 - The Natural Environment
- 29 - The Historic Environment
- 30 - Pollution
- 31 - Climate Change and Renewable and Low Carbon Energy
- 32 - Community, Health and Wellbeing

#### Local Transport Plan 5

- Policy EC3
- Policy EC 5
- Policy GREEN4
- Policy ENV1
- Policy ENV5

#### Lincolnshire Minerals and Waste Plan

- Policy M11
- Policy M12

LCC agree that the development plan documents listed are relevant to the proposed development. However, in terms of the relevance of specific policies, LCC would wish to review the submission documents to determine their individual relevance.

<p>PRoW and recreation (Solar Array Area)</p>	<p>In addition to the permissive path proposed in the north-east of the site at the PEIR stage, the project will include another, longer permissive path through the east and centre of the solar array area, connecting these paths to the existing PRoW network (see <b>Appendix 3</b>). In principle, LCC are supportive of the Applicant committing to a substantial length of permissive path, with routing to be subject to the relevant requirements. The proposed routing includes 7 ditch crossings but the layout is indicative (and by definition the permissive path is indicative). The footbridges and permissive pathways will be for the duration of the operation of the Proposed Development only. LCC would wish to consider this further once the submission documents are available.</p> <p>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. There are four PRoW located within the Bespoke Access Corridor. These are discussed in detail in the <b>Environmental Statement Chapter 15: Socio-Economics (APP-066)</b>.</p>
<p>List of other nearby developments to be considered in cumulative impact assessment</p>	<p>A long list of cumulative developments was prepared and sent to LCC on 17th December 2024. The shortlist of developments considered within the inter-cumulative assessment (<b>Appendix 4.2: Cumulative Assessment: Short List (APP-082)</b>) was subsequently updated in respect of LCC responses.</p>



## 4. LCC: Matters Agreed during Pre-Examination Stage

4.1.1 The below **Table 4.1** contains a list of ‘matters agreed’ between LCC and the Applicant, correct at the date of the submission of this SoCG.

**Table 4.1 – List of Matters Agreed with LCC during Pre-Examination Stage**

MATTER	COMMENTARY
Mineral Safeguarding Assessment	While the site area intersects with a Minerals Safeguarding Area (MSA) for sand and gravel and Policy M11 of the Lincolnshire Mineral and Waste Local Plan technically requires the developer to provide a Minerals Assessment, LCC and the Applicant agree that there is no requirement to undertake a minerals assessment for this project.
Landscape and visual effects	<p>While the Landscape and Visual Impact Assessment within <b>ES Chapter 6: Landscape and Visual (APP-057)</b> identifies that the Proposed Development would result in significant adverse visual effects at a Site level, which is of concern to LCC, the judgement and methodology applied within the LVIA is reasoned, though LCC will interrogate the findings in more detail during examination.</p> <p>It is agreed that the scale and extent of development would also lead to Significant Adverse effects on views from visual receptors, however the planting, if established effectively would go some way in screening and integrating the proposals in views, upon which the reduction of the significant landscape and visual effects relies.</p>
Archaeology	<p>The Applicant and LCC discussed the proposed approach to archaeological evaluation at several meetings throughout the pre-application and pre-examination stages.</p> <p>The following matters have now been resolved between the Applicant and LCC:</p> <ul style="list-style-type: none"> <li>• The final document detailing the baseline assessment results have been provided to LCC with the DCO submission, and LCC is satisfied that there will be sufficient baseline data to inform the final archaeological mitigation strategy (‘AMS’).</li> <li>• A draft form of the AMS was submitted with the Application (<b>APP-153</b>), which included confirmation that targeted trial trenching of the Cable Route Corridor and targeted excavation will be undertaken during construction in areas where it is likely that archaeological monitoring will occur. LCC provided feedback on the approach set out in the draft AMS (<b>APP-153</b>).</li> <li>• A comprehensive geophysical survey of the Order Limits has been completed. Some small areas were inaccessible and not considered suitable for geophysical survey, however, this work is considered to be complete.</li> <li>• LCC are satisfied that the work undertaken to date has been completed to the required standards and has provided an</li> </ul>

	<p>understanding of the archaeological potential, significance and likely impact arising from the Proposed Development. There has been an effective programme of desk-based and non-intrusive surveys completed for the site prior to submission of the Application, included in the desk-based assessment <b>ES Chapter 8: Cultural Heritage (APP-059)</b>, <b>Appendix 8.1: Archaeological Desk Based Assessment (APP-177)</b>, aerial assessment in <b>Appendix 8.3 Aerial and LiDAR Assessment – Solar Array (APP-119)</b> and <b>Appendix 8.4: Aerial and LiDAR Assessment – Access and Cable Routes (APP-120)</b> and geophysical survey in <b>Appendix 8.6 Geophysical Survey Summary Report - Solar Array Part 1 (APP-122 to APP-126)</b> to the appropriate standards set out by the Chartered Institute for Archaeologists, Historic England and the Lincolnshire Archaeology Handbook.</p> <ul style="list-style-type: none"> <li>• The Applicant has undertaken extensive archaeological fieldwork and as such, the project design has been informed directly through archaeological data and taken into account areas of dense, complex and significant archaeology within the embedded mitigation. This has meant that mitigation by design has been incorporated at an early stage and pre-DCO submission.</li> <li>• It is agreed that the Applicant will undertake further fieldwork post any DCO consent in specified Cable Route Corridor areas as agreed with LCC and detailed within the AMS. The archaeological trenching is to be undertaken post consent following approved Written Scheme of Investigation (WSI). WSIs will be prepared post DCO consent through consultation and agreement with LCC.</li> <li>• The likely impacts on archaeological remains at decommissioning have been adequately considered within <b>ES Chapter 8: Heritage (APP-059)</b> and mitigation is included within <b>ES Appendix 2.5 Outline Decommissioning Environmental Management Plan (APP-078)</b> and secured through a requirement in Schedule 2 to the <b>Draft DCO (Document Ref: 3.1)</b>.</li> </ul> <p>LCC is satisfied that the assessment work, comprising both non-intrusive and intrusive investigations, have adequately characterised the historic environment resource within the application boundary and allowed appropriate understanding of the significance of the archaeological remains.</p>
Archaeological Mitigation	As requested by LCC, the mitigation and management strategies proposed in the AMS ( <b>REP2-019</b> ) includes pre-construction mitigation as well as the management of operational phase impacts and any effects that may be triggered once the decommissioning methodology has been determined.
Built Heritage	Church of St Andrew, Asgarby, Grade I: During the accompanied site visit of 5 September 2025, attended by the Applicant's heritage advisor and LCC, it was confirmed that the Bespoke Access Road adjacent to the church would be acceptable. This conclusion is based on the alignment of the road behind an

