

Rosefield Solar Farm

Draft Statement of Common Ground – National Highways

EN010158/APP/5.21
Deadline 1
March 2026
Rosefield Energyfarm Limited



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1. Introduction

1.1. Overview

- 1.1.1. This Statement of Common Ground ('SoCG') has been prepared on behalf of Rosefield Energyfarm Limited ('the Applicant') in relation to the Development Consent Order (DCO) Application for the construction, operation, and decommissioning of Rosefield Solar Farm (hereafter referred to as the 'Proposed Development').
- 1.1.2. The Proposed Development is a proposed new solar farm and battery storage facility located in Buckinghamshire. The proposals also include infrastructure to connect the Proposed Development to the National Grid East Claydon Substation, as well as any necessary supporting site infrastructure and environmental mitigation, including landscaping and ecological planting.
- 1.1.3. The SoCG is being submitted to the Examining Authority as an agreed draft between both parties. It will be amended as the examination progresses in order to enable a final version to be submitted to the Examining Authority.

1.2. Parties to this Statement of Common Ground

- 1.2.1. This SoCG has been prepared by the Applicant and National Highways.
- 1.2.2. National Highways are a statutory stakeholder defined for the Rosefield Solar Farm Development Consent Order application. They are the Strategic Road Network operator covering the Proposed Development.
- 1.2.3. Collectively, the Applicant and National Highways are referred to as 'the parties'.
- 1.2.4. The matters of interest discussed with National Highways are detailed in **Section 4** of this SoCG.

1.3. Purpose of this Document

- 1.3.1. This SoCG is being submitted to the Examining Authority as an agreed draft between both parties. This SoCG is a 'live' document and will be amended as the examination progresses in order to enable a final version to be submitted to the Examining Authority.
- 1.3.2. The SoCG has been prepared in accordance with the Department for Levelling Up, Housing and Communities' Guidance on the examination stage for Nationally Significant Infrastructure Projects ('DLUHC Guidance').
- 1.3.3. Paragraph 007 of the DLUHC Guidance comments that:




"A Statement of Common Ground (SoCG) is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which

they agree, or indeed disagree. A SoCG helps to ensure that the evidence at the examination focuses on the material differences between the main parties and therefore makes best use of the lines of questioning pursued by the Examining Authority’.

- 1.3.4. The aim of this SoCG is, therefore, to provide a clear position of the progress and agreement met or not yet met between National Highways and the Applicant on matters relating to the DCO Application.
- 1.3.5. The document will be updated as more information becomes available and as a result of ongoing discussions between the Applicant and National Highways.
- 1.3.6. The SoCG is intended to provide information for the examination process, facilitate a smooth and efficient examination, and manage the amount of material that needs to be submitted.
- 1.3.7. This SoCG does not seek to replicate information which is available elsewhere within the DCO Application documents. All documents are available in the deposit locations and/or the Planning Inspectorate’s website (<https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010158/documents>).
- 1.3.8. Once finalised, the SoCG will be submitted to the Examining Authority that is examining the DCO Application under section 37 of the Planning Act 2008 for an order granting development consent for the Proposed Development.

1.4. Terminology

- 1.4.1. This SoCG summarises the main topics covered and the status of the matter. The colour coding system used within the table in **Section 4** has been outlined below.

Cell	Status
	Agreed - indicates where an issue has been resolved.
	Under Discussion - indicates where points continue to be the subject of on-going discussions between parties.
	Not Agreed - indicates a position where both parties have reached a final position that a matter cannot be agreed between them.

