

Green Hill Solar Farm EN010170

Statement of Common Ground: National Highways Revision A (Tracked)

Prepared by: Lanpro Services

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Issue Sheet

Report Prepared for: Green Hill Solar Farm

Examination Deadline ~~23~~[23](#)

Statement of Common Ground:
National Highways [Revision A](#)

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Revision	Date	Prepared by	Approved by
Original	19/11/ 25 2025	SM	KM
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1 Introduction

1.1 Purpose of the Document

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared as part of the proposed Green Hill Solar Farm Development Consent Order (the Application) made by Green Hill Solar Farm Ltd (the Applicant) to the Secretary of State for Energy Security & Net Zero (the Secretary of State) pursuant to the Planning Act 2008 (PA 2008).
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available on the Planning Inspectorate's website.
- 1.1.3 This SoCG has been produced to confirm to the Examining Authority (ExA) where agreement has been reached between the parties, and where agreement has not yet been reached. SoCGs are an established means in the DCO consenting process, of allowing all parties to identify and focus on specific issues that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) Green Hill Solar Farm Ltd. as the Applicant and (2) National Highways as the highway authority responsible for the Strategic Road Network.
- 1.2.2 Collectively, Green Hill Solar Farm Ltd. and National Highways are referred to as 'the parties'.

1.3 Terminology and Referencing

- 1.3.1 In the Tables in Section 3 of this SoCG below:
- "Agreed" indicates where the issue has been resolved;
 - "Not Agreed" indicates a final position; and
 - "Under discussion" indicates where these points will be the subject of ongoing discussion wherever possible to resolve, or refine, the extent of disagreement between the parties.



2 Record of Engagement

2.1 Summary of Consultation

- 2.1.1 The parties have been engaged in consultation since the beginning of the proposed development through the formal consultation process.
- 2.1.2 A non-statutory consultation took place in March to May 2024. The statutory consultation process took place between 7th November and 19th December 2024.
- 2.1.3 A summary of the meetings and correspondence that has taken place between Green Hill Solar Farm Ltd and National Highways in relation to the Application is outlined in **Table 2.1** below.

Table 2.1: Record of Engagement

Date	Form of Correspondence	Key Topics Discussed	Key Outcomes
November 2024	Section 42 Consultation	Statement Appendix 13.2 Transport Assessment [APP-151] GH6.2.13 Environmental Statement Chapter 13 Transport and Access [App-050] GH7.9 Outline Construction Traffic Management Plan [APP-553] Covering: <ul style="list-style-type: none">- Access- Construction routes- Trip generation and distribution- Traffic effects- Abnormal loads	Applicant to consider requirements of National Highways.
22/11/2024	Meeting with National Highways Operations Directorate	GH6.3.13.2 Environmental Statement Appendix 13.2 Transport Assessment [APP-151] GH6.2.13 Environmental Statement Chapter 13 Transport and Access [App-050]	Applicant to consider requirements of National Highways.



Date	Form of Correspondence	Key Topics Discussed	Key Outcomes
		GH7.9 Outline Construction Traffic Management Plan [APP-553] Covering: <ul style="list-style-type: none"> - Access - Construction routes - Trip generation and distribution - Traffic effects - Abnormal loads 	
Throughout DCO application	Various correspondence across email	Protective Provisions Trip generation and distribution	Seeking agreement of DCO Providing details over the calculation of trip generation and distribution
25 July 2025	Relevant Representation [RR-1241]	NH objects to the Scheme.	Protective provisions discussions are underway, please see matter DCO-005 below.
18 November 2025	Meeting (virtual via Teams)	Draft Statement of Common Ground	The draft was agreed and has been prepared for submission to the examination
26 November 2025	Meeting (virtual via Teams)	Draft Statement of Common Ground	Discussion on the information provided since deadline 2 and progression of matters under discussion.
16 December 2025	Meeting (virtual via Teams)	Draft Protective Provisions	Discussion on the draft protective provisions for the benefit of National Highways.