	existing mature field boundary and hedgerow, which will substantially restrict inter-visibility between the church and construction traffic. As a result, disruption to the church's setting is expected to be minimal.
Consultation regarding archaeology	LCC feel consultation and communication regarding archaeology has been effective and timely, with feedback and comments incorporated into the document. The Applicant commits to continuing this engagement to resolve outstanding heritage matters.
Construction traffic volume	The methodology for the assessment was agreed at pre-application discussions between LCC and the Applicant. The volumes of traffic estimated for the construction period seem reasonable and it is agreed that there would not be a capacity issue on the highway network resulting from these proposals.
Construction access arrangements	<p>During construction, the principal construction access to the Site will be from the A17, with a left-in/left-out arrangement with connectivity to the site via the Bespoke Access Road. The roundabout junction of A17/A52 to the north-east of Bicker Bar is to be utilised as a turning point for vehicles travelling to/from the west. A17/Kirkby la-Thorpe interchange to the south of Kirkby-la-Thorpe is to be utilised as a turning point for vehicles travelling to/from the east.</p> <p>As noted in <b>ES Appendix 9.1: Transport Assessment (APP-155 to APP-157)</b>, some vehicles which would need to access Compounds 3 and 4 using Carterplot Road and Great Hale Drove which are single tracked roads. Due to the very low numbers LCC accepts that passing places are not needed on Great Hale Drove and the existing passing places on Carterplot Road would be adequate.</p> <p>The Applicant considers that passing places are not required. The TA quantifies the estimated daily movements of peak construction traffic to Compounds 3 and 4 as a total of 10 two-way vehicle movements per day. Of these movements, 2 are anticipated to be HGVs (i.e. 1 in each direction per day). Carterplot Road has good forward visibility to Compound 3 and there are three passing places in situ that can be utilised. Only a small number of development generated construction vehicles would continue on Great Hale Drove to/from Compound 4 (i.e. 5 two-way vehicles, comprising 1 HGV per day at peak construction). It is anticipated there would be very low opposing traffic on this route as there are a small number of houses and farms. In addition, measures to manage traffic associated with construction of the Proposed Development are described in <b>Appendix 9.3 Outline Construction Traffic Management Plan ('OCTMP') (APP-159)</b>.</p> <p>Detailed layouts of proposed accesses with visibility splays and swept paths are shown in Appendix E of <b>ES Appendix 9.1: Transport Assessment (APP-155 to APP-157)</b>. LCC agree that access proposals are included in <b>Appendix 9.3: Outline Construction Traffic Management Plan ('OCTMP') (APP-159)</b></p>

	are appropriate. The Applicant acknowledges that proposed accesses and other works in highway (e.g. passing places) will need to be approved by LCC's Section 184 team and S278 Minor Works Team.
Principles regarding the proposed operational access arrangements (Solar Array Area)	<p>The primary means of access to the Site during operation will be via the Bespoke Access Road from the A17, which will remain in operation through the decommissioning phase. Noting that equipment, including transformers, would potentially need replacing during the operational lifetime of the development. The Bespoke Access Road will be retained throughout the project lifetime to ensure that equipment associated with the Proposed Development can always be efficiently replaced.</p> <p>There will be one primary access on the western edge of the site and a secondary access to the north both of which will allow access by large vehicles (including first responder access to the BESS and onsite substation). Tertiary operational access primarily for smaller vehicles will be provided to the north west and south.</p> <p>While LCC may have matters of concern regarding the environmental impact of the retention of the Bespoke Access Road to the Solar Array Area during operation, LCC has no objection to the principle.</p>
Surface Water Flood Risk	It is agreed that the surface water flood risk from the Proposed Development is low. Provided the measures outlined in <b>ES Appendix 11.1: Flood Risk Assessment (APP-162)</b> are designed and implemented in accordance with this Outline Strategy then the surface water flood risk from the Proposed Development would be acceptable.
Biodiversity Net Gain	<p>As set out in <b>ES Appendix 6.7: Outline Landscape and Ecological Management Plan ('OLEMP') (APP-089)</b>, the Applicant is committing to delivering at least 30% biodiversity net gain for habitat units; at least 10% biodiversity net gain for hedgerow units; and at least 10% biodiversity net gain for watercourse units.</p> <p>Notwithstanding the commitment to delivery of the stated percentages of BNG, it is anticipated that, in reality, a higher percentage of BNG will be deliverable, as set out <b>Biodiversity Net Gain Strategy (APP-280)</b>. This will be confirmed at the detailed design stage of the Proposed Development.</p> <p>As per the <b>OLEMP (APP-089)</b>, the detailed LEMP, secured through a requirement in Schedule 2 to the <b>Draft DCO (Document Ref: 3.1)</b> will demonstrate that the commitments made to delivering BNG are achievable.</p> <p>LCC agree but consider that additional reasoning and justification is required in order to give confidence that some of the proposed habitat types can realistically be delivered in the targeted condition.</p>

## 5. LCC: Matters Agreed during Examination Stage

5.1.1 The below **Table 5.1** contains a list of ‘matters agreed’ between LCC and the Applicant, correct at the date of the submission of this SoCG.

