



Fosse Green Energy

EN010154

8.7 Statement of Common Ground with the Ministry of Defence

VOLUME

8

Planning Act 2008 (as amended)

Regulation 8(1)(e)

Infrastructure Planning (Examination Procedure)

Rules 2010

24 March 2026

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

Fosse Green Energy Development Consent Order 202[]

8.7 Statement of Common Ground with the Ministry of Defence

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Planning Inspectorate Scheme Reference	EN010154
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1. Statement of Common Ground Signatures

This Statement of Common Ground has been prepared and agreed by Fosse Green Energy Limited and the Ministry of Defence.

Signed on behalf of Fosse Green Energy Limited

Name: Lloyd Sandles

Position: Director

Date: 16/03/2026

Signature: [REDACTED]

Signed on behalf of the Ministry of Defence

Name: [REDACTED]

Position: Safeguarding Officer

Date: 10/03/2026

Signature: [REDACTED]

2. Introduction

2.1 Purpose of this document

- 2.1.1 This Statement of Common Ground (SoCG) relates to an application (the Application) made by Fosse Green Energy Limited (the Applicant) for a Development Consent Order (DCO) for Fosse Green Energy (the Proposed Development).
- 2.1.2 This SoCG has been prepared by the Applicant and the Ministry of Defence (MoD) (together the “Parties”) in respect of the Proposed Development.
- 2.1.3 This SoCG has been produced to confirm to the Examining Authority (ExA) where agreement has been reached between the Parties and where agreement has not yet been reached. This SoCG will be revised and updated as appropriate and/or required by the ExA at relevant examination deadlines.
- 2.1.4 In particular, this SoCG focuses on:
- Potential effects of the Proposed Development on the operation of military aircraft, specifically with relation to glint and glare effects for pilots flying aircraft in and out of nearby RAF bases;
 - The potential for ground-based military equipment to be present in the vicinity of the Proposed Development;
 - The legislation and guidance that apply to the operation of military aircraft and defence equipment; and
 - Potential mitigation measures, setting out where the Applicant and MoD agree or disagree on their necessity and how any measures would be secured.
- 2.1.5 As set out in the procedural decision made by the ExA on 22 August 2025 **[PD-005]**, the ExA requires final and signed SoCGs to be submitted at the midpoint of examination. In line with the Examination Timetable set out at Annex A to the Rule 8 Letter **[PD-010]**, this is Deadline 3A (24 March 2026). Further to this, the procedural decision dated 21 November 2025 **[PD-007]** includes the Ministry of Defence as a party with which the Applicant must enter into a SoCG.
- 2.1.6 Application document references are taken from the EN010154 – Fosse Green Energy Examination Library.

2.2 The Proposed Development

- 2.2.1 The Application is for the construction, operation (including maintenance), and decommissioning of a ground-mounted solar photovoltaic (PV) electricity generating station with a capacity exceeding 50 megawatts, with battery storage, onsite substation and associated infrastructure to generate and export/import electricity. The associated development includes, but is not limited to, access provision, battery storage, underground cabling, areas of landscaping and biodiversity enhancement, and 400 kV underground grid

connection cable to connect the Proposed Development to the national electricity transmission network.

- 2.2.2 The Proposed Development will provide a significant amount of renewable energy over its 60-year operational lifetime supporting resilience, security and affordability of electricity supplies. It would be an important part of the national portfolio of renewable energy generation that is required to decarbonise the UK's energy supply quickly.
- 2.2.3 The Proposed Development will help meet the urgent need for this infrastructure to support "energy objectives, together with the national security, economic, commercial, and net zero benefits" as set out in the Overarching National Policy Statement for energy (NPS EN-1) (Ref 1). As such it is infrastructure of critical national priority.