- 2.1.4 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Green Hill Solar Farm Ltd and (2) National Highways in relation to the issues addressed in this SoCG.



3 Matters of Discussion

3.1 Overview

3.1.1 **Table 3.1** details the matters agreed, under discussion, or not agreed with National Highways at the point of this document being published.

3.2 Transport and Access

Table 3.1: Transport and Access

	Matter	Details of Matters for Discussion	Applicant Position	Consultee Position	Status
The Proposed Works					
TA-001	Access	There is no direct access proposed from the Strategic Road Network (SRN).		Agree, no further comments.	Matter Agreed
TA-002	Works No 5a	National Highways require details of the cable crossing marked HV_SP8562_002 on the Crossing Schedule (GH7.18) including: the cable alignment, duct diameter, capacity (whether more than 1 cable is to be provided for future capacity increased or redundancy/contingency), confirmation on all parts of our SRN or land NH	National Highway assets have been identified in the Crossing Schedule [APP-562] . This document sets out the likely construction method of how the assets and obstacles will be crossed (i.e. by way of open cut trench or trenchless techniques such as Horizontal Directional Drilling (HDD)). In respect of Work No. 5a where this crosses the A45, the Applicant confirms	NH welcome continued engagement from the Applicant to understand how the cable route will interact with NH assets. NH must be assured that the A45 will not be compromised by the proposed works. NH require a <i>business case</i> , which can be regarded as a feasibility study. We require full details of the proposed works, as far as they are known at this planning stage, particularly regarding any	Matter under discussion



	Matter	Details of Matters for Discussion	Applicant Position	Consultee Position	Status
		have an interest in that will be impacted by the proposed work.	<p>that this crossing will be made by a trenchless technique, e.g. HDD. Impacts on utility infrastructure will be mitigated through the measures set out in Table 3.18 in OCEMP Revision A [REP1-145]. This is secured through Schedule 2, Requirement 13 of the Draft DCO Revision A [REP1-008] which requires a detailed Construction Environmental Management Plan.</p> <p>The maximum parameters of the construction methods are set out in the Concept Design Parameters and Principles Revision A [REP1-151] and these will need to be complied with at the detailed/construction stage.</p> <p>In addition, the Applicant is engaging with NH to agree</p>	<p>trenchless installation beneath the A45 or other National Highways assets or property.</p> <p>As noted in our relevant representation, we still need further information on:</p> <ul style="list-style-type: none"> • The cable duct specification (diameter, capacity, and whether multiple cables are proposed for future expansion or redundancy); • The proposed method of installation; and • Any related design or construction details. <p>These details must be reviewed and agreed before any technical approval can take place, to avoid abortive work. In effect, this forms the <i>business case</i> supporting our approval for installing new apparatus within or beneath National Highways property.</p> <p>National Highways requires clear justification for any disturbance to our property,</p>	



	Matter	Details of Matters for Discussion	Applicant Position	Consultee Position	Status
			a form of Protective Provisions, including the standards to be complied with in relation to any HDD below the A45.	<p>including a demonstration of the options considered to avoid such disturbance. Cost alone is not an acceptable justification.</p> <p>Details need to be agreed including agreeing the protective provisions with National Highways in order for NH to remove its objection to the scheme.</p> <p><u>Change 7 – Change to Application</u></p> <p>An additional area of approximately 0.12 ha is proposed to be added to the Order Limits. Only the compulsory acquisition of rights (not the land itself) is sought for this area.</p> <p>All matters outlined above will continue to apply to the revised Order Limits included within Change 7.</p>	
TA-003	Work No. 8A	Works to facilitate those access works at works no 8a will impact the SRN at specific locations due to a need	Physical works are not proposed in this area. As stated by National Highways, traffic management may be	Access CR15 marked on the Access to Works Plan (APP-012), located south of the A45 on Grendon Road, and access points CR12 and	Matter under discussion