**Table 5.1 – List of Matters Agreed with LCC during Examination Stage**

MATTER	COMMENTARY
Archaeological Mitigation Strategy	<p>The Applicant and LCC have now agreed the content of the AMS, including the proposed additional works and mitigation measures.</p> <p>The <b>AMS (REP2-019)</b> has now been agreed following consultation and review, and was submitted at Deadline 2. The document provides a robust and proportionate mechanism to manage the archaeological resource within the Site. The document contains commitments which satisfies LCC regarding the provision of mitigation measures post-DCO consent covering the construction, operation and decommissioning phases of the Proposed Development.</p>
Permit Scheme	<p>As confirmed in the <b>Other Consents and Licences Document (REP1-055)</b>, the Applicant agrees to obtain the relevant permits under the Lincolnshire Permit Scheme for Road Works and Street Works Order 2016, prior to carrying out of any highway works within Lincolnshire. The Applicant has updated the <b>Draft DCO (Document Ref: 3.1)</b> to include reference to LCC ‘s permitting scheme. LCC welcomes the update to the <b>Draft DCO (Document Ref: 3.1)</b> to include a new article (Article 12) regarding the application of the Council Permit Scheme.</p>
Permit for Transport of Abnormal Loads	<p>LCC requires notice to be given via the National Highways ESDAL system for the usage on local highways of vehicles or vehicular loads that fall outside standard dimensions.</p> <p>As confirmed in the <b>Other Consents and Licences Document (REP1-055)</b>, the Applicant and LCC agree that following appointment of the EPC contractor, a permit(s) would be sought once the number and type of Abnormal Indivisible Loads (AILs) has been established</p>
Building Regulations Approvals	<p>As confirmed in the <b>Other Consents and Licences Document (REP1-055)</b>, the Applicant and LCC agree that the relevant approvals under the Building Regulations 2010 would be sought prior to and during the construction phase, if required.</p>
Ordinary Watercourse Consent	<p>As outlined in the <b>Other Consents and Licences Document (REP1-055)</b>, an application for Land Drainage Consent will be submitted if required, prior to the commencement of any works for the proposed footbridges, temporary works and alterations to existing outfalls affecting ordinary watercourses.</p>
Existing Biodiversity Value	<p>As outlined in the <b>Biodiversity Net Gain Strategy (APP-280)</b> submitted at Deadline 3, existing field margins will be maintained (detailed within the <b>OLEMP (APP-089)</b> secured pursuant to Requirement 7 of Schedule 2 the <b>Draft DCO (Document Ref: 3.1)</b>) and where they are temporarily removed in the Solar Array</p>



	<p>Area, the seedbank will be stored and replaced post construction (this has been secured within <b>Appendix 2.4 outline Construction Environmental Management Plan (oCEMP) (REP1-009 to REP1-010)</b> secured pursuant to Requirement 12 of Schedule 2 the <b>Draft DCO (Document Ref: 3.1)</b>. LCC agree that the Applicant's approach of retaining existing field margins or reinstating the seedbank is acceptable.</p>
Public Health (Mental Health)	<p>The Applicant notes that human health is addressed in Section 17.7 of <b>ES Chapter 17: Other Environmental Topics (APP-068)</b>. Public Health is satisfied that air quality, noise, and glint and glare issues during all phases of the development have been considered in relevant chapters of the ES. LCC notes the ExA should be guided by the opinion of NKDC Environmental Health Services and the UK Health Security Agency (UKHSA) on these issues.</p>
Procedure for discharge of DCO requirements	<p>The Applicant has amended the fee structure and fee amounts in paragraph 24 in Schedule 2 to the <b>Draft DCO (Document Ref: 3.1)</b> to reflect the equivalent drafting in the latest version of the Springwell draft DCO. The Applicant has since proposed to include higher costs, which comprise £2,578.00 for the first application for the following requirements:</p> <ul style="list-style-type: none"> <li>5 – Detailed design approval</li> <li>6 – Battery safety management</li> <li>7 – Landscape and ecological management plan</li> <li>10 – Surface and foul water drainage</li> <li>12 – Construction environmental management plan</li> <li>13 – Construction traffic management plan</li> <li>16 – Soils management</li> <li>19 – Decommissioning and restoration</li> </ul> <p>And £588 for each subsequent application and any application under requirement 5.</p> <p>A fee of £298 for any application for the discharge of any other requirement; an application under requirement 3; or any other approvals.</p> <p>LCC welcome the amendment, and this matter is considered to be agreed.</p>

## 6. LCC: Matters not yet agreed

6.1.1 The below Table 6.1 contains a list of 'matters not yet agreed' correct at the date of the submission of the Application along with a concise commentary of what the item refers to and how it came to be agreed between the two parties.

**Table 6.1 – List of Matters not agreed**

MATTER	LCC POSITION	APPLICANT POSITION
The content of requirements	The specific drafting of the requirements in Schedule 2 of the <b>Draft DCO (Document Ref: 3.1)</b> is not yet agreed.	<p>The Applicant will continue to engage constructively and seek to reach agreement on the matters within Schedule 2 during examination.</p> <p>At the ISH3 on the topic of the Development Consent Order LCC requested a requirement relating to reporting to LCC as waste authority data on panel replacement. The Applicant is considering this request.</p>
Built Heritage (Methodology)	LCC accepts the methodological framework for individual assets set out in Table 8.2 for cultural heritage; however, it disagrees that the current methodology can reflect the group value of certain assets, namely historic farmsteads within the affected landscape.	Following ISH2, the Applicant started the preparation of a Historic Landscape Appraisal for the non-designated farmsteads at the request of the ExA. The Applicant will submit the Historic Landscape Appraisal at Deadline 5 and will consult with LCC on this going forward.
Built Heritage (Assessment and Mitigation)	<p>LCC considers that a number of above-ground built heritage assets remain subject to ongoing discussion. These include:</p> <ul style="list-style-type: none"> <li>Austhorpe Farm, Thorpe House and Ewerby Thorpe FarmHowell Hall Cluster – Kyme Tower, Church of St Mary and All Saints, other associated assets</li> <li>Collective historic value of farmsteads (group value assessment)</li> <li>Other historic farmsteads identified by the group value assessment</li> </ul> <p>LCC notes that whilst embedded mitigation is welcomed, it does not fully address the residual</p>	<p>The Applicant has set out their position on Built Heritage in the <b>Applicant's Comments on Local Impact Reports (Document Ref: 9.7)</b> submitted at Deadline 2.</p> <p>The Applicant is reviewing LCC's updated position on the matter as is committed to ongoing engagement.</p>

