



Botley West Solar Farm

STATEMENT OF COMMON GROUND –
Civil Aviation Authority

EN01047/APP/11.7/2

04 June 2025

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Statement of Common
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Approval for issue

Jon Alsop

4 June 2025

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Appendices

Appendix A Record of Relevant Correspondence

SIGNATURES

This Statement of Common Ground has been prepared and agreed by SolarFive Ltd and the Civil Aviation Authority.

Civil Aviation Authority

[Signature]

[Name]

[Title]

[Organisation]

[Date]

PDVP on behalf of SolarFive

[Signature]

[Name]

[Title]

[Organisation]

[Date]

1 Introduction

1.1 DCO Reference

1.1.1 EN010147/APP/11.7/2

1.2 Date of Examination

1.2.1 May 2025 – November 2025

1.3 Proposed Development

1.3.1 The Applicant is seeking development consent for Botley West Solar Farm (the 'Project'), which in summary will comprise the construction, operation, maintenance and decommissioning of a photovoltaic ('PV') solar farm and associated infrastructure with a total capacity exceeding 50 megawatts ('MW'), in parts of west Oxfordshire, Cherwell and Vale of White Horse districts. The Project will export electricity for connection to the National Grid at Botley West.

1.3.2 The Project is classed as a 'nationally significant infrastructure project' ('NSIP') for the purposes of the Planning Act 2008 (PA 2008) and requires an application for a DCO. The application for development consent is being submitted to the planning inspectorate ('PINS'), with the decision on whether to grant a DCO to be made by the Secretary of State for Energy Security and Net Zero (the 'Secretary of State'), as required under the PA 2008.

1.3.3 This Statement of Common Ground (SoCG) has been prepared to support the DCO application made to the Secretary of State under section 37 of the PA 2008 for the proposed Project. The Application has been submitted by SolarFive Ltd (the Applicant).

1.3.4 A Location Plan can be found in the Examination Library at **[AS-024]** and a full description of the Project can be found at ES Chapter 6 - Project Description **[APP-043]**.

1.4 Statement Overview

1.4.1 This Statement of Common Ground ('SoCG') is a working draft document. It comprises a record of consultation held with the relevant SoCG organisation to date as appropriate, and is designed to evolve, representing the ongoing nature of these discussions throughout the Examination period.

1.4.2 An overarching Statement of Commonality **[EN010147/APP/11.6]** has been submitted alongside this document and should be referred to in conjunction with this SoCG.

1.4.3 This statement addresses the following areas of common ground in relation to the Applicant Project Team's engagement with the Civil Aviation Authority to date:

- a. Relevant submission documents and plans
- b. Record of relevant correspondence to date

- c. Matters that are agreed
- d. Matters yet to be agreed
- e. Matters that are not agreed

2 Relevant Submissions Documents and Plans

2.1.1 A list of DCO documents and plans of relevance to engagement with the Civil Aviation Authority is identified in the Table below for ease of reference.

Table 2.1: Draft DCO submission documents and plans record pursuant to the Civil Aviation Authority discussions

Document/Plan Ref.	Title	Examination Library reference	Rev./Dated
N/A	N/A	N/A	N/A

3 Record of Relevant Correspondence

- 3.1.1 The Project has been the subject of pre-application engagement with the Civil Aviation Authority and both parties continue to engage throughout and beyond the submission of the DCO application for the Project.
- 3.1.2 **Appendix A** identifies the discussions and correspondence that have taken place between the Applicant's project team and the Civil Aviation Authority to date.

4 Matters That Are Agreed

Table 4.1: Record of Matters of Specific Agreement to Date

Date	Matter	Comment	Outcome
N/A	N/A	N/A	N/A

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5 Matters Yet to be Agreed

Table 5.1: Record of Matters yet to be Agreed to Date

Date	Matter	Comment	Outcome	CAA Position/comment
May 2025	Safety of commercial, passenger and training aircraft	<p>The Applicant has been engaging with Oxford Aviation Services Limited (OASL) since July 2024 regarding their concerns on the safety of aircraft operating at Oxford Airport.</p> <p>Pager Power on behalf of the Applicant prepared a Technical Aerodrome Safeguarding Report dated Oct 2024 including a proposed EFATO safeguarding zone, running along the extended runway centreline.</p> <p>6th Mar 2025, Local Runway Safety Team on behalf of the OASL sent a presentation including a number of proposals for the EFATO safeguarding zone.</p>	The Applicant agrees to discuss proposals to create an extended safeguarding zone for EFATO directly with OASL.	As the EFATO areas now appear to have been agreed we have no additional comments
May 2025	Glint and Glare	<p>Pager Power on behalf of the Applicant prepared a Glint and Glare Study dated Jul 2023 which considers the impact of Glint and Glare towards aviation receptors associated with Oxford Airport, Oaklands Airfield, Enstone Airfield and three RAF aerodromes.</p> <p>27th Feb 2025, OASL provided further comments on the Glint and Glare Study requesting that panels predicted to cause reflections towards the ATCT be removed from the development.</p>	The Applicant agrees to discuss Glint and Glare impacts towards Oxford Airport with OASL and consider options to mitigate effects.	As the results of the glint and glare survey have been acted on and addressed, we have no further comments however consideration should be given to wildlife attractant areas which the panels may cause
May 2025	Thermals	<p>The Applicant has been engaging with Oxford Aviation Services Limited (OASL) since July 2024 regarding their concerns on thermal turbulence, amongst other matters.</p> <p>Pager Power on behalf of the Applicant prepared a Technical Aerodrome Safeguarding Report dated Oct 2024 including an assessment of the potential for thermal turbulence. It is concluded that there is no evidence to suggest that thermal turbulence would cause a significant impact and Pager Power are not aware of any reports of significant turbulence from solar panels at UK aerodromes, nor of any relevant guidance for the assessment of turbulence from solar panels.</p>	The Applicant agrees to discuss the potential for thermal turbulence further with OASL.	No Thermal plume report has been submitted to the Aerodrome therefore the CAA cannot confirm that this area is acceptable.

6 Matters That Are Not Agreed

Table 6.1: Record of Matters that are Not Agreed

Date	Matter	Comment	Outcome
N/A	N/A	N/A	N/A

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Appendix A

Record of Relevant Correspondence

Date	Topic	Outcome	Status

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