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# **EAST YORKSHIRE SOLAR FARM**

**East Yorkshire Solar Farm  
EN010143**

**Statement of Common Ground between East Yorkshire Solar  
Farm Limited and National Highways**

**Document Reference: EN010143/APP/8.10**

**The Infrastructure Planning (Examination Procedure) Rules 2010**

13 June 2024  
Revision Number: 00

2009

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## Table of Contents

Statement of Common Ground.....	1
1. Introduction and Purpose .....	2
1.1 Purpose of this Statement of Common Ground .....	2
1.2 Description of the Scheme.....	2
1.3 Format of Document and Terminology .....	3
2. Record of Engagement .....	4
2.1 Record of Engagement.....	4
3. Areas of Discussion between the Parties .....	5
3.1 Impacts on the Strategic Road Network, proposed mitigation measures and draft DCO .....	5

## Tables

Table 1-1. Abbreviations .....	3
Table 2-1. Schedule of Meetings and Correspondence.....	4
Table 3-1. Impacts on the Strategic Road Network, proposed mitigation measures and draft DCO.....	5

# Statement of Common Ground

## Signatures

This Statement of Common Ground has been prepared and agreed by East Yorkshire Solar Farm Limited and National Highways

Helen Standing, NSIP Development Manager on behalf of East Yorkshire Solar Farm Limited

Date:.....13/06/2024.....

Signed:.....  .....

Rebecca Garrett, Planning and Development on behalf of National Highways

Date:.....13/06/2024.....

Signed:.....  .....

# 1. Introduction and Purpose

## 1.1 Purpose of this Statement of Common Ground

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared for the examination of an application (the Application) made to the Secretary of State for Energy Security and Net Zero for a Development Consent Order (DCO) under section 37 of the Planning Act 2008 (PA 2008) for the proposed East Yorkshire Solar Farm (the Scheme). The Application is submitted by East Yorkshire Solar Farm Limited (the Applicant).
- 1.1.2 This SoCG has been prepared between (1) the Applicant and (2) National Highways (jointly referred to as the Parties).
- 1.1.3 National Highways is a government-owned company charged with operating, maintaining and improving motorways and major A roads in England. It also sets highways standards used by all four UK administrations, through the Design Manual for Roads and Bridges. National Highways is listed as a prescribed consultee in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and so has been consulted during the preparation of the Application and following its acceptance.
- 1.1.4 The Examining Authority has requested that this SoCG includes the following matters as set out in the Rule 6 Letter **[PD-002]**:
- a. The impact on the Strategic Road Network;
  - b. Effectiveness of proposed mitigation measures, including the contents and adequacy of the Framework Construction Traffic Management, the Construction Environmental Management and the Decommissioning Management Plans; and
  - c. Drafting of the draft DCO, including the Articles and Requirements;
- 1.1.5 It can be taken that any matters not specifically referred to in sections 2 and 3 of this SoCG are not of material interest or relevance to National Highways representations and therefore have not been considered in this document.
- 1.1.6 This SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the Parties, where agreement has not been reached (and that is the Parties' final position) and where discussions are still ongoing. This SoCG will be revised and updated as discussions between the Parties progress during the Examination.

## 1.2 Description of the Scheme

- 1.2.1 The Scheme comprises the construction, operation (including maintenance) and decommissioning of a solar photovoltaic (PV) electricity generating facility with a total capacity exceeding 50 megawatts (MW) and export connection to the national grid, at National Grid's Drax Substation. A detailed description of the Scheme is included in Chapter 2: The Scheme, Environmental Statement Volume 1 which was submitted with the DCO Application **[APP-054]** and a description of the development to be authorised is set out in Schedule 1 of the draft DCO **[AS-008]**.

## 1.3 Format of Document and Terminology

- 1.3.1 Section 2 of this SoCG summarises the engagement the Parties have had with regard to the Scheme.
- 1.3.2 Section 3 of this SoCG summarises the issues that are ‘agreed’, ‘not agreed’ or are ‘under discussion’. ‘Not agreed’ indicates a final position where the Parties have agreed to disagree, whilst ‘Agreed’ indicates where the issue has been resolved. The Parties have also indicated the likelihood that agreement will be reached on each item.
- 1.3.3 Abbreviations used within the SoCG are provided in Table 1-1 below.