	Matter	Details of Matters for Discussion	Applicant Position	Consultee Position	Status
		to introduce temporary traffic management on the SRN	required for periods during the construction. The precise nature of those measures, together with their timing and duration is not known at this time but will be confirmed in the detailed Construction Traffic Management Plan which is set out in the OCEMP Revision A [REP1-145] . as secured in Schedule 2, Requirement 15 of the Draft DCO Revision A [REP1-008] . In addition, the Applicant is engaging with NH to agree a form of Protective Provisions, to manage the interaction of the Scheme with the SRN.	<p>CR13, also referenced on the Access to Works Plan (APP-012), located off the A45 eastbound slip road at B573 Earls Barton Road, may need to introduce traffic management.</p> <p>National Highways requires additional information from the applicant to confirm the scope and impact of the proposed works in this area.</p> <p>National Highways acknowledges that the detailed CTMP will address the temporary construction traffic management impacts. National Highways also requests to be consulted on this under the Schedule 2 requirements.</p> <p>However, National Highways still requires confirmation that no physical works are proposed in this area. As stated below, Schedule 4 (Article 8) <i>Streets Subject to Street Works</i> currently</p>	



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				permits works between three points on the A45 trunk road.	
Draft Development Consent Order					
DCO-001	Compulsory Acquisition	There are no proposals to permanently acquire the freehold interest of NH land		Agree, no further comments.	Matter Agreed
DCO-002	Compulsory Acquisition	The proposal is to acquire rights over some of NH's plots.	<p>The Scheme interacts with NH's assets where the laying of the grid connection cable (Work No. 5A) crosses the A45. The cable will be laid using trenchless techniques, e.g. HDD.</p> <p>The Applicant is engaging with it to agree a form of Protective Provisions that will address the points raised in this comment</p>	<p>It is unclear whether the new rights can co-exist with the NH interests in the plots or whether NH's interests will be extinguished.</p> <p>In accordance with NH's standard protective provisions, the applicant must not be permitted to exercise the powers of the Order to:</p> <ul style="list-style-type: none">(a) acquire or use land forming part of;(b) acquire new or existing rights over; or(c) impose or extinguish any restrictive covenants over	Matter under discussion



	Matter	Details of Matters for Discussion	Applicant Position	Consultee Position	Status
				any part of the strategic road network or land owned by National Highways, or extinguish any existing rights of or interfere with the apparatus of National Highways in respect of any third party property, except with the consent of National Highways.	
DCO-003	Temporary possession and acquisition of rights in respect of NH land interests	The Applicant is seeking to temporarily possess some plots of land that NH own the freehold interest to. The A45 crosses these plots. NH seeks clarity from the Applicant on the reasons temporary possession of this land is sought when article 10 of the DCO would provide the Applicant with the powers to carry out the highway works	Temporary possession powers are sought to provide the Applicant with the necessary flexibility to undertake a range of activities associated with the construction, operation and maintenance of the Scheme. While Article 10 of the DCO provides the Applicant with powers to carry out the highway works, temporary possession powers are included to manage any interference with any third-party interests, e.g. in the subsoil, or where the boundary of the highway may be unclear.	NH seeks clarity from the Applicant on the reasons temporary possession of this land is sought and the nature of the works. NH are still unsure why the following referred points on the street plans are within Schedule 4 (Article 8) Streets Subject to Street Works: 11c and 11d 12o and 12n 12i and 12m NH need to be confident at the planning stage that the proposed works are feasible and fixed. It is not	Matter under discussion



