Meridian Solar Farm

EN010169

Volume 8

Post-Submission Application Documents

8.15 Statement of Common Ground with National Highways

APFP Regulation 5(2)(q)

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

September 2026

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1. Introduction

1.1. Overview

1.1.1. This Statement of Common Ground (SoCG) has been prepared to support the examination process for the proposed Meridian Solar Farm. A DCO application has been made by Meridian Solar Farm Limited ('the Applicant') to the Secretary of State pursuant to Section 37 of the Planning Act 2008[1] which was accepted for examination by the Secretary of State pursuant to Section 55 of the Planning Act 2008 on 15 April 2026.

1.1.2. SoCGs are an established means in the planning process of allowing all parties to identify and focus on specific issues that may need to be considered during the examination. The purpose and possible content of SoCGs is detailed in the Ministry of Housing, Communities and Local Government's guidance entitled 'Planning Act 2008: Guidance on the examination stage of an application' (2026)[2], which states:

"*A SoCG is a written statement prepared jointly by the applicant and another interested party or parties but led and submitted by the applicant, setting out the factual matters about the application on which they agree, for example, on data or methodologies concerning the determination of any significant effects, but can just as helpfully record disagreement.*

…

SoCGs are expected to be concise and focused on the key issues, with the scope agreed between the parties from the outset of discussions on the application during the pre-application stage. SoCGs are often revised during the course of the examination as matters are agreed or disagreements clarified between the applicant and interested parties."

1.1.3. This document relates to matters between the Applicant and National Highways (NH). It has been prepared jointly by the Applicant and NH, and NH has reviewed the Applicant's position as set out. It confirms to the Examining Authority where

[1] The Planning Act 2008. Available at: https://www.legislation.gov.uk/ukpga/2008/29/contents [Accessed 11 August 2026]
[2] MHCLG (2026) Guidance Planning Act 2008: Guidance on the examination stage of an application. Available at: https://www.gov.uk/guidance/planning-act-2008-guidance-on-the-examination-stage-of-an-application [Accessed 2 September 2026]

agreement has been reached between the parties, and where agreement has not (yet) been reached. This SoCG does not seek to replicate information that is available elsewhere, either within the DCO application and/or examination documents, referring out where appropriate.

1.1.4. The terminology used within the SoCG to reflect the status between the parties is either:

- "Agreed" to indicate where a matter has been resolved to the satisfaction of the parties.
- "Not Agreed" to indicate a final position where parties cannot agree.
- "Under Discussion" to indicate where matters are subject of on-going discussion with the aim to either resolve or refine the extent of disagreement between the parties.

1.1.5. Where matters would require the involvement of third parties in order to come to an agreement, these dependencies are noted.

2. Record of Engagement

2.1. Summary of Engagement Undertaken

2.1.1. Table 2-1 summarises the key meetings and correspondence between the parties subject to this SoCG.

Table 2-1: Record of Engagement

Date	Form of Engagement	Details
18/09/2025	Online Meeting	Overview of the proposed methodology and assessment assumptions for the ES stage as well as providing updates on the Scheme since statutory consultation.
02/09/2026	Email correspondence	The Applicant issued the additional information requested by NH in their relevant representation [RR-139] for review.
14/09/2026	Online Meeting	Meeting to speak to the new National Highways team overseeing the Meridian Solar Farm DCO and discussion of National Highway's Relevant Representation comments and the status of matters in the SoCG.

3. Statement of Common Ground

3.1. Transport

Table 3-1: Areas of Discussion with National Highways

Ref	Matter	Stakeholder Position	Meridian Solar Farm Position	Status
1.1	Assessment Methodology –Trip Generation	In NH Relevant Representation [RR-139], NH confirmed that overall, they are content with the trip generation methodology and estimated results and have no further comments on this.	The Applicant welcomes NH's confirmation that it is content with both the trip generation methodology and the resulting traffic projections presented within the assessment.	Agreed
1.2	Approach to Delivery Management	NH confirmed that they welcome the approach that deliveries during the construction phase will be managed outside of morning and evening peak hour periods (08:00-09:00 and 17:00-18:00) with the implementation of a Delivery Management System.	The Applicant welcomes NH's confirmation that it is content with the proposed approach to delivery management, which will avoid peak hours.	Agreed
1.3	Impacts on the SRN – Construction workforce trips	Our review indicates that the proportion of construction staff trips likely to interact with Strategic Road Network (SRN) is limited. When considering the forecast construction worker trip generation during the peak construction period, we are satisfied that the impact	The Applicant welcomes NH's conclusion that the proportion of construction workforce trips interacting with the SRN is limited and notes its agreement that the proposed construction traffic associated with the Scheme is unlikely to materially affect	Under discussion