	<p>impact on character and setting. On this basis, the Council considers that the proposal would result in harm to both designated and non-designated heritage assets. Further assessment and refinement of mitigation will be required to demonstrate that this harm has been clearly and convincingly justified in accordance with national heritage policy.</p>	
Landscape and Visual Impacts	<p>LCC have set out their position on Landscape and Visual Impacts in Appendix 1 of their <b>Local Impact Report (REP1-044)</b>.</p> <p>Following ISH2, the Applicant and LCC have arranged a meeting to discuss landscape and visual matters on the 20<sup>th</sup> of November. The SoCG will be updated following this meeting.</p>	<p>The Applicant's position on this matter is set out in the <b>Applicant's Comments on Local Impact Reports (Document Ref: 9.7)</b>.</p> <p>The Applicant is committed to engagement on the matter and notes the arranged meeting on the 20<sup>th</sup> of November. The SoCG will be updated following this meeting.</p>
Cumulative landscape and visual effects (including EIA methodology)	<p><b>ES Chapter 6: Landscape and Visual (APP-057)</b> concludes that there are no cumulative landscape and visual effects. LCC does not agree with the application of a 5km study area has been utilised for schemes to be considered for cumulative landscape and visual effects, and has concerns regarding the impacts of the mass and scale of combined projects over an extensive area, leading to alteration of the landscape character of the area.</p> <p>LCC's position remains as set out in the LIR and in the SoCG and LCC have no further comments to make at this stage. However, LCC welcomes continued dialogue with the Applicant as set out in 7.16 of <b>REP2-041</b>.</p>	<p>The Applicant's position on this matter is set out in the <b>Applicant's Comments on Local Impact Reports (Document Ref: 9.7)</b>, submitted at Deadline 2. In summary, the contribution of the Proposed Development to an overall more extensive cumulative scenario would be limited because of the separation distance and limited intervisibility. The Applicant proposes further engagement regarding the contents of the AAH report, to identify key issues and information requirements and to look to resolve these matters over the course of the examination.</p>
Soil Management	<p>The <b>outline Soil Management Plan (oSMP) (REP1-013 to REP1-014)</b> includes the cable route to help minimise impacts on soil structure, drainage, and</p>	<p>The Applicant's position on this matter is set out in the <b>Applicant's Comments on Local Impact Reports (Document Ref: 9.7)</b>. In</p>

	<p>quality. Although soil management clauses can help restore land quality, the layout of solar panels and buried cables often prevents effective remediation during the operational phase. This can reduce carbon sequestration and water infiltration, leading to standing water and degraded soil. A decommissioning and reinstatement programme is proposed, potentially enforceable through DCO requirements or obligations. However, its effectiveness in restoring land to productive agricultural use remains uncertain.</p> <p>NKDC has requested within their <a href="#">LIR [REP1-054]</a>, that the discharging authority for Requirement 16 be changed from LCC to NKDC. LCC is agreeable to this change.</p>	<p>summary the applicant challenges this statement. The lower intensity grass based system will benefit soil health by improving organic matter content and maintaining functionality over the 40-year operation of the Proposed Development, thus preserving agricultural potential.</p> <p>Soil management measures in the <b>oSMP (REP1-013 to REP1-014)</b> ensure soil protection during operation and to enable reinstatement of agricultural land to its previous quality and use following decommissioning.</p> <p>These will be produced for approval by the LPA prior to construction commencing. The soil handling measures will ensure that soil quality is not impacted during the construction and operational phases, and ensure the soils will retain good structure and quality and only limited restoration will be required.</p> <p>The Applicant is committed to further discussions with NKDC and LCC on the discharging authority.</p>
Temporary and permanent loss of BMV Land	<p>LCC consider that the cumulative assessment does not accurately reflect the situation in Lincolnshire and requires revision, as detailed in their LIR [REP1-044]. LCC remains concerned about the loss of agricultural land, including both temporary and permanent impacts on BMV land, particularly when considered cumulatively alongside other developments in Lincolnshire.</p> <p>LCC welcome the action point at ISH3 for the applicant to review and update the assessment and to include additional schemes.</p>	<p>The Applicant's position on this matter is set out in the <b>Applicant's Comments on Local Impact Reports (Document Ref: 9.7)</b>. In summary, the Applicant considers that the Proposed Development is in accordance with the relevant policy tests in NPS EN1 and EN3 (Policy S67 of the CLLP), as the site selection and design evolution of the Proposed Development is and sought to minimise the impacts on best and most versatile (BMV) land.</p> <p>The Applicant notes LCC's position on the matter as is</p>

		committed to ongoing engagement.
Cumulative agricultural land effects	LCC is concerned that the cumulative effects of large-scale solar and energy projects across Lincolnshire will result in a significant and lasting loss of Best and Most Versatile (BMV) agricultural land.	<p>The Applicant's position on this matter is set out in the <b>Applicant's Comments on Local Impact Reports (Document Ref: 9.7)</b>. In summary, the Applicant considers that cumulative impacts are not significant and are reversible.</p> <p>The Applicant notes LCC's position on the matter as is committed to ongoing engagement.</p>
Public Health	LCC considers that Human Health has not been specifically included in the Environmental Statement and consider that more needs to be done to mitigate the potential mental health effects on local communities.	<p>The Applicant's position on this matter is set out in the <b>Applicant's Comments on Local Impact Reports (Document Ref: 9.7)</b>. The Applicant notes that human health is addressed in Section 17.7 of <b>ES Chapter 17: Other Environmental Topics (APP-068)</b>.</p> <p>A health screening exercise was also undertaken (in accordance with the Central Lincolnshire Healthy Planning Checklist) and included within Appendix 1.1 Scoping Report (APP-071) of the Environmental Statement (ES).</p> <p>The Applicant will continue to engage with LCC to seek a resolution on the matter.</p>
Waste Management	LCC remains concerned about significant inter-project affects arising from this development in combination with other schemes. More detail is requested on the preliminary forecasts for waste arisings in each phase (construction, operation & decommissioning) including type, quantity and proposed fate, both individually and cumulatively with other projects.	<p>The Applicant's position is set out in <b>Appendix 17.2 Waste and Recycling Strategy (APP-189)</b>, which states that the lifespan of the Proposed Development is 40 years, therefore it is not possible (at this stage) to identify either the waste management routes or specific waste facilities to be utilised during the decommissioning of the Proposed Development. Requirement 18 in Schedule 2 to the <b>Draft DCO (Document Ref: 3.1)</b> secures that, prior to</p>

