

Briefing Note

Our ref 64194/06/MS/OW
Date 4 June 2025
To Planning Inspectorate
From Oxford Aviation Services Limited

Subject **Deadline D1 – Further Written Statement**

1.0 Introduction

- 1.1 This Statement has been prepared on behalf of Oxford Aviation Services Limited (“OASL”), the operators of London Oxford Airport (“the Airport”), in response to the Rule 8 letter received concerning the application by Photovolt Development Partners (“PVDP”) for an Order Granting Development Consent for the Botley West Solar Farm project.
- 1.2 The Airport, through relevant representations (Deadline A) and through submissions to the preliminary meeting and Open Floor Hearing (Deadline B) have already registered their concerns with the proposals with respect of the impact on safety and operations at the Airport.
- 1.3 These further written representations are not intended to repeat any of the matters addressed previously, instead they provide a summary of a meeting held between the Airport and representatives of PVDP, on 21st May, following the Issue Specific Hearing (“ISH”), at which the Airport gave evidence.

2.0 Post ISH – Meeting and actions

- 2.1 During the ISH, held on 15th May 2025, the Applicant confirmed to the Inspector’s that a meeting had been arranged with the Airport, scheduled to take place the following week, to discuss the Airport’s concerns and work towards a Statement of Common Ground (“SOCG”). The Inspector’s welcomed the meeting, and potential for a SOCG, although questioned why the applicant had not sought to engage in a proactive manner sooner.
- 2.2 The meeting was duly held at the Airport, in a hybrid format, on 21 May 2025. In attendance, on behalf of the Airport, were:
- Will Curtis – Managing Director
 - Kris Black – Operations Director
 - Owain Nedin – Planning Director, Lichfields (the Airport’s planning advisor)
- 2.3 In attendance on behalf of PVDP were:
- Nicholas Phillips – PVDP
 - Peter Gertsman – PVPD

- James Plumb – Pagerpower
- Nick Betson - RPS

2.4 The Airport considers the meeting to have been productive, leading to a series of agreed actions that could, ultimately, lead to the submission of a Change Order:

Engine failure after take-off (“EFATO”)

- 2.5 PVDP agreed to reduce the provision of solar panels within the area identified by the Airport (See annex 1 of examination document PDA-002) as creating increased risk of a major accident and loss of life on account of engine failure after take-off. In discussion, the Airport agreed to accept some adjustment on areas of development, that, considered in isolation, would not present such an extent of unacceptable risk that the Airport would be forced to cease operations.
- 2.6 PVDP has prepared the plan attached in Annex 1 of this Statement and the Airport is content that this layout is acceptable in respect of risk associated with EFATO. The Airport will remove its objection to this matter, subject to a formal Change Order being accepted by the Inspectors.

Glint and Glare

- 2.7 PVDP confirmed that in most instances, the design had already been modified to change orientations and alignment of panels that were identified to be causing glint and glare to the Airport’s Air Traffic Control tower and pilots. However, the amendments had not been remodelled.
- 2.8 PVDP agreed to undertake the revised modelling and to share with the Airport for review and agreement, prior to submitting the proposed Change Order to the Inspectors.

Ecology

- 2.9 PVDP acknowledged that the submission documents had not considered the impact(s) of changing ecological activity around the Airport as a result of the development. It has agreed to review the proposals with a view to reducing zones of Green Infrastructure in areas around the Airport that might attract birds. They also agreed to consider other mitigations that could be introduced to assist the Airport in managing any increase in animal activity at the Airport as a result of the development.
- 2.10 PVDP agreed to present revised proposals to the Airport for review and agreement prior to submitting a proposed Change Order to the Inspectors.

Heat Induced Turbulence

- 2.11 PVDP acknowledged that the submission was not supported by any modelling of the possible heat-induced turbulence and the potential implications for the type of aircraft using the Airport. PVDP confirmed that the study could be done, and would have it instructed immediately, albeit there would be little to benchmark it against.

- 2.12 PVDP agreed to present the modelling to the Airport for its consideration and own risk analysis.