2. Proposed Development Description

- 2.1.1. The Proposed Development comprises the construction, operation (including, maintenance), and decommissioning of solar photovoltaic ('PV') development and energy storage, together with associated infrastructure and an underground cable connection to the National Grid East Claydon Substation.
- 2.1.2. The Proposed Development comprises the installation, construction and decommissioning works, with the details to be defined at detailed design and subject to approval by the Local Authority. The detailed design of the Proposed Development will be required to be undertaken within the parameters assessed in the Environmental Statement, which are secured through a range of control documents including the **Works Plans [EN010158/APP/2.3.3]**, the **Design Commitments [EN010158/APP/5.9.3]** and the requirements set out in the **Draft Development Consent Order [EN010158/APP/3.1.3]**.
- 2.1.3. The design of the Proposed Development has evolved throughout the environmental assessment process to avoid or minimise environmental effects and in response to consultation and engagement feedback, where appropriate. The location of the Proposed Development is shown in **ES Volume 3, Figure 1.1: Location Plan [EN010158/APP/6.3] [APP-061]** and described in **ES Volume 1, Chapter 2: Location of the Proposed Development [EN010158/APP/6.1] [APP-045]**, with the consideration of alternatives and the evolution of the design of the Proposed Development presented in **ES Volume 1, Chapter 4: Reasonable Alternatives Considered [EN010158/APP/6.1] [APP-047]**.
- 2.1.4. The principal components of the Proposed Development include:
- Solar PV development consisting of:
 - Ground mounted Solar PV generating station. The generating station would include Solar PV modules and mounting structures; and
 - Balance of Solar System (BoSS) which comprises: Inverters; Transformers; Switchgear; Combiner Boxes; acoustic barriers and cabling.
 - A project substation (the 'Rosefield Substation') compound comprising: Transformers; Switchgear; reactive power compensation bays; disconnectors; circuit breakers; busbars; control equipment; lightning surge arrestors; building(s) including office, control, functions, material storage, material laydown areas and welfare facilities; firewalls; fencing and acoustic barriers; a security cabin; parking as well as wider monitoring, maintenance and emergency equipment;
 - A Main Collector Compound and two Satellite Collector Compounds comprising: Switchgear; Transformers; ancillary equipment; operation and maintenance and welfare facilities; material storage; material laydown areas; fencing and acoustic barriers; and security cabins;

- Battery Energy Storage System (BESS) compound comprising: batteries and associated Inverters; Transformers; Switchgear, ancillary equipment and their containers; office, control and welfare buildings; fencing and acoustic barriers; monitoring, maintenance and emergency systems; air conditioning; electrical cables; fire safety infrastructure; operation (including maintenance) security facilities; material storage; and material laydown areas;
- Interconnecting Cabling Corridor(s) to connect the Solar PV modules and the BESS to the Satellite and Main Collector Compounds to the Rosefield Substation;
- A Grid Connection Cable Corridor to connect the Rosefield Substation to the National Grid East Claydon Substation via 400kV cabling;
- Ancillary infrastructure works comprising: boundary treatment; security equipment; lighting; fencing; landscaping; internal access tracks; works to facilitate vehicular access; earthing devices; earthworks; surface water management; utility connections and diversions; and any other works identified as necessary to enable the Proposed Development;
- Green and blue infrastructure, recreation and amenity works comprising: landscaping; habitat management; biodiversity enhancement; the creation of three permissive footpaths; and works to permanently divert four PRow Footpaths in five instances;
- Site-wide operational monitoring and security equipment; and
- Highways infrastructure improvements and safety works comprising: minor junction improvement works; road widening; passing places; and works to facilitate vehicular access to the Site.

3. Record of Engagement

3.1. Record of Engagement

3.1.1. The parties have been engaged in consultation throughout the Development Consent Order application process. **Table 1** shows a summary of key engagement that has taken place between the Applicant and National Highways in relation to the DCO Application.