		decommissioning, a detailed DEMP must be prepared for approval by the relevant planning authority. The detailed DEMP must be substantially in accordance with the <b>Appendix 2.5 Outline Decommissioning Environmental Management Plan (APP-078)</b> . Any waste generated from decommissioning at the end of life will be managed in accordance with the waste management plan prepared as part of the detailed DEMP.
Socio-economics	LCC raised a number of concerns regarding the assessment methodology and outcomes in ES Chapter 15: Socio-Economics (APP-066) in its LIR [REP1-044]. The Applicant's noted the concerns of LCC and set out their position in <b>Applicant's Comments on Local Impact Reports (Document Ref: 9.7)</b> , submitted at Deadline 2. LCC has reviewed the applicant's comments and have no further observations, notwithstanding the impact on the agricultural economy, remains an area of disagreement, as it is not considered in ES Chapter 15.	<p>The Applicant notes the concerns raised in <b>LCC's Local Impact Report (REP1-044)</b> and within their oral submission at ISH3 as set out in the <b>Written Summary of ISH3 (Document Ref. 9.16)</b>.</p> <p>The Applicant has set out their initial position in <b>Applicants Comments on Local Impact Reports (Document Ref. 9.7)</b> and is committed to working towards a resolution on this matter.</p>
Public Rights of Way	<p>LCC currently objects to the closure of some of the proposed PROW as set out in our LIR section 13 [REP1-044].</p> <p>The Applicant's response to the Council's concerns regarding the impact of the development on the Public Rights of Way (PROW) network and the Public Rights of Way Management Plan [REP2-039] are currently under review by the Council's PROW Officers.</p>	<p>The Applicant's position is set out in the <b>Applicant's Comments on Local Impact Reports (Document Ref: 9.7)</b>, submitted at Deadline 2. In summary, the Applicant notes that short-term closures are proposed with marshals/diversions in place that maintain PROW safety and ensure adequate reinstatement. An <b>Outline Public Rights of Way Management Plan (REP2-039)</b> was also submitted at Deadline 2.</p>



Ecology baseline	LCC consider that clarification is required to determine the site's baseline value.	The Applicant has taken a precautionary approach to mitigation as set out in <b>oLEMP (APP-089)</b> and <b>oCEMP (REP1-009 to REP1-010)</b> where the detailed design has not yet been finalised.
Ecology Breeding Birds and Skylark	<p>LCC remains concerned about the predicted permanent impact on skylark and by association other populations of ground nesting farmland birds. This is particularly the case given the number of other solar developments in the county which have the potential to reduce the area of nesting habitat available. LCC encourages the Applicant to provide additional information on measures that will be incorporated to avoid permanent negative impacts on populations of ground nesting birds species.</p> <p>Confirmation is requested that pre-commencement breeding bird surveys will be undertaken in such a way as to enable the detection of breeding quail (as well as other Schedule 1 species) within the project area as the species is known to occur in North Kesteven.</p>	The Applicant has made provisions to enhance the site for farmland birds as a group including improving food availability and variety in the <b>oLEMP (APP-089)</b> . The Applicant intends to discuss further measures with LCC.
Post Construction Bat Monitoring	The Council maintains its opinion that a programme of post-construction bat monitoring should be secured in order to further the understanding of the impacts of large-scale solar developments on local bat populations.	As set out within the <b>Applicant's Comments on Local Impact Reports (Document Ref: 9.7)</b> submitted at Deadline 2, the Applicant has reviewed the paper referred to (Tinsley et al 2023). It is noted that while there is limited research in this area, one recommendation of the paper is to strengthen habitat connections as has been secured in <b>oLEMP (APP-089)</b> , secured pursuant to Requirement 7 of Schedule 2 of the <b>Draft DCO (Document Ref: 3.1)</b> .

Ecology BNG	<p>LCC welcomes the change of lowland meadow habitat creation to 'other neutral grassland' but notes that Table 10 in REP2-029 does not reflect this change.</p> <p>LCC notes the trading rules are not being met in the submitted BNG metric. The Council would welcome further discussion with the Applicant on how this could be achieved by provision of additional areas of high distinctiveness habitat.</p> <p>LCC has previously queried whether there are opportunities to deliver biodiversity enhancements at Bicker Fen substation. This query does not yet appear to have been addressed.</p> <p>LCC considers that Requirement 8 should be re-drafted to refer to the delivery of predicted percentages of BNG as stated in the <b>BNG Strategy (REP2-029)</b>.</p> <p>Update: 13/11/25: The Council welcomes the Applicant's intention stated during ISH2 to include delivery of specified percentages of BNG in the DCO.</p>	<p>The Applicant has committed to net gains of at least 30 % in habitats, 10 % in hedgerows and 10 % in water course units covering the whole Site. The Applicant has reviewed and updated <b>BNG strategy (APP-280)</b> and will discuss potential enhancements in line with the Biodiversity Opportunity Areas identified in the Central Lincolnshire Local Plan.</p> <p>Following ISH2 the Applicant has agreed to include delivery of specified percentages of BNG in the DCO. An updated Draft DCO (Document Ref. 3.1) will be submitted at Deadline 4.</p>
Draft Development Consent Order (DCO) (Panel replacement and waste arisings)	<p>LCC acknowledges the Applicant's position but still requests a requirement within the DCO to include a limit on panel replacement and for figures to be provided annually to the relevant Planning Authority, citing the ExA's proposed amendments to the Springwell Solar DCO as a precedent.</p>	<p>The Applicant's view on the topic is set out in the <b>Applicant's Comments on Local Impact Reports (Document Ref: 9.7)</b> submitted at Deadline 2. In summary, the Applicant considers that the <b>Appendix 17.2: Waste and Recycling Strategy (APP-189)</b> would adequately manage potential waste impacts and therefore does not consider that such a requirement would be necessary or reasonable. This comment correctly identifies the concern as being the impact of replacement of parts, rather than the activity itself. It follows from that, that it is</p>

		<p>appropriate to put measures in place to control and monitor the impact, rather than placing a percentage restriction on the panel replacement.</p> <p>In response to matters discussed in ISH3, the Applicant is currently considering the implementation of a control provision on operational waste management in response to submissions made by LCC and NKDC.</p>
The content and scope of highways and streetworks articles	<p>The <b>Draft DCO (Document Ref. 3.1)</b> provides for powers to undertake necessary street works related to the Proposed Development.</p> <p>As currently written the powers in Articles 11 and 13 would give the developer the right to undertake works with no further approvals from LCC. At this stage, the technical details have not been submitted or approved. LCC require highway works to be delivered via the Section 184 or Section 278 process (or equivalent agreement) which would also allow for consideration of detailed design and allow for the provision of a bond which, if the developer was unable to complete the works, LCC would be able to make the Highway safe.</p> <p>LCC is agreeable for the need for further highway technical approvals to be covered through the CTMP. However, we would wish to see additional text included in the CTMP that references the need for future technical approvals as stated at paragraph 10.15 of our LIR [REP1-044]</p>	<p>The Applicant agrees that LCC's approval of the CTMP is required and is secured via Requirement 12.</p> <p>The Applicant is currently considering the information provided by LCC, and will be submitting an updated <b>OCTMP (Document Ref: 6.3.78)</b> at Deadline 4 to address this matter.</p>
Section 106 Agreements	LCC recommends a funding contribution towards education and skills, through a Section 106 agreement. This is separate to	The Applicant sets out its current position in regards to requests for s106 from LPAs, in its response to GCT.1.11 in the <b>Applicant's</b>