	Matter	Details of Matters for Discussion	Applicant Position	Consultee Position	Status
				<p>appropriate for their to be flexibility to undertake a range of activities on the SRN. NH require a detailed scope of the works and a general arrangement drawing of any proposed works to the network.</p> <p>In accordance with NH's standard protective provisions, the applicant must not be permitted to exercise the powers of the Order in Article 10 and Article 31 except with the consent of National Highways.</p>	
DCO-004	Temporary possession and acquisition of rights in respect of NH land interests	The title of some of the plots of land in the table below (where this paragraph is referred to) are listed on the Land Registry in the name of National Highways Ltd. These plots are subsoil to parts of the highway network. The highway has been de-trunked	The Applicant notes this comment and confirms that the Book of Reference Revision B [REP1-012] has been updated at Deadline 1 to reflect the local highway authority as legal owner of these plots. Where NH continues to be registered as legal owner at the Land Registry, this is	The book of reference should be updated at the next iteration to reflect the legal ownership	Matter under discussion



	Matter	Details of Matters for Discussion	Applicant Position	Consultee Position	Status
		pursuant to an order under section 10 of the Highways Act 1980 and is no longer part of the Strategic Road Network.	also recorded in the Book of Reference to accurately reflect the legal position.		
DCO-005	Draft DCO articles	The Draft DCO Revision A [REP1-008] . includes the provisions which are of specific concern to NH.	The Applicant notes NH's comment and is engaging with it to agree a form of Protective Provisions.	<p>The protective provisions included in the Applicant's draft DCO for NH's benefit, include some protections for NH. Concerns remain in relation to some of the articles.</p> <p>The form of protective provisions at Appendix 1 of NH's Relevant Representation [REP1-1241] addresses those concerns</p>	Matter under discussion
DCO-006	Protective provisions	NH protective provisions to be included in the Draft DCO Revision A [REP1-008] .	The Applicant notes NH's comment and is engaging with it to agree a form of Protective Provisions.	<p>In order to facilitate the withdrawal of NH's objection to the Scheme, NH requests that the Applicant includes the NH protective provisions at Appendix 1 to the draft Order.</p> <p>NH will continue to discuss the protective provisions with</p>	Matter under discussion



	Matter	Details of Matters for Discussion	Applicant Position	Consultee Position	Status
				the Applicant in an effort to reach agreement	
Traffic assessment					
TA-004	Operation phase traffic	Once operational, the scheme will generate minimal traffic	Operational phase traffic for maintenance will be low. Replacement activity will result in traffic effects that are equal to or no worse than forecast during the construction phase.	Once the development becomes operational the scheme will generate a negligible level of traffic, and the associated activity is not expected to result in a material impact on the Strategic Road Network (SRN). Therefore, we agree with the status on this matter.	Matter Agreed
TA-005	Decommissioning phase traffic	Vehicle movements associated with the decommissioning phase are not expected to exceed those generated during the construction period	Traffic associated with the decommissioning phase is expected to be equal to or no worse than forecast during the construction phase.	Vehicle movements associated with the decommissioning phase are not expected to exceed those generated during the construction phase. As such, the assessment of trip impacts will be based on the construction traffic analysis. Therefore, the status of this matter is agreed.	Matter Agreed
TA-006	Construction phase traffic	The construction phase is expected to generate the highest level of	Construction phase traffic is assessed in detail through Chapter 13 of the ES [EX2/GH6.2.13_A] and	As the construction phase is anticipated to generate the highest volume of traffic associated with the	Agreed Matter under discussion Agreed



	Matter	Details of Matters for Discussion	Applicant Position	Consultee Position	Status
	assessment approach	traffic associated with the development.	the Transport Assessment [APP-151 to APP-153]. Additional information in respect of trip distribution was sent to National Highways on 11 November 2025.	development, the activity during this stage will require detailed assessment to understand its impact on the SRN. National Highways have still not has reviewed the full impact of the construction traffic as we were awaiting trip distribution information. National Highways still need to determine whether has determined that no further assessment of construction traffic impacts is required.	
TA-007	Proxy site data	Justification of proxy site data	The assessment considers the forecast traffic generation associated with other DCO-scale solar schemes. These schemes have been subject to review and examination and the assessment and associated forecasts therefore provide a suitable proxy for the Scheme.	We note that the trip generation and trip distribution calculations have been derived using proxy site data. While we We are satisfied with the construction trip generation calculations we are still reviewed the trip distribution associated with the development. Accordingly, we are content that this	Matter under discussion Agreed