Ref	Matter	Stakeholder Position	Meridian Solar Farm Position	Status
		on the SRN during the AM and PM peak periods is unlikely to be material. To ensure that there is no adverse impact on the safe operation on the SRN, a consideration of existing operating conditions at the A47/A16 junction is required. NH is grateful for the additional information provided by the Applicant and would welcome further explanation of the traffic numbers.	the SRN during the AM and PM peak periods. The Applicant has provided supplementary information in Table 1 of Appendix A to assist National Highways' review, including: • Forecast development traffic associated with the construction workforce, comprising workforce arrivals between 06:00-07:00 and departures between 19:00-20:00. • Forecast HGV movements associated with the approved delivery management arrangements. • Confirmation of the anticipated level of interaction with the Strategic Road Network (SRN) during the AM (07:00-10:00) and PM (16:00-19:00) network peak periods. The two-way flows presented in Table 1 of Appendix A relate to Receptor L35, located on the A16 north of the A47 roundabout near Peterborough. This	

Ref	Matter	Stakeholder Position	Meridian Solar Farm Position	Status
			receptor represents the closest point in the assessment study area to the SRN and, therefore, provides an appropriate basis for assessing potential interaction with the SRN. As all development traffic using Receptor L35 would also be expected to pass through the A16/A47 (Dogsthorpe) Roundabout, this location represents the reasonable worst-case point for assessing SRN interaction. The information presented demonstrates that: • No development traffic is forecast during the AM network peak hour (08:00-09:00). • No development traffic is forecast during the PM network peak hour (17:00-18:00). • Workforce arrivals occur before the AM network peak. • Workforce departures occur after the PM network peak. • HGV movements are managed outside of the identified network peak periods.	

Ref	Matter	Stakeholder Position	Meridian Solar Farm Position	Status
			In relation to road safety, it should be noted that the A16/A47 junction was not originally included within the Transport Assessment study area. However, collision data subsequently provided by Peterborough City Council indicates that only four slight injury collisions occurred at the junction during the most recently available five-year assessment period, with no serious or fatal collisions recorded. On this basis, the Applicant does not consider that there are any existing road safety concerns which would be materially exacerbated by the forecast increase in construction traffic associated with the Scheme.	
1.4	Impacts on the SRN – HGV Trips and Routeing	NH note that HGV routing will be secured through the CTMP and welcome the inclusion of indicative routing in **ES Figure 15-3** [APP-161]. NH is content with this position subject to the resolution of 1.3 above.	Whilst the precise origins of construction materials and suppliers are not yet known, the assessment has been undertaken on a reasonable worst-case basis. Figure 1 of this SoCG presents the anticipated HGV routes along the SRN. This is a geographically expanded version of the routeing in **ES Figure 15-3** [APP-161].	Agreed.

Ref	Matter	Stakeholder Position	Meridian Solar Farm Position	Status
			The Scheme is not expected to generate additional traffic flows during the SRN peak hours. The **Outline Construction Traffic Management Plan (OCTMP)** [APP-278] secures construction working hours that ensure that staff travel will occur outside of the SRN peak, and a Delivery Management Schedule that will ensure that HGV deliveries avoid peak hours. The Applicant considers that Figure 1 of this SoCG, supplementary information provided in Table 1 of Appendix A, and the quantified HGV movement information already contained within the application documents provide sufficient information to demonstrate the anticipated level of HGV interaction with the SRN and the likely magnitude of effect. In the context of traffic flows on the SRN, the Applicant considers the impact on the SRN to be limited.	
1.5	Impacts on the SRN – AILs	NH advises the Applicant that AIL approvals will need to be obtained	Figure 2 of this SoCG presents the anticipated AIL routes to the SRN. The	Agreed

