

**Tillbridge Solar Project
EN010142**

**Volume 9
Statement of Common Ground with National
Highways**

Final

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The Infrastructure Planning (Examination Procedure) Rules 2010

**October 2024
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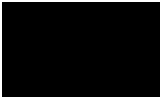
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Statement of Common Ground

This Statement of Common Ground has been prepared and agreed by Tillbridge Solar Project and National Highways.

Luke Murray, Director on behalf of Tillbridge Solar Limited

Date: 28/10/2024

Signed: 

Martin Seldon, Spatial Planner on behalf of National Highways

Date: 28/10/24

Signed: 

1. Introduction

1.1 Purpose of this Document

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared to support the application (“the Application”) for the Tillbridge Solar Project (“the Scheme”) made by Tillbridge Solar Limited (“the Applicant”). The Application was submitted to the Secretary of State for Energy Security and Net Zero (“the Secretary of State”) for a Development Consent Order (DCO) (“the Order”) under section 37 of the Planning Act 2008 (“PA 2008”) (Ref. 1) and accepted for examination on 8 May 2024.
- 1.1.2 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 on the Planning Inspectorate’s website at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010142/documents>.
- 1.1.3 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 addressed during the examination. 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. The SoCG will be progressed during the pre-examination and examination periods to reach a final position between the Parties and to clarify if any issues remain unresolved. This SoCG will be revised and updated as appropriate and/or required by the ExA at relevant examination deadlines.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared between (1) the Applicant and (2) National Highways (jointly referred to as the Parties).
- 1.2.2 The Applicant is a joint venture between Tribus Clean Energy Limited and Recurrent Energy, a subsidiary of Canadian Solar, who are both experienced developers of renewable energy projects.
- 1.2.3 National Highways has been appointed by the Secretary of State for Transport as a strategic highway company and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). In relation to the Scheme, National Highways’ principal interest is to safeguard the M180, A1 and A46 trunk roads.

1.3 The Scheme

- 1.3.1 The Order, if granted, would authorise the construction, operation (including maintenance), and decommissioning of ground-mounted solar photovoltaic (PV) arrays. The Scheme will also include associated development to support the solar PV arrays.
- 1.3.2 The Scheme is made up of the Principal Site, the Cable Route Corridor and works to the existing National Grid Cottam Substation. The Principal Site

comprises the solar PV arrays, electrical substations, grid balancing infrastructure, cabling and areas for landscaping and ecological enhancement.

- 1.3.3 The associated development element of the Scheme includes but is not limited to access provision; a Battery Energy Storage System (BESS), to support the operation of the ground mounted solar PV arrays; the development of on-site substations; underground cabling between the different areas of solar PV arrays; and areas of landscaping and biodiversity enhancement.
- 1.3.4 The Scheme also includes a 400kV underground Cable Route Corridor of approximately 18.5km in length connecting the Principal Site to the National Electricity Transmission System (NETS) at the existing National Grid Cottam Substation. The Scheme will export and import electricity to the NETS.

1.4 Terminology

- 1.4.1 Section 3 summarises the issues that are ‘agreed’, ‘not agreed’ or are ‘under discussion’.
- 1.4.2 These terms are used as follows:
 - a. “Agreed” indicates where the issue has been resolved;
 - b. “Under discussion” indicates where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties;
 - c. “Not Agreed” indicates a final position where the Parties have agreed to disagree.

2. Record of Engagement

- 2.1.1 Engagement with National Highways was undertaken through EIA Scoping and statutory consultation. Comments raised through these consultations are summarised in **Section 3** of this SoCG.

3. Areas of Discussion between the Parties

3.1.1 **Table 1** below details the areas of discussion and matters that are agreed, under discussion and not agreed between the Parties.

Table 1 Areas of Discussion with National Highways

Ref. Relevant Application Document	Description of Matter	Status
Scoping Opinion		
<p>1.1 Section 16.3 of Chapter 16: Transport and Access of the ES [APP-047] and Section 5 of the Transport Assessment (Appendix 16-2 of this ES [APP-118]).</p> <p>Framework CTMP [EN010142/APP/7.11(Rev01)]</p>	<p><u>National Highways Comments:</u></p> <p>National Highways confirmed no comments regarding site access or boundary matters. However, National Highways outlined that information would be required on the number of Heavy Goods Vehicles (HGVs) that will be travelling on the SRN, route and time of day they will likely be arriving and leaving, the provision of the trip generation and assignment of HGVs and staff trips.</p> <p>Also identified in National Highways’ response is “<i>a separate Travel Plan should also be produced setting out how staff trips by private vehicle will be minimised as far as possible.</i>”</p> <p><u>Applicant’s Response:</u></p> <p>Details relating to the peak trip attraction, distribution and assignment of construction staff vehicles and forecast peak number of HGVs have been included in Chapter 16: Transport and Access of the ES [APP-047] and within the Transport Assessment (TA) (Appendix 16-2 of the ES [APP-118]). A Framework Construction Traffic Management Plan (CTMP) [EN010142/APP/7.11(Rev01)] has been produced which identifies measures on how staff trips will be minimised as far as possible.</p>	<p>Agreed – National Highways comments have been resolved</p>

Statutory consultation & Relevant Representation

Ref. Relevant Application Document	Description of Matter	Status
2.1 Section 16.7 of Chapter 16: Transport and Access of the ES [APP-047]	<p><u>National Highways Comments:</u></p> <p>The principal interest of National Highways is to safeguard the SRN in the vicinity of the Scheme, which comprise the M180 (approximately 16km north of the Principal Site), the A46 trunk road (approximately 18km south of the Principal Site) and the A1 trunk road (approximately 24km to the west of the Principal Site). Although the SRN is outside the Order limits, construction traffic could route via the M180, A46 and A1.</p> <p>National Highways does not have any concerns or comments with regards to the following matters at this stage:</p> <ul style="list-style-type: none">• Site access or boundary matters;• Traffic impacts on the SRN once the Scheme is operational; and• Traffic impacts on the SRN during the construction and decommissioning phases. <p>National Highways reserves the right to review their position, if any changes to the Application are made which could result in impacts to the SRN.</p> <p><u>Applicant's Response:</u></p> <p>Parties are agreed that there are no likely adverse traffic impacts on the SRN at construction, operation or decommissioning stages.</p>	Agreed – no impacts on SRN

4. References

- Ref. 1 His Majesty's Stationary Office (HMSO) (2008) Planning Act 2008. Available at: <https://www.legislation.gov.uk/ukpga/2008/29/contents> [Accessed 09/09/2024]