2.3 Parties to this Statement of Common Ground

- 2.3.1 The Parties have been, and continue to be, in direct communication in respect of the Proposed Development.
- 2.3.2 The MoD is the UK government department responsible for protecting the nation, its territories, and interests within the UK and overseas. The MoD develops defence policy, maintains and directs the armed forces, oversees military operations, and works with allies to deter and respond to threats, while supporting national security, resilience, and prosperity.
- 2.3.3 The Applicant is a partnership between Windel Energy Limited and Recurrent Energy.
- 2.3.4 Founded in 2018, Windel Energy is a privately held company dedicated to driving the transition towards a sustainable future. Specialising in the origination, development and integration of renewable energy projects and low-carbon disruptive technologies, Windel Energy is at the forefront of clean energy innovation.
- 2.3.5 With a portfolio exceeding 5 gigawatts (GWp) of renewable power in various stages of development, Windel's team of talented professionals bring a deep understanding and high level of expertise in land viability, electricity networks, planning (Town and Country Planning Act 1990, Developments of National Significance) and consenting for Nationally Significant Infrastructure Projects, legal processes and construction feasibility.
- 2.3.6 Windel Energy adopt a long-term ownership approach, ensuring the efficient operation and management of renewable assets. Leveraging an extensive network of relationships, institutional grade infrastructure and in-house industry expertise, Windel is committed to delivering impactful and enduring energy solutions.
- 2.3.7 Recurrent Energy, a subsidiary of Canadian Solar Inc, is one of the world's largest and most geographically diversified utility-scale solar and energy storage project development, ownership, and operations platforms. With an industry-leading team of in-house energy experts, Recurrent Energy serves as Canadian Solar's global development and power services business.

2.3.8 To date, Recurrent Energy has successfully developed, built, and connected 12 GWp of solar projects and more than 5 GWh of energy storage projects across six continents. As of September 30, 2025, its global pipeline includes approximately 23 GWp of solar power and 73 GWh of energy storage capacity. The company also has over 14 GW of solar and energy storage projects under operations and maintenance (O&M) contracts.

2.4 Terminology

2.4.1 In the tables in Section 3 of this SoCG, 'Matters agreed, not agreed or under discussion' are colour coded in column 5 and categorised as follows:

- a. "Agreed" (green) indicates where the issue has been resolved;
- b. "Not Agreed" (red) indicates a final position that a matter cannot be agreed; and
- c. "Under discussion" (amber) indicates where these points will be the subject of ongoing discussion wherever possible to resolve, or refine, the extent of disagreement between the Parties.

3. Record of Engagement

3.1 Summary of consultation

3.1.1 A summary of the meetings and correspondence that has occurred between the Applicant and the Ministry of Defence is set out in **Table 3-1**.

Table 3-1 Engagement between the Applicant and the Ministry of Defence

Date	Form of Correspondence	Details
21/10/2024	Email	Statutory notification under Section 42 of the Planning Act 2008 issued by the Applicant to the MoD for the launch of Statutory Consultation.
02/12/2024	Email	MoD's response to Section 42 - Statutory Consultation on the Preliminary Environmental Information (PEI) Report.
27/01/2025	Email	The Defence Infrastructure Organisation (DIO) (on behalf of the MoD) were contacted via email in response to their comments provided during Statutory Consultation. This involved the request to assess circuit patterns at RAF Waddington. It was identified that circuit traffic for runway 02/20 will need to be assessed including visual circuit direction to the East and sufficient information was provided by the DIO. As a result, this has been included in the Glint and Glare Assessment, presented in Appendix 14-D: Glint and Glare Assessment [APP-171 - APP-173].
17/09/2025	Letter and Email	The Section 56 Notification was sent to the MoD via letter and email.
25/11/2025	Email	Although the MoD has not submitted a Relevant Representation or registered itself as an Interested Party, the ExA requested the Applicant to contact the MoD (via the DIO) to advise it of matters raised in the ExA's procedural decision letter dated 21 November 2025. The Applicant contacted the MoD via the DIO on 25 November 2025 informing the MoD of this and has subsequently prepared this SoCG to seek agreement on those matters.
17/12/2025	Email	The MoD confirmed they had considered the Application and potential effects to RAF Waddington. The MoD identified that the Proposed Development lies within an area subject to an Obstacle Limitation Surface (OLS) and as such would need to be notified if tall