Ref	Matter	Stakeholder Position	Meridian Solar Farm Position	Status
		through the ESDAL process and is therefore content that these matters can be dealt with post content. NH must be contacted 8–10 weeks prior to the planned movement, at which point the haulier should initiate contact. During this period, route suitability will be reassessed in coordination with all relevant structure owners and highway authorities. An application must then be submitted to NH, and if approved, the permit will be valid for six months. The Applicant should note that there remains a legal obligation to notify us of the exact date and time of each movement at least 5 days in advance. It should also be noted that NH follows a government Water Preferred Policy, which means NH would expect the loads to arrive via the nearest suitable port of entry. NH recommends discussing this matter before a decision is made on the proposed route to agree a workable and acceptable strategy in principle.	connections between the SRN and the MRN, and between the SRN and Port infrastructure, will have been designed to accommodate the movement of HGVs and AILs. As stated in the **OCTMP** [APP-278], a limited number of AILs will be required during the construction phase of the works, such as for the delivery of transformers, cable drums and overhead line components. The largest abnormal vehicle anticipated during the construction phase would comprise an approximately 57.6 m long 16-axle trailer required to transport a 178 tonne transformer to the Solar Development Areas via access points BB-01, MR-01, QB-01 and A16-01. Additionally, a smaller abnormal load vehicle of approximately 19.3 m long six-axel will be required to deliver transformers to Land Parcel D via Access LGR-05, as well as a 28.6m abnormal load vehicle which will be required to deliver overhead line components to a number of Grid Connection access	

Ref	Matter	Stakeholder Position	Meridian Solar Farm Position	Status
			points. Further details of these movements are set out within Annex C of the **OCTMP** (Doc Ref. 7.13 Rev 1). A full response is provided in the **Relevant Representations Report** (Doc Ref. 8.5).	

4. Signatures

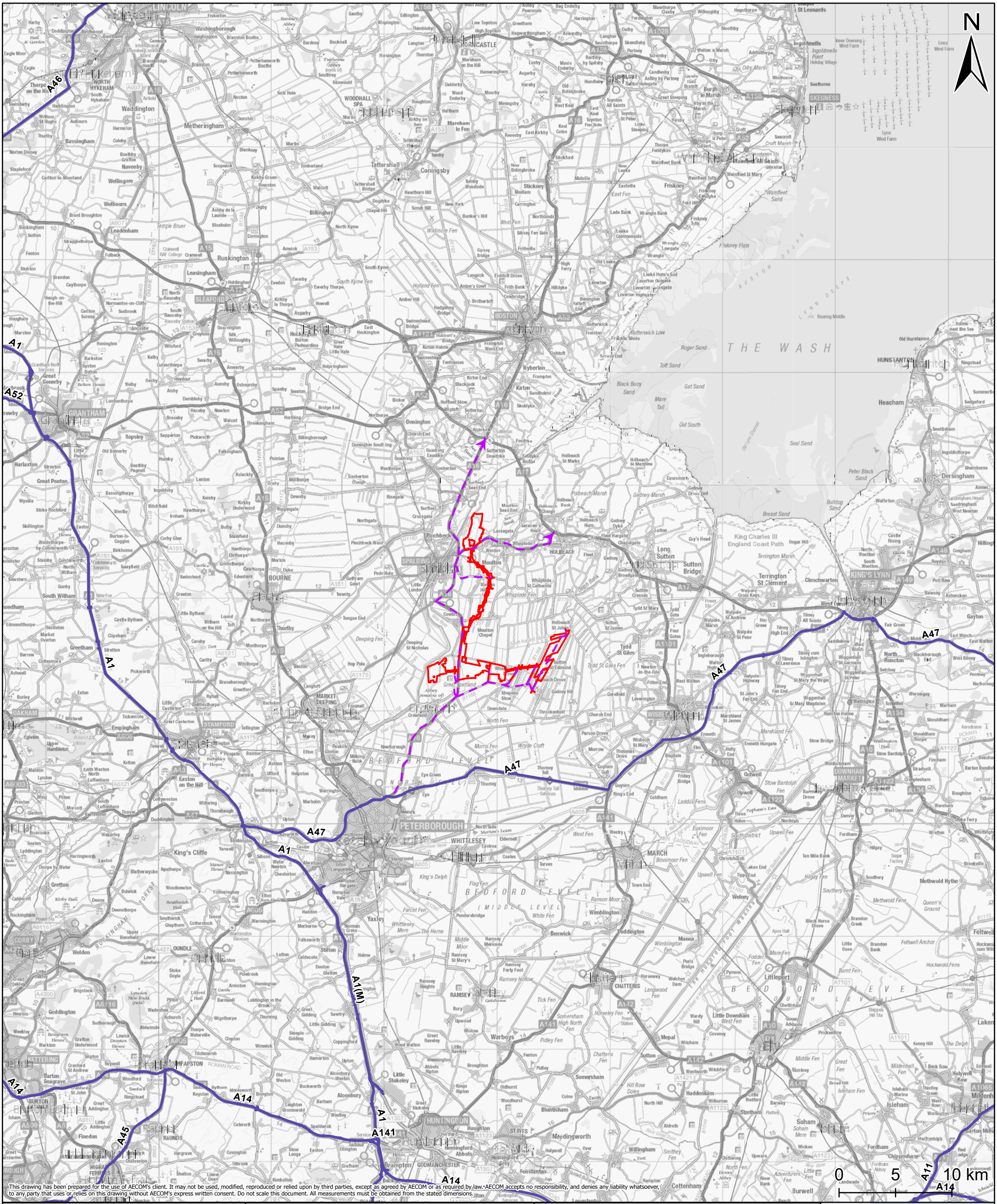
4.1.1. This SoCG is agreed between the following:

Duly authorised for and on behalf of Meridian Solar Farm, the Applicant	Name Job Title Date Signature
Duly authorised for and on behalf of National Highways	Name: [redacted] Job Title : Interim DCO Lead Operations East Date Signature

5. Figures

Figure 1: Indicative Construction HGV Access to the Strategic Road Network

Figure 2: Indicative AIL Routing



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Project Title

Meridian Solar Farm

Map Title

Statement of Common Ground with National Highways
Figure 1: Indicative Construction HGV Access to the Strategic Road Network (SRN)

Scale	Version	Drawn	Reviewed
1:300,000	0	LL	AK

Legend

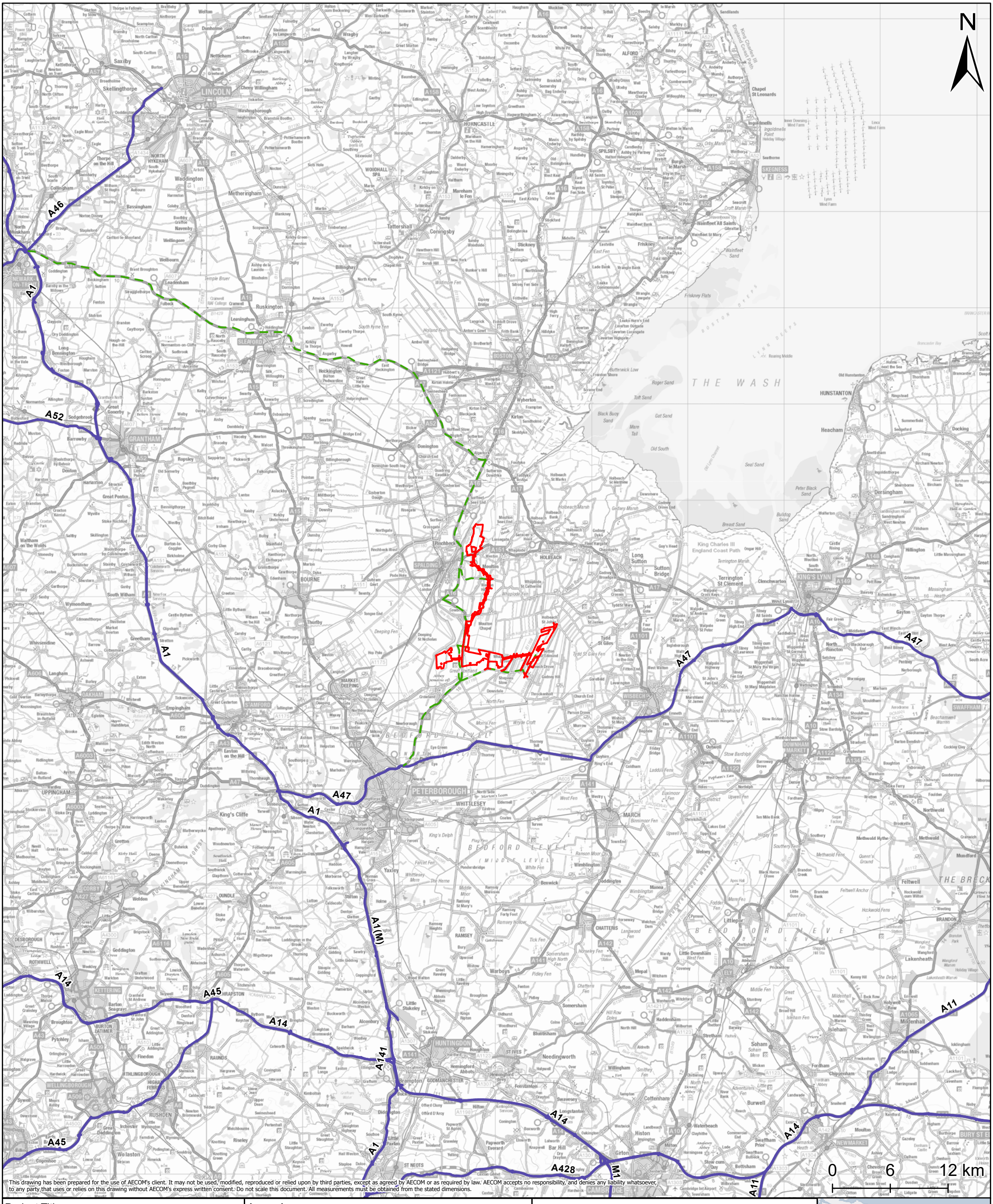
- Order Limits
- HGV Routing
- HGV Routing Along the Strategic Road Network (SRN)