Table 1 - Record of Engagement

Date	Form of correspondence	Key topics discussed and key outcomes
27 October 2023	Online meeting	Scoping discussion
31 October 2024	Online meeting	Discussion post PEIR assessment on strategic road matters
19 December 2025	Online meeting	Meeting to discuss National Highways Relevant Representations

4. Current Position

4.1. Position of the Applicant and National Highways

- 4.1.1. The following tables set out the position of the Applicant and National Highways, following a series of meetings and discussions with respect to the key areas of the Proposed Development. This includes matters where discussions are ongoing.
- 4.1.2. As noted above, this is a 'live' document. The intention is to provide a final position in subsequent versions of the SoCG, addressing and identifying where changes have been made, and ultimately, documenting agreement by both parties on relevant points.

Table 2 – Topics Discussed

Ref	Description of Matter	Stakeholder Comment	Applicant's Response	Status
1	Adequacy of the assessment	National Highways has reviewed the DCO Application Traffic and Transport documents which covers the study area and the effects of the scheme during construction and operation. The approach and assumptions described are generally acceptable to National Highways.	Noted and agreed.	Agreed
2	Potential for traffic impact on the strategic road network	National Highways requires junction impact assessments to be undertaken on junctions experiencing an increase of 30 additional trips during the peak periods. It is noted that the peak daily construction traffic figures are in excess of this threshold.	<p>The level of traffic passing through the junction is below the NH threshold for assessment and no additional modelling is required.</p> <p>The traffic generation passing through the strategic road network at Junction 9 of the M40 (Wendlebury Interchange) is identified in Table 5.1 of ES Volume 4, Appendix 15.1: Transport Assessment [EN010158/APP/6.4] [APP-131] for the peak of construction traffic.</p> <p>The daily total traffic is 72 movements (30 Car / LGV and 42 HGV) in total.</p> <p>The majority of Car & LGV movements through the interchange will occur prior to the traditional network peak hours (0730 – 0830 and 1630 – 1730), with HGV</p>	Under Discussion

			<p>movements occurring throughout the 12 hour construction day. On average, this equates to less than 4 movements (2 inbound and 2 outbound) per hour. This level of additional traffic is not considered to have a significant effect on the operation of the junction, is below the 30 movements threshold noted in the NH response and as such will not have an adverse impact on the future operation of the Strategic Road Network (SRN).</p>	
3	Monitoring of traffic	National Highways requires a monitoring regime and measures to ensure that this can be accommodated and enforced if persistent breaches occur.	<p>The control mechanism is set out in the Outline Construction Traffic Management Plan (CTMP) [EN010158/APP/7.5.2]. This sets the approved access routes to and from Site.</p> <p>The production of a detailed Construction Traffic Management Plan is a requirement of the Draft Development Consent Order (DCO) [EN010158/APP/3.1.3]. As such, its requirements, including the approved access routes, is binding and entirely enforceable by law.</p>	Under Discussion
4	Abnormal Indivisible Load Access	Abnormal Indivisible Loads (AIL) would be required during the construction of the on-site substation and BESS. These are anticipated to be routed via the M1. Please note that National Highways follows a government Water Preferred Policy, which means we would expect the	<p>The exact origin point for the AIL will not be confirmed until the equipment supplier has been appointed. This would occur post determination.</p> <p>The movement of the AIL would be in accordance with the ruling AIL legislation at that time and would be in full accordance with the Water Preferred Policy and all AIL legislation as noted in the Outline CTMP [EN010158/APP/7.5.2].</p>	Agreed

		loads to arrive via the nearest suitable port of entry.	As the statutory consultee that issues AIL permits, National Highways will be fully consulted on the route at the appropriate time.	
5	All remaining transport and access matters	National Highways confirm that there are no further transport matters relating to the SRN of concern	There are no further queries and NH is content with the transport and access elements of the Proposed Development, in respect to the SRN.	Agreed
6	Protective provisions	NH note that there are no protective provisions relating to the SRN.	The Applicant agrees that there are no protective provisions relating to the SRN	Agreed

5. Signatures

This statement of Common Ground is agreed upon:

On behalf of National Highways

Name:

Signature:

Date:

On behalf of the Applicant

Name:

Signature:

Date:



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