		<p>construction equipment such as cranes are to be used during the construction and decommissioning phases of the Proposed Development.</p> <p>The MoD noted that they would contact PINS to confirm if there is still a requirement for a Statement of Common Ground.</p>
22/12/2025	Email	The Applicant issued the first Draft Statement of Common Ground to the MoD for comment.
16/01/2026	Email	The Applicant emailed the MoD to confirm the maximum height of construction equipment that would not interfere with the OLS and to clarify how the MoD would wish to be notified should construction equipment of height be required.
23/01/2026	Email	The MoD confirmed via email that the OLS limit is dependent on the activity proposed and location within the OLS. The MoD also provided Civil Aviation Guidance on Crane notification.
29/01/2026	Email	The Applicant proposed text to be included in the Framework Construction Environmental Management Plan and Framework Decommissioning Environmental Management Plan which states that prior notification would be given to the MoD if cranes or construction plant of height is required as part of the Proposed Development during construction and decommissioning.
11/02/2026	Email	The MoD confirmed that all matters in the Statement of Common Ground are considered 'agreed'.

4. Matters agreed, not agreed or under discussion

4.1 General Planning Matters

Table 4-1 General Planning Matters

Reference	Description of Matter	Ministry of Defence Position	Applicant Position	Status
4.1.1	Potential effects of the Proposed Development on military aircraft, specifically relating to Glint and Glare.	The MoD has considered the Application and reviewed Appendix 14-D: Glint and Glare Assessment of the ES [AS-092 to AS-096] and, as requested, this has considered RAF Waddington's eastern and western circuits. The MoD therefore confirmed that there are no further comments to make on Appendix 14-D: Glint and Glare Assessment of the ES [AS-092 to AS-096] and accepts there will be no impact on military aircraft caused by glint and glare from the Proposed Development. The MoD has no safeguarding concerns with the Proposed Development, and as such, no mitigation is required.	Appendix 14-D: Glint and Glare Assessment of the ES [AS-092 to AS-096] assesses glint and glare impacts on aviation receptors. There are 35 aerodromes within 30km of the Proposed Development, however only RAF Waddington military aerodrome was identified to require a detailed assessment as the Proposed Development is located within its safeguarding buffer zone. It was not considered that a detailed assessment was required for other nearby RAF bases due to the distance, their size and orientation in relation to the Proposed Development. Appendix 14-D: Glint and Glare Assessment of the ES [AS-092 to AS-096] assesses circuit patterns at RAF Waddington, specifically circuit traffic for runway 02/20 including visual circuit directions to the East.	Agreed

Reference	Description of Matter	Ministry of Defence Position	Applicant Position	Status
			<p>This approach was agreed with the DIO (on behalf of the MoD) via email in January 2025.</p> <p>Green glare impacts were predicted for the Runway 20 approach path, eastern circuit path and Air Traffic Control Tower at RAF Waddington. Green glare and yellow glare impacts were predicted for the western circuit path at RAF Waddington Runway 08.</p> <p>Green glare is considered to be an acceptable impact upon runways, according to Federal Aviation Authority (FAA) guidance (Ref 2). Due to the high levels of intervening screening hedges, trees, buildings, and ground elevation, the glare impacts of the Proposed Development on aviation receptors at RAF Waddington are reduced to 'None'.</p>	
4.1.2	Potential effects of the Proposed Development on Ground based equipment in the vicinity of the Proposed Development.	The DCO Site occupies statutory safeguarding zones surrounding RAF Waddington and RAF Cranwell, in particular, zones which are in place to protect the airspace surrounding the runway known as the Obstacle Limitation Surface (OLS), and the performance of technical equipment such as radars,	The Applicant has updated Table 13: Major Accidents and Disasters, ID: MAD-C1 of the Framework Construction Environmental Management Plan [REP2-013] and Table 13: Major Accidents and Disasters, ID MAD-D1 of the Framework Decommissioning Environmental Management Plan [REP2-017] (submitted	Agreed