	<p>the inclusion of the DCO requirement to secure the Skills, Supply Chain and Employment Plan (SSCEP)</p> <p>LCC also notes the applicant's comments regarding Biodiversity Net Gain (BNG) monitoring, the establishment of an Ecological Steering Group, and the potential need for a Section 106 agreement. LCC would welcome further discussion with the Applicant and NKDC on these matters.</p>	<p><b>Responses to Examining Authority's First Questions (ExQ1) (Document Ref: 9.6).</b></p> <p>In summary, the Applicant does not believe that a s106 agreement is also required for the LPAs to monitor BNG and notes that there is no NSIP related guidance to suggest otherwise. Furthermore, NKDC proposes that the Applicant sign up to an ecological steering group, one purpose of which would also be to monitor progress of the <b>oLEMP (APP-089)</b>.</p>
List of other nearby developments to be considered in cumulative impact assessment	<p>A long list of cumulative developments was prepared and sent to LCC on 17th December 2024. LCC replied on 6<sup>th</sup> January 2025 advising that Appendix 4.2 required updating and should be kept under review in light of further NSIP schemes expected to commence their pre application process during 2025.</p>	<p>The shortlist of developments considered within the inter-cumulative assessment <b>(Appendix 4.2: Cumulative Assessment: Short List (APP-082))</b> was subsequently updated in respect of LCC responses. It is necessary to have a cut-off date for the cumulative assessment due to the work required to undertake the assessment. The Applicant has noted the further NSIP schemes that have come forward and is currently reviewing these to determine if any further work is required.</p>
Water Resources (Sequential Test	<p>LCC remains concerned about whether the sequential test has been satisfied in relation to site selection. Our position is unchanged and is as set out in our Local Impact Report (REP1-044), written submission (REP1-045) and as elaborated on during our oral submissions at ISH3. LCC welcomes the action point raised at ISH3 for the applicant to provide additional information to the examination. We will review any further information once available and update our position accordingly.</p>	<p>The Applicant notes the action point raised during ISH3 which is summarised in the <b>ISH3 Written Summary (Document Ref. 9.16)</b>. The Applicant will provide further information on how the Sequential Test has been carried out, at Deadline 5.</p>

## 7. LFR: Matters agreed during Pre-Examination Stage

7.1.1 The below **Table 7.1** contains a list of ‘matters agreed’ between the Applicant and LFR correct at the date of the submission of this SoCG into the Examination, along with a concise commentary of what the item refers to and how it came to be agreed between the two parties.

**Table 7.1 – List of Matters Agreed with LFR during Pre-Examination Stage**

MATTER	LFR POSITION	APPLICANT'S POSITION
Ongoing consultation	LFR are statutory consultees for NSIPs and will work and engage with the Applicant as the project evolves to ensure it complies with the statutory responsibilities that LFR enforce.	The Applicant has consulted with LFR through the pre-application stage and undertaken statutory (and targeted statutory) consultation in accordance with Section 42 of the 2008 Act and notified LFR of the acceptance of the Application in accordance with Section 56 of the 2008 Act. By agreement with LCC and LFR they have been combined in this joint SoCG.
Principle of protective provisions	An adequate form of protective provisions for LFR should be included within the DCO.	In December 2024, the Applicant commenced engagement with LFR in relation to agreeing a bespoke set of protective provisions. In accordance with <i>Guidance on the Planning Act 2008: Content of a Development Consent Order required for Nationally Significant Infrastructure Projects</i> (Paragraph 012 Reference ID 04-012-20240430, Ministry of Housing, Communities and Local Government and Department for Levelling Up, Housing and Communities, 2024) the Applicant has included a set of draft protective provisions in Part 6 of Schedule 11 to the <b>Draft DCO (Document Ref: 3.1)</b> which LFR have indicated in principle agreement to.
Risk Reduction Strategy	As the responsible person for the scheme as stated in the Regulatory Reform (Fire Safety) Order 2005, the Applicant should produce a risk reduction strategy (Regulation 38 of the Building Regulations) covering the construction, operational and decommissioning phases of the project. Safety measures and risk	An <b>Outline Battery Safety Management Plan ('OBSMP') (APP-162)</b> was submitted as part of the DCO application and provides a summary of the safety-related information requirements to be provided in advance of construction of the BESS, and sets out how the Applicant proposes to ensure risk reduction is central to the detailed design and subsequent construction, operation and decommissioning of the BESS.

MATTER	LFR POSITION	APPLICANT'S POSITION
	<p>mitigation must be developed in collaboration with LFR.</p> <p>As with all new and emerging practices within UK industry, LFR requests to work with the Applicant to better understand any risks that may be posed and develop strategies and procedures to mitigate these risks.</p>	<p>The <b>OBSMP (APP-162)</b> identifies the key fire safety provisions for the BESS that are proposed to be installed, including fire risk reduction measures and fire protection measures. It was developed taking into account meetings and correspondence with LFR, relevant guidance including NFCC and NPFA, and the Applicant's experience from other comparable projects.</p> <p>The adopted risk reduction measures will be captured within the detailed BSMP, submitted pursuant to Requirement 6 in the <b>Draft DCO (Document Ref: 3.1)</b> and will reflect the prevailing legislation, guidance and standards at the time of its production. The drafting of the requirement states the relevant planning authority must consult LFR when determining the application to discharge the requirement.</p> <p>Further, Section 5.4 of the <b>Outline Construction Environmental Management Plan ('Outline CEMP') (APP-077)</b> discusses emergency preparedness in relation to the construction phase.</p> <p>The Applicant will continue to engage with LFR prior to and during the construction and operational phase of the Proposed Development regarding the development and implementation of appropriate strategies and procedures to minimise and mitigate risks. The adopted measures will be captured within the CEMP submitted pursuant to Requirement 12 in the <b>Draft DCO (Document Ref: 3.1)</b>.</p>
Transport Strategy and Emergency Access	<p>During the construction phase the number of daily vehicle movements in the local area will significantly increase. LFR requests to view the transport strategy to minimise this impact and prevent an increase in the</p>	<p>With regards to road traffic levels during construction, the Applicant considers that inclusion of the Bespoke Access Road is a substantial element of mitigation that is intended to improve safety and reduce traffic on rural roads for the construction stage, and there is adequate capacity on the</p>



