



Botley West Solar Farm

STATEMENT OF COMMON GROUND –
London Oxford Airport

EN010147/APP/11.7/5

04 June 2025

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Approval for issue

Jon Alsop

4 June 2025

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Prepared by:

RPS
101 Park Drive,
Milton Park, Abingdon,
Oxfordshire, OX14 4RY
United Kingdom

Prepared for:

Photovolt Development Partners GmbH,
on behalf of SolarFive Ltd.

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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 London Oxford Airport.

London Oxford Airport

[Signature]

[Name]

[Title]

[Organisation]

[Date]

PDVP on behalf of SolarFive

[Signature]

[Name]

[Title]

[Organisation]

[Date]

Introduction

DCO Reference

1.1.1 EN010147/APP/11.7/5

Date of Examination

1.1.2 May 2025 – November 2025

Proposed Development

- 1.1.3 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.
- 1.1.4 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.
- 1.1.5 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).
- 1.1.6 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]**.

Statement Overview

- 1.1.7 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 and represent the ongoing nature of these discussions throughout the Examination period.
- 1.1.8 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.
- 1.1.9 For the avoidance of doubt, this SoCG comprises contributions from the following environmental topic disciplines:
- Aviation and Glint and Glare
 - Ecology

- 1.1.10 This statement addresses the following areas of common ground in relation to the Applicant Project Team's engagement with London Oxford Airport 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

Relevant Submissions Documents and Plans

- 1.1.11 A list of DCO documents and plans of relevance to engagement with London Oxford Airport is identified in the tables below for ease of reference.

Table 0.1: Draft DCO submission documents and plans record pursuant to London Oxford Airport discussions

Document/Plan Ref.	Title	Examination Library reference	Rev./Dated
EN010147/APP/6.3	6.3 - ES Chapter 2 - Existing Baseline	APP-039	Nov-24
EN010147/APP/6.5	6.5 ES - Appendix 4.4 Glint and Glare Study inc Technical Aerodrome Safeguarding Report [APP - 128]	APP-128	Nov-24

Table 0.2: Draft DCO submission documents and plans record pursuant to London Oxford Airport discussions - Ecology

Document/Plan Ref.	Title	Examination Library reference	Rev./Dated
EN010147/APP/6.3	6.3 - ES Chapter 9 - Ecology and Nature Conservation	APP-046	Nov-24

Record of Relevant Correspondence

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

Matters That Are Agreed

Table 0.1: Record of Matters of Specific Agreement to Date

Date	Matter	Comment	Outcome
01/01/2023	Approach to Landing Lights ('ALL')	London Oxford Airport asked the Applicant to consider providing an area of land to allow for the installation of Approach Landing Lights (ALL). The Area of concern was a triangle to the south of the A43 in line South West of Runway 01	The Applicant agreed to removing 2.7 acres of land to accommodate ALL. The area was removed from the project, the Red Line Boundary was adjusted.

Matters Yet to be Agreed

Table 0.1: Record of Matters yet to be Agreed to Date - Aviation

Date	Matter	Comment	Outcome
01/07/2024	The risk of Engine Failure After Take-Off (EFATO) could require a designated EFATO-safeguarded zone to be established.	<p>London Oxford Airport sent a letter dated 17th July 2024 including alerting the Applicant of an EFATO incident and requesting an alteration to the proposed layout sufficient to safeguard an area of land under the approach and departure route south of the airport in order to allow for safe emergency landing. Pager Power on behalf of the Applicant prepared a Technical Aerodrome Safeguarding Report dated Oct 2024 including a proposed a EFATO safeguarding zone, running along the extended runway centreline.</p> <p>On the 6th March the Local Runway Safety Team on behalf of the London Oxford Airport sent a presentation including a number of proposals for the EFATO safeguarding zone." In the Open Hearing, Written Statement, dated 16th April 2025 London Oxford Airport requested an extended safeguarded zone which should be free from solar panels. A face to face meeting was held on the 21st May at London Oxford Airport with the Applicant and the Chief Executive Officer and the Operations Director of London Oxford Airport to discuss this matter.</p>	<p>After discussions a proposed solution was drafted which included the removal of 39ha of panels to create a safeguarding zone.</p> <p>The London Oxford Airport CEO agreed to present the proposal to the Local Runway Safety Team</p>
April 2025	London Oxford Airport states the Applicant has not provided detailed consideration to Heat Induced Turbulence.	In the Open Hearing, Written Statement, dated the 16th April 2025 the London Oxford Airport considers that The Applicant's conclusions are not robustly evidenced and	The Applicant agreed to draft a scope for an independent review of the impact Heat Induced Turbulence,

Date	Matter	Comment	Outcome
		a potential risk has not been adequately considered.	for London Oxford Airpoty to agree.
		A face to face meeting was held on the 21st May at London Oxford Airport with James Plumb, Senior Technical Analysisist of Pager Power on behalf of the Applicant and London Oxford Airport Chief Executive Officer CEO and Operations Director to discuss if Heat Induced Turbulence caused significant turbulence that might impact Single Engine Light Aircraft.	