Reference	Description of Matter	Ministry of Defence Position	Applicant Position	Status
		<p>navigational aids, and communication equipment. The Proposed Development will not infringe the OLS and will not infringe safeguarding protection criteria for military radars, navigational aids, and communication equipment in the area. Should cranes be used to lift the panels onto the DCO Site, then the use of tall construction equipment has the potential to infringe the OLS and affect the performance of technical equipment. The MoD therefore requires prior notification if tall construction equipment such as cranes is to be used during the construction or decommissioning phases of the Proposed Development. The MoD considers the wording within the Framework Construction Environmental Management Plan [REP2-013] and Framework Decommissioning Environmental Management Plan [REP2-017] appropriate and consider the matter to be agreed.</p>	<p>at Deadline 2) to ensure the MoD are given prior notification should cranes be used during construction and decommissioning of the Proposed Development. The updated text reads as follows: <i>The Civil Aviation Authority (CAA), Ministry of Defence (MoD) and aerodromes whose perimeters are within 10 Nautical Miles (NM) (18.5 km) of the crane will be given at least eight weeks (40 working days) notice before the erection of any cranes onsite for long term planned works, and a minimum 5 working days' notice for ad-hoc or unforeseen works requiring cranes.</i></p>	
4.1.3	Relevant Legislation and Guidance applicable to the	Safeguarding requirements of military aerodromes and technical equipment such as radars, is outlined within The Town and Country Planning (safeguarded	As set out in Section 14.3.5 the of Chapter 14: Other Environmental Topics of the ES [APP-039] the assessment of Glint and Glare has	Agreed

Reference	Description of Matter	Ministry of Defence Position	Applicant Position	Status
	operation of military aircraft and other equipment.	<p>aerodromes, technical sites and military explosives storage areas) direction 2002 - Safeguarding aerodromes, technical sites and military explosives storage areas - GOV.UK</p> <p>Guidance on glint and glare in relation to aviation can be found within EN-3, the National Policy Statement for Renewable Energy Infrastructure (3.10.149 & 3.10.150).</p> <p>The MoD has no safeguarding concerns with the Proposed Development, and as such, no mitigation is required. The MoD consider this matter agreed.</p>	<p>considered the relevant national and local policies and guidance, including EN-3, CAA – Solar Photovoltaic Systems, and CAP738: Safeguarding Aerodromes. Furthermore, the applicable parts of the Federal Aviation Authority (FAA) guidance as referred to in Section 14.3.23 of Chapter 14: Other Environmental Topics of the ES [APP-039] are appended to this SoCG in Appendix A. The FAA requires mitigation for glare that affects ATC towers because prolonged exposure to even low-intensity glare can impact the safety of air transportation, however, due to the high levels of intervening screening, the glint and glare impacts on RAF Waddington as a result of the Proposed Development are predicted to be ‘None’.</p>	
4.1.4	Potential mitigation measures with regards to operation of military aircraft and equipment and whether there is	<p>See row 3.1.2.</p> <p>In addition, it is agreed no mitigation is required in relation to glint and glare impacts.</p> <p>The MoD consider this matter is agreed.</p>	<p>The Applicant engaged with the DIO (on behalf of the MoD) in January 2025. As it has been identified that there would be no glare impacts in relation to aviation receptors as a result of the Proposed Development, no specific mitigation</p>	Agreed

Reference	Description of Matter	Ministry of Defence Position	Applicant Position	Status
	agreement or disagreement as to the need for those mitigation measures and how their provision might be secured		<p>measures are proposed in relation to military aircraft and equipment.</p> <p>As set out in row 3.1.2, prior notification of tall construction equipment, such as cranes, is under discussion.</p> <p>Where mitigation has been identified as required for residential receptors, road receptors and bridleway receptors in the Appendix 14-D: Glint and Glare Assessment of the ES [AS-092 to AS-096] (Section 7), this has already been incorporated within the Framework Landscape and Ecological Management Plan [AS-101] submitted with the Application and therefore forms embedded mitigation as part of the design.</p>	

References

- Ref 1 Department for Energy Security & Net Zero (2025). Overarching National Policy Statement for Energy (EN-1). Available at: [Overarching National Policy Statement for Energy \(EN-1\) – December 2025](#)
- Ref 2 Federal Aviation Administration (FAA), Policy and Guidance. Available at: https://www.faa.gov/regulations_policies/policy_guidance.