Date: 28/07/2026

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Meridian Solar


N
A46
A1
A52
A47
A14
A45
A1(M)
A141
A428
M11
A11
LINCOLN
NEWARK-ON-TRENT
GRANTHAM
SLEAFORD
BOSTON
SKEGNESS
HORNCASTLE
SPILSBY
ALFORD
Chapel St Leonards
Ingoldmells
Wainfleet All Saints
Tattershall
Coningsby
Mareham le Fen
Woodhall Spa
Metheringham
Waddington
North Hykeham
Saxilby
Skellingthorpe
Nettleham
Wragby
Ruskington
Leasingham
Billinghay
Sleaford
Hockington
Heckington
Donington
Kirton
Wyberton
Frampton
Swineshead
Holbeach
Holbeach St Marks
Holbeach St Johns
Long Sutton
Sutton Bridge
Terrington St Clement
King's Lynn
West Lynn
HUNSTANTON
Heacham
Docking
Dersingham
THE WASH
Roger Sand
Toft Sand
Gat Sand
Black Buoy Sand
Mare Tail
Old South
Seal Sand
Wainfleet Sand
Friskney Flats
Butterwick Low
Lade Bank
Wrangle Bank
Friskney
Stickney
Wrangle
Leake
Leverton
Fishtoft
Skirbeck
Boston
Spalding
Pinchbeck
Moulton
Whaplode
Deeping St Nicholas
Market Deeping
Bourne
Thurlby
Stamford
Oakham
Uppingham
Peterborough
Whittlesey
March
Ramsey
Chatteris
Huntingdon
St Ives
Godmanchester
Brampton
Needingworth
Wisbech
Downham Market
Swaffham
Newmarket
Soham
Ely
Littleport
Isleham
Fordham
Burwell
Cottenham
Histon
Milton
Waterbeach
Longstanton
Swavesey
Fenstanton
Hilton
Papworth Everard
Girton
Cambridge
Ely
Lakenheath
Brandon
Mundford
Feltwell
Methwold
Hockwold cum Wilton
Thetford
Castle Rising
Sandringham
Wolferton
Terrington Marsh
King Charles III England Coast Path
Ingoldmells Point
Inner Dowsing Wind Farm
Lincs Wind Farm
Lynn Wind Farm
Boston Deeps
Lynn Deeps
Roaring Middle
Scalp
Brancaster Bay
Scolt Head Island
Holme next the Sea
Old Hunstanton
Thornham
Titchwell
Brancaster
Burnham Deepdale
Ringstead
Sedgeford
Snettisham
Fring
Bircham Newton
Great Bircham
Bircham Tofts
Ingoldisthorpe
Shernborne
Anmer
Houghton Hall & Garden
Sandringham House
Sandringham West Newton
Wolferton
Castle Rising
Hillington
Little Massingham
Congham
Roydon
Grimston
Pott Row
Bawsey
Ashwicken
Gaywood
North Wootton
South Wootton
Middleton
East Winch
West Bilney
Pentney
Narborough
Gayton
Gayton Thorpe
Fair Green
Saddlebow
West Winch
North Runcton
Blackborough End
Setchey
Wiggenhall St Germans
Wiggenhall St Mary the Virgin
Wiggenhall St Mary Magdalen
Wiggenhall St Peter
Wiggenhall St John's Fen End
Tilney St Lawrence
Tilney All Saints
Tilney High End
Tilney cum Islington
Tilney Fen End
Walpole St Andrew
Walpole St Peter
Walpole Marsh