Table 0.2: Record of Matters yet to be Agreed to Date – Ecology

Date	Matter	Comment	Outcome
Bird Strike			
01/04/2024	London Oxford Airport feel the proposed replacement of agricultural land with solar panels risks the displacement of birds onto open land on the Airport. The introduction of species rich grassland in immediate proximity to the Airport has the potential to attract more birds. In some cases, designed specifically to attract them. addressed in the application. The solar panels, by reflecting polarised light, can attract polaristic insects, which in turn will attract more birds that feed off the insects. Research has also shown that solar PV arrays can be mistaken by water bodies by birds. This can attract larger bird species such as waterfowl, known to be in population locally as well as geese, swans and gulls. Larger birds create a greater risk of serious bird strike.	In the Open Hearing, Written Statement, dated 16th April 2025 the London Oxford Airport are asking for additional research of potential Avion displacement. A face to face meeting was held on the 21st 2025 May at London Oxford Airport with Nick Betson Lead Ecologist for RPS on behalf of the Applicant, and London Oxford Airport Chief Executive Officer CEO and Operations Director to discuss the issue Avion displacement and the safety of the Airport. After discussions the Applicant agreed to draft a proposed solution to reduce features that might attract birds of risk to aviation in the immediate proximity of the Airport.	The Applicant will draft a technical note to address the concerns of London Oxford Airport, to set out the principles of habitat creation/management to be adopted in proximity to the airport and to be based on the CAA's guidelines with respect to managing wildlife hazard at airports. London Oxford Airport agreed to consider the solution.

Table 0.3: Record of Matters yet to be Agreed to Date – Glint and Glare

Date	Matter	Comment	Outcome
Apr-24	London Oxford Airport state there is the potential for glint and glare to have an impact on the Air Traffic Control Tower (ACT), runway approach 01 and runways approach 19.	<p>In the Open Hearing, Written Statement, dated the 16th April 2025 the London Oxford Airport considers that this matter warrants further consideration before determination.</p> <p>A face to face meeting was held on the 21st May at London Oxford Airport with James Plumb, Senior Technical Analyst of Pager Power on behalf of the Applicant and London Oxford Airport Chief Executive Officer CEO and Operations Director to discuss the issue of 36 minutes of possible Glint and Glare impact on the Control Tower. It was agreed that the Applicant would seek to reorientate panels such that they do not cause reflections towards the ATCT.</p>	The Applicant agrees to reorientate an area of panels to eliminate any risk of reflections toward the ATCT.

Table 0.4: Record of Matters that are Not Agreed

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

Appendix A

Record of Relevant Correspondence

Date	Topic	Outcome	Status
23/01/2023	Approach Landing Lights	The Applicant agreed to remove 2.7 acres of Solar Installation to allow for the installation of Additional Landing Lights. The Area was a triangle to the south of the A43 in line South West of Runway 01	
01/03/2023	Approach Landing Lights	The Applicant redesigned this area of the including repositioning of Secondary Substation and installation Area. The 2.7 acres was removed from the Project Red Line Boundary.	Matter agreed
12/07/2024	London Oxford Airport sent a letter dated alerting the Applicant of an EFATO incident. The letter included request to alter the project proposed layout to accommodate a Safeguarding the area under the departure route South of the Airport Runway, A methodology for Fire and Rescue Safety, a Study of Avion Displacement, a study on Heat Induced Turbulence, and a study on potential Electrical Interference	The applicant designed a Fire and Rescue system and protocol and Pager Power on behalf of the Applicant prepared a Technical Aerodrome Safeguarding Report dated Oct 2024 addressed all these points (including a proposal to alter the layout to accommodate a EFATO Safeguarded Area) bar Avion Displacement which RPS responded on behalf of the Applicant	Matters yet to be agreed
02/10/2024	F2F meeting between Nicholas Philips PVDP, Peter Gerstmann PVDP, Kriss Black and Wil Curtis from London Oxford Airport. to discuss Technical Aerodrome Safeguarding Report dated Oct 2024 prepared by Pater Power including a proposed a EFATO safeguarding zone, running along the extended runway centreline.	London Oxford Airport asked the Applicant to draft a Emergency designs and protocol for Fire and Safety access The applicant prepared a draft proposal and submitted on the 16 th October 2024	L
10 Nov 24 to Feb-25	Number of Follow up requested for Technical Aerodrome Safeguarding report and proposed EFATO Safeguarding proposal	Email from CEO London Oxford Airport dated 27 th February 2025 advising that London Oxford Airport several other matters that require attention	London Oxford Airport did not refer to this matter in their Relevant Representation of Statement for the Open Hearings

Date	Topic	Outcome	Status
27-Feb-25	E mail from Mr Curtis advising of RR, Peter Gerstmann responded in phone call.	The Applicant agreed with Mr Curtis to review the Relevant Representation	
27/02/2025	Lichfields Planning Consultants submitted RR on behalf on OASL		
06/03/2025	OASL sent presentation of Local Runway Safety Team review of the applicant proposals in relation to Engine Failure After Take-off scenarios.		
Ecology			
16/04/25	In the Open Hearing, Written Statement, dated the 16th April 2025 the OASL considers the issues of Avial Displacement warrants further consideration before determination.	A face to face meeting was held on the 21st 2025 May at London Oxford Airport with Nick Betson Lead Ecologist for RPS on behalf of the Applicant, and OASL Chief Executive Officer CEO and Operations Director to discuss the issue Avion displacement and the safety of the Airport. t.	After discussions the Applicant agreed to draft a proposed solution to reduce features that might attract birds of risk to aviation in the immediate proximity of the Airport
21/05/25			