The Airport's summary and next steps

- 2.13 The Airport agreed that it would withdraw its objection and sign a SOCG on the basis of the submission of an accepted Change Order to the DCO based on the revised layout, removing panels from areas of concern in respect of the EFATO zone, and on:

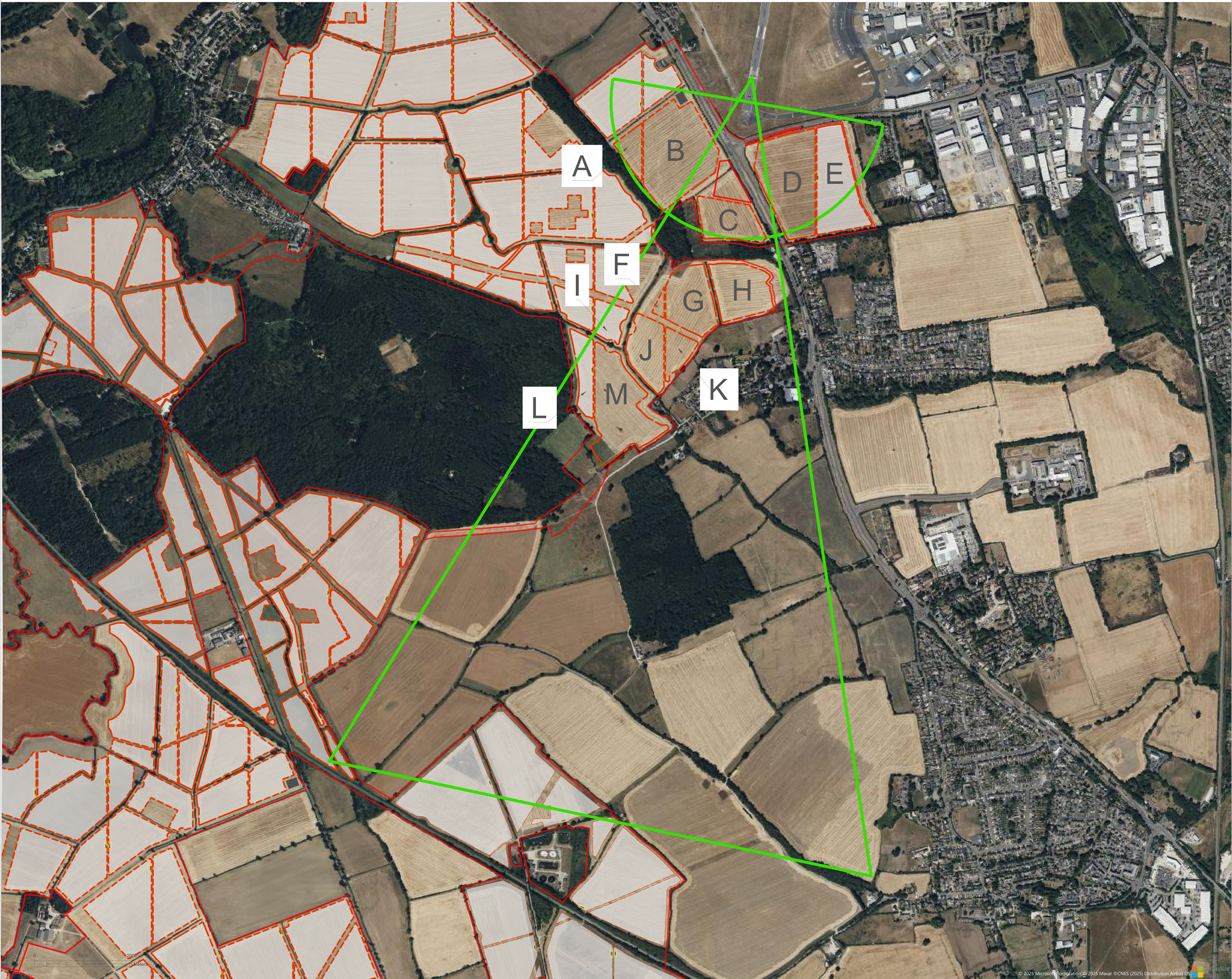
- receipt of updated modelling to reflect improvements to issues of glint and glare;
- amendments and proposals to mitigate impacts of increased and displaced animal activity; and
- the production of modelling demonstrating no likely adverse effects of heat induced turbulence.

- 2.14 The Airport notes that Deadline D1 is the initial deadline for a SOCG. Given that constructive engagement has only recently taken place, it has not been possible to have a SOCG in place by the deadline. However, the Airport is committed to doing so if PVDP responds positively to recent discussions and actions identified at the meeting 21st May.

- 2.15 This Statement is the Airport's record of the meeting of 21 May and has not been shared with PVDP ahead of its submission to the Inspectors.



ANNEX 1



- Legend
- Redline Boundary
 - Installation Area
 - Oxford Aviation Flight Path
 - PCS
 - Secondary Substation
 - Affected Install Area

Project				Status		
Botley West Solar Farm				Illustrative		
Id.	Changes	Date	Name		Date	Name
				Edit	27.05.2025	K. Lueken
				Check	27.05.2025	H.Trabelsi
				Drawing No		
A	Created	27.05.2025	K. Lueken			

Scale: as shown at A0

Title: Airport Area Szenario 6 Overview