Walpole Highway
Walpole Cross Keys
Hay Green
Four Gotes
Tydd St Giles
Tydd St Mary
Tydd Gote
Sutton St James
Sutton Crosses
Sutton St Edmund
Sutton St Johns
Holbeach St John
Holbeach Bank
Holbeach Hurn
Holbeach Drove
Holbeach Clough
Fleet Hargate
Gedney
Gedney Dyke
Gedney Broadgate
Gedney Hill
Gedney Drove End
Dawsmere
Lutton
Guy's Head
Chequergate
Sutton Bridge
Terrington Marsh
Ongar Hill
Clenchwarton
Castle Rising
Wolferton
Sandringham House
Sandringham West Newton
Houghton
Harpley
Fitcham
Wereham
Stoke Ferry
Whittington
Foulden
Northwold
Brookville
Cranwich
Methwold Hythe
Methwold
Mundford
Lakenheath
Brandon
Brandon Creek
Little Ouse
Feltwell Anchor
Hockwold Fens
Burnt Fen
Fodder Fen
Mare Fen
Littleport
Black Horse Drove
Apes Hill
Wimblington
Manea
Doddington
Benwick
Whittlesey Mere
The Herne
Ramsey Mere
Ramsey Heights
Ramsey St Mary's
Ramsey Forty Foot
Ramsey Hollow
Warboys
Pidley
Fenton
Sawtry
Conington
Elton
Yaxley
Farcet
Farcet Fen
Holme
Stilton
Norman Cross
Folksworth
Morborne
Haddon
Castor
Ailsworth
Werrington
Eye Green
Thorney
Thorney Toll
Guyhirn
Ring's End
Coldham
Laddus Fens
Murrow
Parson Drove
Wisbech St Mary
Wisbech St James
Emneth
Elm
Friday Bridge
Wimblington
Doddington
Manea
Benwick
Whittlesey
Eastrea
Eldernell
Coates
Turves
Sawtry
Yaxley
Norman Cross
Folksworth
Morborne
Haddon
Castor
Ailsworth
Werrington
Eye Green
Thorney
Thorney Toll
Guyhirn
Ring's End
Coldham
Laddus Fens
Murrow
Parson Drove
Wisbech St Mary
Wisbech St James
Emneth
Elm
Friday Bridge
Wimblington
Doddington
Manea
Benwick
Whittlesey Mere
The Herne
Ramsey Mere
Ramsey Heights
Ramsey St Mary's
Ramsey Forty Foot
Ramsey Hollow
Warboys
Pidley
Fenton
Sawtry
Conington
Elton
Yaxley
Farcet
Farcet Fen
Holme
Stilton

Appendix A: Development Two-Way Flows at Receptor 35 (closest point to the SRN A16/A47 junction)

Table 1: Development Two-Way Flows at Receptor 35 (closest point to the SRN A16/A47 junction)

Time of Day	Total Flows	Car/LGV Flows	HGV Flows	Shuttle Flows
06:00 – 07:00 (AM Development Peak)	88	76	0	12
07:00 – 08:00	0	0	0	0
08:00 – 09:00 AM NETWORK PEAK	**0**	**0**	**0**	**0**
09:00 – 10:00	15	0	15	0
10:00 – 11:00	15	0	15	0
11:00 – 12:00	15	0	15	0
12:00 – 13:00	15	0	15	0
13:00 – 14:00	15	0	15	0
14:00 – 15:00	15	0	15	0
15:00 – 16:00	15	0	15	0
16:00 – 17:00	15	0	15	0
17:00 – 18:00 PM NETWORK PEAK	**0**	**0**	**0**	**0**
18:00 – 19:00	0	0	0	0
19:00 – 20:00 (PM Development Peak)	88	76	0	12