



Botley West Solar Farm

STATEMENT OF COMMON GROUND –
London Oxford Airport

EN010147/APP/11.7/5

22 July 2025

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Statement of
Common Ground -
London Oxford
Airport
v2
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Approval for issue

Jon Alsop

22 July 2025

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Appendix A Record of Relevant Correspondence

SIGNATURES

This Statement of Common Ground has been prepared and agreed by SolarFive Ltd and the London Oxford Airport.

London Oxford Airport

[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/11.7/5

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 Development Consent Order (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 This SoCG has been prepared between (1) the Applicant and (2) London Oxford Airport (jointly referred to as the Parties).

1.4.3 An overarching Statement of Commonality **[EN01047/APP/11.6]** has been submitted alongside this document and should be referred to in conjunction with this SoCG.

1.4.4 The Examining Authority has requested that the SoCGs include the following matters as set out in the Rule 6 Letter **[PD-006]**:

- Methodology for environmental assessments;

- Data collection methods;
- Baseline data;
- Data/statistical analysis, approach to modelling and presentation of results;
- Expert judgements, assumptions and worst case scenario;
- Assessment of alternatives;
- Design development;
- Identification and sensitivity of relevant features and receptors;
- Construction and operational effects;
- Embedded and additional mitigation;
- Cumulative effects and mitigation; and
- Relevant wording in the draft Development Consent Order (dDCO)

1.4.5 It can be taken that any matters not specifically referred to in sections 3 and 4 of this SoCG are not of material interest or relevance to London Oxford Airports representations and therefore have not been considered in this document.

1.4.6 For the avoidance of doubt, this SoCG comprises contributions from the following environmental topic disciplines:

- Aviation and Glint and Glare
- Ecology

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

- Relevant submission documents and plans
- Record of relevant correspondence to date
- Matters that are agreed
- Matters yet to be agreed
- Matters that are not agreed

1.4.8 As referenced above, c, d, and e (sections 4), summarises issues that are 'agreed', 'yet to be agreed' or are 'not agreed'. 'Not agreed' indicates a final position where the parties have agreed to disagree. 'Agreed' indicates that an issue has been resolved.

2 Relevant Submissions Documents and Plans

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

Table 2.1: Draft DCO submission documents and plans record pursuant to London Oxford Airport discussions – Aviation Safety

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 2.2: Draft DCO submission documents and plans record pursuant to London Oxford Airport discussions – Aviation Safety and Ecology

Document/Plan Ref.	Title	Examination Library reference	Rev./Dated
EN010147/APP/6.3	6.3 - ES Chapter 9 - Ecology and Nature Conservation <u>(Rev 2)</u>	<u>APP-046REP2-012</u>	<u>Nov,Jul-24</u> <u>25</u>

3 Record of Relevant Correspondence

- 3.1.1 The Project has been the subject of pre-application engagement with the London Oxford Airport, 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 London Oxford Airport to date.

4 Areas of Discussion between the Parties

Table 4.1: Areas of Discussion between the Parties – Aviation Safety

Ref	Relevant Application Document	Summary of Description of Matter	London Oxford Airport Current Position	Applicant Current Position	Status
4.1.1	n/a	Approach 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.	Agreed
4.1.2	6.5 ES - Appendix 4.4 Glint and Glare Study inc Technical Aerodrome Safeguarding Report [APP-128]	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 solar panels to create a safeguarding zone.</p> <p>The London Oxford Airport CEO agreed to- <u>this proposal in the document, Deadline D1 – Further Written Statement dated 4th June 2025</u>present the proposal to the Local Runway Safety Team <u>On the 19th June the Applicant advised London Oxford Airport that removal of panels, as proposed above, required the re-siting of the existing secondary substation and the existing construction compound. It has been agreed that the substation is moved - 50m to the north, which itself will be reduced in height to approximately 5m, with associated lattice structure lightning rods being no higher than 10.5m. The Applicant has proposed that the construction compound is rotated through 90 degrees from its current position, this has been presented in CL2.</u></p>	Discussions-ongoing <u>Agreed.</u>
4.1.3	6.5 ES - Appendix 4.4 Glint and Glare Study inc Technical Aerodrome Safeguarding Report [APP-128]	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>	<p>The Applicant agrees to reorientate an area of panels to eliminate any risk of reflections toward the ATCT.</p> <p><u>Following the reorientation of an area of panels the Applicant has agreed to undertake a new Glint and Glare analysis and share results with London Oxford Airport. This analysis was completed and shared with London Oxford Airport on 21st July.</u></p>	Agreed <u>Discussions-ongoing.</u>
4.1.4	6.5 ES - Appendix 4.4 Glint and Glare Study inc Technical Aerodrome Safeguarding Report [APP-128]	London Oxford Airport states the Applicant has not provided detailed consideration to Heat Induced Turbulence.	<p>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 a potential risk has not been adequately considered.</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</p>	<p>The Applicant agreed to draft a scope for an independent review of the impact Heat Induced Turbulence, for London Oxford Airport to agree.</p> <p><u>London Oxford Airport agreed with the Applicant the scope of the report on the 16th July. The Applicant has since initiated its preparation.</u></p>	Discussions-ongoing. <u>Agreed</u>

Commented [TY1]: The CAA SoCG suggests that this may have been shared. Please update, noting that if we refer to that report in this SoCG we may be asked to submit it into Examination.