MATTER	LFR POSITION	APPLICANT'S POSITION
	number of potential road traffic incidents. Any development should not negatively impact on LFR's ability to respond to an incident in the local area.	strategic road network. Further details on traffic and transport including proposed measures to minimise impacts are set out in <b>Environmental Statement Chapter 9: Access and Traffic (APP-060)</b> and its <b>Appendices 9.1: Transport Assessment (APP-155 to APP-157)</b> and <b>9.3: OCTMP (APP-159)</b> . The Applicant considers that these demonstrate that the Proposed Development can be safely accessed without detriment to the road network, and therefore would not negatively impact on LFR's ability to respond to incidents in the local area and <b>Appendix 9.1: Transport Assessment (APP-155 to APP-157)</b> outlines the emergency access arrangements for the Proposed Development.
Application of Guidance	<p>National Fire Chief's Council (NFCC) Guidance is used by LFR for guidance on the requirements for new BESS development proposals.</p> <p>Following the work of NFCC, the Department for Levelling Up, Housing and Communities (DLUHC) has revised its Planning Practice Guidance to include reference to BESS.</p> <p>LFR strongly recommend applying the National Fire Protection Association (NFPA) 855 Standard for the Installation of Stationary Energy Storage Systems.</p>	<p>The Applicant confirms that the existing published (and emerging draft, but non finalised) NFCC guidance was taken into account in preparing the <b>OBSMP (APP-279)</b>. The guidance was also used as an input to develop the project design. In accordance with NFCC guidance, an Emergency Response Plan will form appendices to the detailed BSMP.</p> <p>The Applicant confirms it also has had regard to NFPA 855 standard (and will have regard to the imminent 2026 update) and will continue to do so when undertaking detailed design of the Proposed Development and preparing the detailed BSMP (or to successor guidance in force at the time), as secured by Requirement 6 in the <b>Draft DCO (Document Ref: 3.1)</b>. Through development of the detailed BSMP, evidence of compliance with the relevant standards would be provided.</p>
Access to fire appliances and firefighting water	Adequate access to fire appliances must be provided, in accordance with the requirements specified in Building Regulations 2010 and	The Applicant notes that access routes have been designed to have a clear line of sight to the BESS. The primary access on the western edge of the Solar Array Area will allow emergency vehicles to access the BESS and

MATTER	LFR POSITION	APPLICANT'S POSITION
	<p>Approved Documents, including vehicle access for a pump appliance to 15% of the perimeter or every 45m across the footprint. LFR requires a minimum carrying capacity for hard standing for pumping appliances of 18 tonnes.</p> <p>If it is not possible to provide access to the Proposed Development in accordance with Approved Document B, LFR may accept the provision of an automatic sprinkler system designed, fitted and maintained in accordance with the relevant sections of BS5306/BSEN12845: 2004. Should this option be considered, LFR Fire Safety advisers must be provided with detailed plans of the proposed sprinkler installation. Any scheme proposed should not be of a lesser standard than any provision as may be required by the Building Regulations.</p>	<p>Onsite substation, and a secondary access point on Halfpenny Toll Lane on the northern boundary of the Site will facilitate a secondary emergency vehicular access from a northeastern direction, providing two accesses from different directions, as sought in guidance.</p> <p>As confirmed in the <b>OBSMP (APP-279)</b>, the Proposed Development includes vehicular access to the relevant buildings for a pump appliance around 15% of the perimeter (see <b>Environmental Statement Figure 1.4 Indicative Site Layout Plan (APP-195)</b>), and will also endeavour to provide access within 45m of every point of the footprint, although it is noted that the design of the Proposed Development only needs to meet one of these requirements. The Applicant also notes that there are no cul-de-sacs on the BESS area.</p> <p>The Applicant confirms that the design of the Proposed Development will meet the minimum carrying capacity requirement for hard-standing for pumping appliances of 18 tonnes.</p>
Water supply requirements	<p>Immediate access to adequate supplies of water must be provided.</p> <p>Where no piped water supply is available, or there is insufficient pressure and flow in the water main, or an alternative arrangement is proposed, the alternative source of supply should be provided in accordance with the following recommendations:</p> <ul style="list-style-type: none"> <li>• a charged static water tank of at least 45,000 litres capacity; or</li> </ul>	<p>The Applicant notes that there is no mains water supply to the Solar Array Area at present given its rural location. The Applicant confirms that four 60,000 litre water storage tanks (with a total maximum capacity of 240,000 litres) are to be housed onsite for boundary cooling purposes. This will provide in excess of the 228,000 litre capacity sought in NFCC guidance providing a primary water source for first responders.</p> <p>There are also various watercourses, and a small agricultural reservoir, in the vicinity of the Site that would be capable of being accessed by mobile pumps. The Applicant therefore</p>

MATTER	LFR POSITION	APPLICANT'S POSITION
	<ul style="list-style-type: none"> <li>a spring, river, canal or pond capable of providing or storing at least 45,000 litres of water at all times of the year, to which access, space and a hard standing are available for a pumping appliance; or</li> <li>any other means of providing a water supply for firefighting operations considered appropriate by LFR.</li> </ul>	<p>considers that there is adequate primary and secondary water supply to the Proposed Development for boundary cooling by first responders.</p> <p>The volume of water which will be provided for firefighting purposes will be agreed at detailed design stage with LFR, as secured by Requirement 6 (Detailed BSMP) of the <b>Draft DCO (Document Ref: 3.1)</b>.</p>
Environmental	<p>Bulk storage of highly flammable/ explosive/ water reactive/ toxic substances and any site whereas large scale recycling activities are proposed will need to be specifically consulted with LFR to ensure that the full operational impact, should a fire occur, is assessed and that an adequate provision is recommended.</p> <p>There are a number of methods available, through which the fire water runoff problem can be addressed, the most obvious being to use a fire suppression system to contain a fire, thus not requiring large volumes of water and containment measures. It is not for the fire service to stipulate which approach to take, simply to ensure that suitable measures are made a condition of planning approval through a firefighting water run-off strategy.</p>	<p>The <b>ES Appendix 11.1: Flood Risk Assessment (APP-162)</b> outlines the proposed firewater runoff management measures, noting that fire water can be contained within a lined lagoon at the centre of the BESS platform and within the aggregate surrounding the BESS units if necessary. Sufficient capacity will be provided within the system to retain the full volume of water within the water tanks plus a 1 in 10 year rainfall event.</p> <p>Automatic shutoff valves will installed at discharge points to the main drainage network to prevent potentially contaminated water from being discharged to the watercourse. After the fire has been managed, such contained firewater will be tested and either released to the watercourse or removed from the Site for treatment and off-site disposal.</p> <p>A drainage strategy has been prepared for the Proposed Development (see the <b>FRA (APP-162)</b>). An updated FRA will be submitted at a future deadline which includes firewater run off strategy.</p>

