



One Earth Solar Farm

Statement of Common Ground with National Highways
[EN010159]

EN010159/APP/8.12.1

Revision 02

August-October 2025

One Earth Solar Farm Ltd

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1. Introduction

1.1 Overview

- 1.1.1 This Statement of Common Ground (“SoCG”) has been prepared in respect of the application for the Proposed One Earth Solar Farm Development Consent Order (the “Application”) made by One Earth Solar Farm Ltd (the ‘Applicant’) to the Secretary of State for Energy Security and Net Zero under section 37 of the Planning Act 2008 (“PA 2008”).
- 1.1.2 The DCO Application is a Nationally Significant Infrastructure Project (NSIP) for the installation, operation (including maintenance) and decommissioning of solar photovoltaic (PV) panels, Battery Energy Storage Systems (BESS) and associated grid connection infrastructure which will allow for the generation and export of electricity to the High Marnham substation (hereafter ‘the Proposed Development’).
- 1.1.3 The SoCG is being submitted to the Examining Authority as an agreed draft between both parties involved. 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 Springwell Solar Farm Development Consent Order application. They are the authority responsible for the operation of the Strategic Road Network (SRN) within England.
- 1.2.3 Collectively, the Applicant and National Highways are referred to as ‘the parties’.

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.

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 SRN matters relating to the 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 Application documents. All documents are available in the deposit locations and/or the Planning Inspectorate website.

1.3.8 Once finalised, the SoCG will be submitted to the Examining Authority concerning the Application under section 37 of the PA 2008 for an order granting development consent for the Proposed Development.

1.4 Terminology

1.4.1 In the table in the issues chapter of this SoCG:

- "Agreed" indicates where an issue has been resolved;
- "Not Agreed" indicates a position where both parties have reached a final position that a matter cannot be agreed between them; and

¹ Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects (30 April 2024).

- “Under Discussion” indicates where points continue to be the subject of ongoing discussions between parties.

2. Description of the Proposed Development

2.1.1 The Proposed Development comprises the construction, operation and maintenance, and decommissioning of a solar photovoltaic (PV) array electricity generating facility with a total capacity exceeding 50 megawatts (MW), a Battery Energy Storage System (BESS) with an import and export connection to the National Grid.

2.1.2 The principal components of the Proposed Development will consist of the following:

- Solar PV Modules;
- Mounting Structures;
- Power Conversion Stations (PCS);
- Battery Energy Storage Systems (BESS);
- Onsite Substations and Ancillary Buildings;
- Low Voltage Distribution Cables;
- Grid Connection Cables;
- Fencing, security and ancillary infrastructure;
- Access Tracks; and
- Green Infrastructure (GI).

2.2 Summary of Consultation

2.2.1 The parties have been engaged in consultation following the submission of the DCO application. Table 2.1 shows a summary of key engagement that has taken place between the Applicant and National Highways in relation to the Application to date.

Table 2.1 - Record of Engagement since Submission

Date	Form of correspondence	Key topics discussed and key outcomes
18/08/2025	Online Meeting	Discussion on National Highways Written Response comments.
<u>28/08/2025</u>	<u>Email</u>	<u>Providing detail on the AIL route and signposting the AIL feasibility study</u>
<u>04/09/2025</u>	<u>Email Letter</u>	<u>Confirming details of the AIL feasibility route and details of the number of loads and expected delivery date.</u>
<u>14/09/2025</u>	<u>Email</u>	<u>Applicant requested an update on progress</u>
<u>02/10/2025</u>	<u>Email</u>	<u>Applicant requested an update on progress</u>
<u>10/10/2025</u>	<u>Email</u>	<u>National Highway note agreement subject to minor change and addition of further point relating to AIL access</u>

3. Current Position

- 3.1.1 The following tables set out the position of the Applicant and National Highways, following meetings and discussions with respect to the SRN matters of the Proposed Development. This includes matters where discussions are ongoing.
- 3.1.2 As noted above, this is a 'live' document, and some aspects have yet to be agreed upon between both parties. 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 3.1 – SRN Topics Discussed

Ref.	Description of Matter	Stakeholder Comment	Applicant's Response	Status
1	Impact of peak construction traffic on the A1/ A57 interchange	National Highways request construction traffic volumes (in cars and HGV) at the interchange of the A1 / A57	The expected traffic at the junction of the A1 / A57 is illustrated in the Table provided in Appendix D of the Transport Assessment [EN010159/APP/6.21]. The relevant columns are those headed "Traffic West of Dunham". This covers the full 12 hour working day. The routing of construction traffic is such that all movements noted in these columns will pass through the A1 / A57 junction. The average traffic increase through the junction is circa 1 vehicle every two	<u>Under Discussion Agreed</u>

			minutes during the peak hours. Department for Transport (DfT) data for the A1 in 2023, suggests that the road accommodates 43,080 vehicles per day AADT. The traffic impact of the development on the A1, if all A57 west of Dunham traffic (381 vehicles per day) enters the A1 would be 0.88%. This level of additional traffic is considered not to have any detrimental impact on the operation of the trunk road network.	
2	Impact of peak construction traffic on the A1/ A476 interchange	National Highways request construction traffic volumes (in cars and HGV) at the interchange of the A1 / A476	No HGV traffic is predicted to depart the A1 at the A1 / A476 junction. As such, there is no impact on the operation of the junction.	<u>Under discussion Agreed</u>
3	Outline Construction Traffic Management Plan assumptions.	National Highways requests details of the staff assumptions.	The operational shift hours for staff during construction will be between 0700 – 1900hrs. The total predicted workforce at its peak is 650 staff, with staff minibuses having an occupancy of 8 staff. It is noted that the peak of staff arriving at site may not coincide with	<u>Under discussion Agreed</u>

			the peak of construction traffic movements.	
4	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.	<u>Under discussion Agreed</u>
<u>5</u>	<u>Abnormal Indivisible Load (AIL) Access</u>	<u>National Highways has requested that the Applicant make contact with their specialist AIL team.</u>	<u>Contact has been made with the National Highways team. Any permit requiring abnormal load movements must be agreed with the National Highways Abnormal Loads Team and should accord with the relevant regulations and policies at the time of the application.</u>	<u>Under Discussion</u>

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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