Commented [NP2R1]: You are correct, The document was sent to the AirportI have edited

Commented [TY3]: Do we mean London Oxford Airport? What is the relevance to the CAA?

Commented [NP4R3]: Yes, London Oxford Airport, no reference to CAA

Commented [TY5]: Are we comfortable with this being in the public domain? The ExA may request this if referred to in this SoCG.

Commented [TY6R5]: Nicholas confirmed yes in CAA SoCG.

Commented [TY7]: Can this matter now be agreed on the basis we have met the Airport's request?

Commented [NP8R7]: Yes, the scope of the report was agreed.

Commented [NP9R7]: I have edited the SoCG

Ref	Relevant Application Document	Summary of Description of Matter	London Oxford Airport Current Position	Applicant Current Position	Status
			Officer CEO and Operations Director to discuss if Heat Induced Turbulence caused significant turbulence that might impact Single Engine Light Aircraft.		

Table 4.2: Areas of Discussion between the Parties – Ecology

Ref	Relevant Application Document	Summary of Description of Matter	London Oxford Airport Current Position	Applicant Current Position	Status
4.2.1	6.3 Environmental Statement Chapter 9: Ecology and Nature Conservation (Rev 2) [REP2-012]	Bird strike	<p>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.</p> <p>In the Open Hearing, Written Statement, dated 16th April 2025 the London Oxford Airport are asking for additional research of potential Avion displacement.</p>	<p>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.</p> <p>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.</p> <p><u>The Applicant has agreed to the removal 39 ha of Solar Panels from the project site closest to the Airport boundary. This freed-up land will continue to be used for agricultural purposes, managed by the landowner. Nick Betson, the lead Ecologist adviser for the Project, has reached the position that there will not be an increased population of birds in the area.</u></p>	Discussions ongoing.

Appendix A

Record of Relevant Correspondence

Date	Form of Correspondence	Topics Discussed	Outcomes
Aviation and Glint and Glare			
23/01/2023		Approach Landing Lights	<p>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 Southwest of Runway 01</p> <p>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 Lind Boundary.</p>
12/07/2024	Letter	<p>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</p>	<p>The applicant designed a Fire and Rescue system and protocol and Pater 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</p>
02/10/2024	Meeting	<p>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.</p>	<p>London Oxford Airport asked the Applicant to draft a Emergency designs and protocol for Fire and Safety access</p> <p>The applicant prepared a draft proposal and submitted on the 16th October 2024</p>
10 Nov 24 to Feb-25		<p>Number of Follow up requested for Technical Aerodrome Safeguarding report and proposed EFATO Safeguarding proposal</p>	<p>London Oxford Airport asked the Applicant to draft a Emergency designs and protocol for Fire and Safety access</p> <p>The applicant prepared a draft proposal and submitted on the 16th October 2024</p>

Date	Form of Correspondence	Topics Discussed	Outcomes
27-Feb-25	Email	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	Email	London Oxford Airport sent presentation of Local Runway Safety Team review of the applicant proposals in relation to Engine Failure After Take-off scenarios.	
21/05/2025	Meeting	Statement of Common Ground and the Matters concerning London Oxford Airport and next steps.	
29/05/25	Email	Increased Safeguarding Area	Plan and description of panels and areas removed from RLB
04/06/2025	Email	Deadline D1- Further Written Statement, from London Oxford Airport.	<p>List of agreed actions:</p> <ol style="list-style-type: none"> 1. Increase the safeguarded area for EFATO incident. London Oxford Airport agreed to remove its objection to this matter. 2.The Applicant agreed to undertake Revised modelling for G&G after reorientation of panels. 3.Ecology, London Airport requested The Applicant agreed to present revised proposals to manage increased Bird and animal activity in areas around the Airport. 4.Heat Induced Turbulence, The Applicant to agreed to undertake a modelling of possible heat induced turbulence
19/06/2025	Email	Further information in advance of meeting on the 24th June 2025. This included the re-siting of the existing secondary substation and the existing construction compound.	
23/06/2025	Emails	Exchange of emails relating to varying airport height restrictions and distance from end of runway	
24/06/2025	Meeting	The re-siting of the existing secondary substation and the existing construction compound.	Further analysis required for relocation of Substation. London Oxford Airport proposed reordination of Construction Site by 90 degrees.

Date	Form of Correspondence	Topics Discussed	Outcomes
25/06/2025	Meeting	The re-siting of the existing secondary substation.	Ongoing analysis and discussions
04/07/25	Email	The re-siting of the existing secondary substation.	Proposed location for Substation
16/07/25	Email	The re-siting of the existing secondary substation. Thermal Turbulence Report.	Agree location of Substation and agreed scope for Thermal Turbulence Report
21/07/25	Email	New G&G report	New G&G report sent to London Oxford Airport
Ecology			
16/04/2025	Open hearing	Avial Displacement warranting further consideration before determination.	Ongoing.
21/05/2025	Meeting	Discussion on Avial Displacement warranting further consideration before determination.	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. Ongoing.