## 8. LFR: Matters not yet agreed during Examination Stage

8.1.1 The below Table 8.1 contains a list of 'matters not agreed' between the LFR and the Applicant, correct as at the date of the submission of this SoCG into the Examination along with a concise commentary of what the item refers to.

**Table 8.1 – List of Matters not yet agreed during Pre-Examination Stage**

MATTER	COMMENTARY	APPLICANT POSITION
Detailed Emergency Response Plan	This is not capable of being agreed at this stage since the detailed layout and technology choice is not available. As such it is not appropriate to agree it at this stage and it is appropriately secured by Requirement 6 (Detailed BSMP) of the <b>Draft DCO (Document Ref: 3.1)</b> .	The Applicant believes this will be fully resolved post consent via the discharge of Requirement 6.
Adequate separate distances between BESS units	<p>Noting that battery technology hasn't been confirmed as yet, LFR retain the right to request evidence of testing to demonstrate that adequate spacing between BESS units, in-line with the relevant national guidance.</p> <p>LFR have requested that this matter is included in the 'matters not yet agreed' section of this SoCG, as a final determination cannot be made until detailed design.</p>	<p>The Applicant notes that incoming NFPA 855 (2026) mandates that every BESS must undergo Large Scale Fire Testing (LSFT) to establish minimum equipment spacing distances where a BESS fire does not propagate to adjacent BESS. Testing must demonstrate that firefighters are not required to intervene to prevent fire propagation.</p> <p>At the detailed design stage, once a BESS technology has been selected, a detailed BSMP will be developed in accordance with relevant standards and guidance to define measures applicable to the selected BESS enclosures. The detailed BSMP will be submitted to and approved by the relevant planning authority (LCC) in accordance with Requirement 6 in Schedule 2 to the <b>Draft DCO (Document Ref: 3.1)</b>. LFR will be consulted when the application to discharge Requirement 6 is being determined.</p>

INSERT SIGNATURE

Signed: NAME

On behalf of: Lincolnshire County Council

Date:

INSERT SIGNATURE

Signed: NAME

On behalf of: Lincolnshire Fire and Rescue Service

Date:

INSERT SIGNATURE

Signed: NAME

On behalf of: Beacon Fen Energy Park Ltd

Date:

# Appendices



## Appendix 1 – Planning History

There is no relevant Lincolnshire County Council Planning History within the red line boundary for Beacon Fen Energy Park.

### Nationally Significant Infrastructure Projects

REFERENCE NUMBER	ADDRESS	DESCRIPTION OF DEVELOPMENT	APPLICANT NAME	STATUS
EN010123	The site is located on land to the north of East Heckington and 3.5km south east of South Kyme.	The Proposed Development will comprise the construction, operation and decommissioning of a solar photovoltaic (PV) electricity generating facility exceeding 50 megawatt (MW) output capacity, together with associated energy storage. The installed capacity of the solar generation is expected to be in the order of 500MW.	Ecotricity (Heck Fen Solar) Limited	Granted 24/01/2025
EN020019 (Connect to same substation)	33km off the Lincolnshire coast to the Triton Knoll Substation in Lincolnshire	Triton Knoll Electrical System works are needed to transmit the electricity generated by the consented Triton Knoll Offshore Wind Farm to the National Grid. The Secretary of State for Energy and Climate Change directed on 14 November 2013 (in accordance with section 35) that these works require development consent under the Planning Act 2008. The electrical system will include: onshore and offshore buried export cables and associated works; an intermediate electrical compound to provide voltage stability and compensate for electrical losses; and a substation located in the vicinity of the grid connection point.	Triton Knoll Offshore Wind Farm Limited	Granted 06/09/2016

## Appendix 2 – List of Requirement Discharge Documents

The list of documents proposed to be submitted at requirement discharge stage.

### DOCUMENT

Terms of reference for a community liaison group

Details of layout; scale; proposed finished ground levels; external appearance; hard surfacing materials; vehicular and pedestrian access, parking and circulation areas; refuse or other storage units, signs and lighting; drainage, water, power and communications cables and pipelines; landscaping works, planting works and programme for implementation; fencing; security measures; and any mitigation measures necessary to address noise impacts.

Battery safety management plan

Landscape and ecological management plan

Biodiversity net gain strategy

Surface and Foul water Drainage Scheme

Scheme of archaeological investigation

Construction environmental management plan

Construction traffic management plan

Operational noise assessment

Soil management plan

Skills, supply chain and employment plan

Public rights of way management plan

Decommissioning environmental management plan

The map displays the River Great Ouse and its surrounding landscape. Key features include:

- Water Bodies:** River Great Ouse, Catchwater Drain, Hodge Dike, Mid Odder Dike, Car Dyke, and various smaller drains like Twelve Drain and Black Drove.
- Landmarks and Farms:** The Harding, The Grange, Ewerby Waithe Common, Waithe Farm House, Fox Covert, Gashes Barn, Manor Farm, Old Wood, Fenmore Farm, White House Farm, and Howell Fen Farmhouse.
- Roads and Paths:** Black Drove, Mid Odder Dike, Car Dyke, Cow Drove, and Howell Fen Drove.
- Other Features:** Ash Holt, Eleven Acre Holt, and a Cottage.

- **Orange:** Introducing a new section of permissive pathway which continues on from the existing PROW (0.5km). This route requires one pedestrian footbridge with a span of up to 14.5m
- **Pink:** New proposed permissive path that links up existing PROW Ewer/9/1 and Ewer/1103/1. This route is indicative and will require an undetermined number of footbridges (unlikely to be more than eight in number) to cross existing watercourses with spans ranging from 4-15m.