	Matter	Details of Matters for Discussion	Applicant Position	Consultee Position	Status
				matter remains as under discussion.	
TA-008	Construction traffic generation	The construction traffic generation	Additional details regarding trip generation has been provided to NH.	We have reviewed the supplementary information and calculations submitted in relation to trip generation. We are satisfied and confirm that the construction traffic generation calculations are acceptable. Therefore, the status for ^{of} this matter is agreed.	Matter Agreed
TA-009	Trip distribution	Trip distribution at key SRN junctions	Additional details regarding trip distribution has been provided to NH.	Further clarification regarding the trip distribution at key SRN junctions (A14 Junction 2 (A14—A508 Junction), A14 Junction 8 (A14—A43 Junction), A14 Junction 9 (A14—A509 Junction), A45 Junction 14 (A45—A509 Junction), A45 Junction 10 (A45—B573—Station Road Junction) and A45 Barnes Meadow Interchange is required. We are still reviewing the trip distribution calculations;	Matter under discussion ^{Agreed}



	Matter	Details of Matters for Discussion	Applicant Position	Consultee Position	Status
				<p>therefore this point remains under discussion</p> <p><u>We note that the trip routing has been based on site-specific access arrangements. Census origin–destination data for construction workers, and strategic routing assumptions for shuttle buses and HGVs to ensure the use of the Major Road Network (MRN) and Strategic Road Network (SRN) where possible. Worker trips, shuttle operations, and HGV movements have been allocated to each site according to site area, proximity, and designated access points. Shuttle bus origins have been assumed to be equally split between Wellingborough and Northampton, while HGVs have been assigned to the more strategic routes including the A14, A45, A509 and A428.</u></p>	



	Matter	Details of Matters for Discussion	Applicant Position	Consultee Position	Status
				<p>We welcome that the peak daily construction movements have been outlined, with worker trips occurring outside the traditional AM and PM peaks. Additionally, given HGV movements are largely restricted to inter-peak periods we are content with the information presented.</p> <p>Based on our review of the document titled '23061-S08-Development Flow Diagrams (2025.11.05) ISSUED to NH', we are content with the trip distribution. Given the anticipated volume of construction trips affecting the SRN junctions, it appears that the resulting impact is not significant. Accordingly, we have no further comments on this matter.</p>	
TA-010	Abnormal Loads	Special Orders will be required for loads exceeding 150 tonnes	ES Appendix 13.2 Transport Assessment [APP-151 to 153] includes	The Applicant has contacted NH through their transport consultant and a feasibility	Matter Agreed



	Matter	Details of Matters for Discussion	Applicant Position	Consultee Position	Status
		pursuant to section 44 of the Road Traffic Act 1988. This falls outside of the DCO process.	an assessment of abnormal loads which as NH note includes liaison with NH over specific routes. The requirement to submit formal applications closer to the actual movement date once a haulier has been appointed is noted and agreed.	<p>study has been completed assessing the suitability of the network (at this time) for the proposed route of the abnormal load from the Port of Tilbury to the BESS site at Grendon for 183-tonne loads.</p> <p>The applicant is aware they must submit formal applications closer to the actual movement date once a haulier has been appointed. At that time, route suitability will be re-checked with all relevant structure and road owners, and a Special Order permit for the movement will be issued. We are content with the approach and agree with the status of this matter.</p>	



4 Signatories

4.1 Overview

4.1.1 The above SoCG is agreed between Green Hill Solar Farm Ltd. (the Applicant) and National Highways, as specified below.

4.1.2 Duly authorised for and on behalf of **Green Hill Solar Farm Ltd.**

Name:	Stuart Morse
Job Title:	Director
Date:	
Signature:	

4.1.3 Duly authorised for and on behalf of **National Highways.**

Name:	Brittany Grosvenor
Job Title:	Assistant Spatial Planner
Date:	
Signature:	