**Table 1-1. Abbreviations**

<b>Abbreviation/Term</b>	<b>Definition</b>
ANPR	Automatic Number Plate Recognition
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
DEMP	Decommissioning Environmental Management Plan
GPS	Global Positioning System
HGV	Heavy Goods Vehicle
LGV	Light Goods Vehicle
MW	Megawatts
PA	Planning Act 2008
PV	Photovoltaic
SoCG	Statement of Common Ground
SRN	Strategic Road Network
TMMS	Traffic Management and Monitoring System

## 2. Record of Engagement

### 2.1 Record of Engagement

2.1.1 Table 2-1 below sets out a summary of the meetings and correspondence between the Parties in relation to the Scheme.

**Table 2-1. Schedule of Meetings and Correspondence**

<b>Date</b>	<b>Form of correspondence and attendees</b>	<b>Summary of topics discussed and outcomes</b>
21 September 2022	Email	Email from National Highways responding to the EIA Scoping consultation for the Scheme, with attached Technical Memorandum that reviews the relevant sections of the Scoping Report, advising on the suitability of the proposals with regards to the SRN, and what National Highways would expect to be presented within the submission as the DCO progresses.
3 May 2023	Email	Email from the Applicant to National Highways notifying them of the dates of the Section 42 Statutory Consultation.
7 May 2023	Email	Email from National Highways confirming receipt of the Section 42 Statutory Consultation notification. National Highways request for details of the query to be passed to the relevant business area for their investigation.
8 June 2023	Email / Letter	Email from National Highways with their Section 42 Statutory Consultation response in an attached letter called a Technical Memorandum.
1 September 2023	Email	Email from the Applicant informing National Highways of the Targeted Consultation following minor changes made to the Order limits following the Statutory Consultation.
25 January 2024	Email	Email from the Applicant informing National Highways of the relevant representation period.
26 February 2024	Relevant Representation	Relevant Representation from National Highways with their comments on the Scheme.

### 3. Areas of Discussion between the Parties

#### 3.1 Impacts on the Strategic Road Network, proposed mitigation measures and draft DCO

Table 3-1. Impacts on the Strategic Road Network, proposed mitigation measures and draft DCO

Ref	Relevant Application Document	Summary of Description of Matter	National Highways Current Position	Applicant Current Position	Status
3.1.1	Relevant Representation	SRN Impact	There is potential for the proposals to impact upon the safe and efficient operation of the SRN.	<p>Whilst it is accepted that some use of the strategic road network will be required by vehicles during the construction period, information provided within Table 24 of the Transport Assessment [APP-112] demonstrates that across the day, a low volume of traffic is anticipated to use M62 Junctions 36 and 37 (which forms part of the SRN managed by National Highways) and therefore the Scheme is not anticipated to impact upon the safe and efficient operation of the SRN.</p> <p>The maximum number of vehicles would use Junction 37, during the hours of 06:00–07:00 and 19:00–20:00, when 95 two-way construction worker vehicle movements are predicted to move through the junction. As the volume of traffic expected during the network peak hours are low, the Applicant has not</p>	Agreed.

Ref	Relevant Application Document	Summary of Description of Matter	National Highways Current Position	Applicant Current Position	Status
3.1.2	Relevant Representation	Production of a detailed CTMP	National Highways has reviewed the Scoping documents and recommend that the production of a detailed Construction Traffic Management Plan (CTMP) is conditioned and agreed with National Highways on any permission granted for the proposed development.	<p>undertaken any junction assessments at these locations.</p> <p>A Framework CTMP [<b>APP-113</b>] has been developed to set out measures to minimise the impacts and disturbance caused by construction traffic on the local road network.</p> <p>The Framework CTMP [<b>APP-113</b>] will be developed further by the appointed contractor who will liaise, as necessary, with the Local Highway Authorities, National Highways, North Yorkshire and Humberside Police and other stakeholders to prepare a detailed CTMP.</p> <p>The detailed CTMP (which must substantially accord with the Framework CTMP) will need to be approved post consent prior to construction by the relevant local authorities and this is secured by requirement 13 in Schedule 2 to the Draft Development Consent Order [<b>AS-008</b>]. Under requirement 13 approval of the detailed CTMP is to be in consultation with National Highways and this is reflected in Schedule 2 of the draft</p>	Agreed.



