



Botley West Solar Farm

STATEMENT OF COMMON GROUND –
Civil Aviation Authority

EN010147/APP/11.7/2

22 July 2025

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Statement of
Common Ground -
Civil Aviation
Authority
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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 Civil Aviation Authority.

Civil Aviation Authority

[Signature]

[Name]

[Title]

[Organisation]

[Date]

SolarFive Ltd

[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 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) Civil Aviation Authority (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 Civil Aviation Authority's 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

1.4.7 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:

- 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 Civil Aviation Authority is identified in the tables below for ease of reference.

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

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 Areas of Discussion between the Parties

Table 4.1: Areas of Discussion between the Parties – Aviation and Glint and Glare

Ref	Relevant Application Document	Summary of Description of Matter	Civil Aviation Authority Current Position	Applicant Current Position	Status
		Safety of commercial, passenger and training aircraft x	As the EFATO areas now appear to have been agreed we have no additional comments	<p>The Applicant agrees has to discussed proposals to create an extended safeguarding zone for EFATO directly with OASL. <u>This is being progressed as part of the Applicant's Change Request 2 Application.</u></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 present the proposal to the Local Runway Safety Team.</p> <p>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 -</p> <p>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 is to be agreed.</p> <p>The London Oxford Airport has not commented further to the proposal to removal of 39ha of panels to create a safeguarded zone.</p>	Discussion Ongoing <u>Agreed</u>
		Glint and Glare	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	<p>The Applicant agrees to discuss Glint and Glare impacts towards Oxford Airport with OASL and consider options to mitigate effects.</p> <p><u>The Applicant agrees to reorientate an area of panels to eliminate any risk of reflections toward the ATCT.</u></p> <p><u>Following the reorientation of an area of panels the Applicant has agreed to undertake a new Glint and Glare analysis.</u></p> <p>Consideration has been given to wildlife attractant areas and no detrimental effect is believed to arise. This analysis was completed and shared with the Airport on 24th July.</p> <p>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 Botson has reached the position that there will not be an increased population of birds in the area.<u>This freed-up land will continue to be used for agricultural purposes, managed by the landowner. Nick Botson, Lead Ecologist for RPS on behalf of the Applicant has reached the</u></p>	Discussion Ongoing <u>Agreed</u>

Commented [TY1]: With London Oxford Airport? This SoCG needs to capture the positions between the Applicant and the CAA.

Commented [NP2R1]: Should we remove our Applicant Current Position comment as the CAA have said ... As the EFATO areas now appear to have been agreed we have no additional comments

Commented [TV3R1]: Amended to confirm that this has been actioned. But agree we don't need detail here, as that detail relates to discussions with London Oxford Airport.

Commented [ch4R1]: agreed

Commented [TY5]: Do we mean London Oxford Airport? What is the relevance to the CAA?

Commented [NP6R5]: As above,should we remove our Applicant Current Position comment as the CAA have said ... As the EFATO areas now appear to have been agreed we have no additional comments

Commented [ch7R5]: agreed

Commented [TY8]: Are we comfortable with this being in the public domain? The ExA may request this if referred to in this SoCG.

Commented [NP9R8]: Yes, the new G&G analysis is OK for to be published or submitted to PINS.

Commented [TY10R8]: Thanks - suggest this is captured in the Oxford Airport SoCG. Simplified the text here to note that consideration to wildlife is being given as requested.

Commented [ch11R8]: agreed

Ref	Relevant Application Document	Summary of Description of Matter	Civil Aviation Authority Current Position	Applicant Current Position	Status
				position that there will not be an increased population of birds in the area.	
		Thermals	No Thermal plume report has been submitted to the Aerodrome therefore the CAA cannot confirm that this area is acceptable.	<p>The Applicant agrees to discuss the potential for thermal turbulence further with OASL.</p> <p><u>The Applicant agreed to draft a scope for an independent review of the impact Heat Induced Turbulence, for London Oxford Airport to agree.</u></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>	<p>Discussion</p> <p>OngoingAgreed</p>

Commented [TY12]: Deleted as not sure necessary for this SoCG.

Commented [TY13]: Is this relevant to the CAA discussions?

Commented [NP14R13]: No, the CAA is referring to discussions between us and the Airport

Commented [TY15R13]: Changed to Agreed on that basis, as there is nothing further required from the CAA.

Commented [ch16R13]: agreed

Appendix A

Record of Relevant Correspondence

Date	Form of Correspondence	Topics Discussed	Outcomes
Aviation and Glint and Glare			
<u>16/04/25</u>	<u>e.g email / meeting etc</u> <u>Email</u>	<u>CAA requests draft SoCG including Matters: Safety, Glint and Glare and Thermal Turbulence</u>	
<u>20/05/25</u>	<u>Email</u>	<u>The Applicant's draft of SoCG.</u>	<u>Draft of SoCG</u>
<u>04/06/25</u>	<u>Email</u>	<u>CAA comment on SoCG</u>	