Ref	Relevant Application Document	Summary of Description of Matter	National Highways Current Position	Applicant Current Position	Status
				DCO which is being submitted to the examination at deadline 1.	
3.1.3	Relevant Representation	Details included in the detailed CTMP	National Highways state that the detailed CTMP would specifically need to contain a commitment to ensure that the arrival and departure of construction staff shift times / construction deliveries are secured outside of the AM / PM network peak hours as is currently proposed.	The Applicant has prepared a Framework CTMP <b>[APP-113]</b> that will inform a detailed CTMP. There will be a low number of generated trips travelling across the road network during network AM and PM peak hours respectively, therefore construction traffic is secured outside these hours.	Agreed.
3.1.4	Relevant Representation	Construction staff trip monitoring methodology	National Highways state that the detailed CTMP would also need to contain a detailed construction staff trip monitoring methodology which will provide detail on how the adherence to staff shift periods / movements will be monitored, in addition to detail as to what adjustive / remedial measures will be implemented should construction movements be considered to materially breach any imposed condition.	The Framework CTMP <b>[APP-113]</b> which the detailed CTMP will need to substantially accord with, explains that a Traffic Management and Monitoring System (TMMS) will be developed to provide details of the technologies and other means employed to monitor HGVs to/from the Construction Compounds (e.g., Global Positioning System (GPS) and Automatic Number Plate Recognition (ANPR)). This will enable the Applicant to monitor the following: <ul style="list-style-type: none"> <li>• Compliance with the Heavy Goods Vehicles (HGV) routes;</li> <li>• Compliance with the limits on the number of HGVs in terms of number</li> </ul>	Agreed.

Ref	Relevant Application Document	Summary of Description of Matter	National Highways Current Position	Applicant Current Position	Status
3.1.5	Relevant Representation	Production of a DEMP	National Highways recommend that the production of a Decommissioning Management Plan is conditioned on any permission granted for the proposed	<p>of deliveries arriving and departing at any one time and over the course of the day; and</p> <ul style="list-style-type: none"> <li>Compliance with the timing restrictions throughout the day.</li> </ul> <p>In addition, the TMMS will also record all Light Goods Vehicles (LGV) which enter and exit the Site, to allow all vehicles to be monitored. In the instance that a complaint has been made in relation to inappropriate routes being used, then this will be cross-referenced with the TMMS to allow appropriate actions to then be taken.</p> <p>The precise form of TMMS would be determined following the appointment of a contractor and will include a summary of the contractual requirements which those visiting the Site will have to adhere to, along with the measures to be taken for non-compliance.</p>	Agreed.

Ref	Relevant Application Document	Summary of Description of Matter	National Highways Current Position	Applicant Current Position	Status
			<p>development. As and when considered necessary, the Decommissioning Management Plan would need to detail how any highway impact associated with the decommissioning of the development site would be secured and controlled.</p>	<p>Management Plan (DEMP) which will need to be substantially in accordance with the Framework DEMP <b>[APP-240]</b> which was submitted with the Application. The Framework DEMP <b>[APP-240]</b> details how highway impacts associated with the decommissioning of the Scheme would be secured and controlled.</p>	
3.1.6	-	Construction Management	<p>The Framework Construction Environmental Management Plan (CEMP) provides appropriate mitigation measures to minimise the impact of construction activities on the SRN.</p>	<p>The Applicant is required under requirement 11 of the draft DCO <b>[AS-008]</b> to produce a detailed CEMP which will need to be substantially in accordance with the Framework CEMP <b>[APP-238]</b> The Framework CEMP <b>[APP-238]</b> details at Table 9 how construction activities will be appropriately controlled and mitigation measures implemented to minimise and avoid impacts on the SRN.</p>	Agreed.