



# Lime Down

Solar Park

## **Statement of Common Ground with The British Horse Society (Wiltshire Access Team)**

**May 2026  
Revision 1**

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## Statement of Common Ground Signatures

This Statement of Common Ground has been prepared and agreed by Lime Down Solar Park Limited (the Applicant) and The British Horse Society (Wiltshire Access Team).

Signed on behalf of Lime Down Solar Park Limited

Name:

Position:

Date:

Signature:

Signed by The British Horse Society (Wiltshire Access Team)

Name:

Position:

Date:

Signature

## **1 Introduction**

### **1.1 Purpose of this document**

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared as part of the proposed Lime Down Solar Park Development Consent Order (DCO) (the Application) made by Lime Down Solar Park Limited (the Applicant) to the Secretary of State for Energy Security and Net Zero (the Secretary of State) pursuant to the Planning Act 2008 (PA 2008).
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available in the deposit locations and/or the Planning Inspectorate website.
- 1.1.3 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. SoCGs are an established means in the DCO consenting process of allowing all parties to identify and focus on specific issues that may need to be addressed during the examination.

### **1.2 Parties to this Statement of Common Ground**

- 1.2.1 This SoCG has been prepared by (1) Lime Down Solar Park Limited as the Applicant and (2) The British Horse Society (Wiltshire Access Team).
- 1.2.2 Collectively, Lime Down Solar Park Limited and The British Horse Society (Wiltshire Access Team) are referred to as ‘the parties’.

### **1.3 Terminology**

- 1.3.1 In the tables in Section 3 of this SoCG:
- “Agreed” indicates where the issue has been resolved.
  - “Not Agreed” indicates a final position, and
  - “Under discussion” indicates where these points will be the subject of ongoing discussion wherever possible to resolve, or refine, the extent of disagreement between the parties.

## 2 Record of Engagement

### 2.1 Summary of engagement

2.1.1 The parties have been engaged in consultation since 19 March 2025. A summary of the meetings and correspondence that has taken place between the Applicant and The British Horse Society (Wiltshire Access Team) is outlined in Table 2-1.

**Table 2-1: Summary of engagement**

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
19 March 2025	Statutory consultation response	Response to the statutory consultation received from British Horse Society.
09 January 2026	Relevant Representation	British Horse Society submitted a relevant representation to the Planning Inspectorate.
5 February 2026	Email	Email from Applicant to British Horse Society to initiate engagement for the production of the Statement of Common Ground and confirm main point of contact.
27 February 2026	Email	Email from British Horse Society to confirm point of contact.
17 March 2026	Online meeting	Meeting with Applicant, Socio-Economic project representative and British Horse Society South West Access Coordinator. The purpose of the meeting was to provide an overview of the scheme and its design, review the relevant representations provided and discuss the Applicants responses to them.
19 March 2026	Email	Email from Applicant to the British Horse Society to share minutes of meeting and to provide links to documents as requested.
15 April 2026	Email	Email from the Applicant sharing the initial draft SoCG with the British Horse Society and inviting feedback.
24 April 2026	Email	Email from British Horse Society providing additional comments to be taken into consideration for the SoCG.

### 3 Matters Raised

3.1.1 This section sets out a table for each relevant matter raised, identifying where matters are agreed, still under discussion, or not agreed.

#### 3.2 Socio-Economic Tourism Recreation

**Table 3-1: Public Rights of Way**

Reference	Sub-topic	British Horse Society Position	Applicants Position	Status
3.1.1	Legislation and Policy	British Horse Society provided no comment on the legislation and policy applied for the assessment.	The Applicant considers that <b>ES Volume 1, Chapter 16: Socio-Economics, Tourism and Recreation [APP-068]</b> and its supporting <b>ES Volume 3, Appendix 16-1: Socio-Economics, Tourism and Recreation: Legislation, Policy, Guidance, and Supporting Information [APP-240]</b> has identified and appropriately considered all applicable legislation and policy.	<b>Agreed</b>
3.1.2	Methodology	British Horse Society provided no comment on the methodology used for the assessment.	The methodology adopted within <b>ES Volume 1, Chapter 16: Socio-Economics, Tourism and Recreation [APP-068]</b> has been derived from the information obtained through consultation with stakeholders and by reviewing relevant guidance and studies and is considered acceptable.	<b>Agreed</b>

Reference	Sub-topic	British Horse Society Position	Applicants Position	Status
3.1.3	Baseline	British Horse Society provided no comment on the baseline presented in the assessment.	The baseline conditions which are detailed in <b>ES Volume 1, Chapter 16: Socio-Economics, Tourism and Recreation [APP-068]</b> and its supporting <b>ES Volume 3, Appendix 16-1: Socio-Economics, Tourism and Recreation: Legislation, Policy, Guidance, and Supporting Information [APP-240]</b> are representative of the baseline site conditions.	Agreed
3.1.4	User Experience / Mitigation / Management Plans	The British Horse Society state that riders, cyclists, and walkers use bridleways and restricted byways to access safe, preferably off-road routes for exercise and enjoyment in a peaceful rural environment and highlight that the proposed Lime Down Solar Park affects a large rural area that currently provides these amenities for PROW users. There is a concern that the scale of the development threatens this space with industrial use, with PROWs losing their character as quiet rural routes and becoming paths bordered by high fences, cameras, and large areas of solar panels.	The assessment of impacts to PROW, unsurfaced roads, and the recreational use of the highway network have been assessed in <b>ES Volume 1, Chapter 16: Socio-Economics, Tourism and Recreation [APP-068]</b> and the supporting <b>ES Volume 3 Appendix 16-2 Tourism and Recreation Receptor Tables [APP 241]</b> . Consideration of the likely impact on views, character and the desirability of these routes to users has been fundamental to the assessment of likely significant effects.  Fencing is not proposed within 15 m of the centreline of existing PROWs. The	Under Discussion

Reference	Sub-topic	British Horse Society Position	Applicants Position	Status
		<p>The British Horse Society are concerned that the industrialisation of the rural landscape will result in permanent and significant damage to the experience of rights of way across and into the scheme area, leading to reduced use. This may result in less effort to maintain routes and potential claims that the PROWs are not valued or needed.</p>	<p>majority of site fencing is to consist of 2 m deer stock fencing as per the descriptions provided in <b>ES Volume 1, Chapter 3: The Scheme [APP-055]</b>. This is to control large mammalian movements and provide a visual deterrent to entering the Solar PV Array areas, whilst maintaining a more open aspect for PROW users. CCTV cameras for site security are only proposed to be located on the fenced boundary of the Solar PV Arrays and directed to look along the boundary or into the Site, not at PROW users.</p> <p>The <b>Outline Construction Traffic Management Plan (CTMP) [REP1-112]</b> provides measures to manage HGV movements and protect non-vehicular highway users, and the <b>Outline Public Rights of Way and Permissive Path Management Plan (PROWPPMP) [REP1-104]</b> provides measures to manage impacts the PROW network affected by the temporary construction period. The Applicant confirms that measures in the <b>Outline PROWPPMP [REP1-104]</b> also cover the entire operational lifetime of</p>	

Reference	Sub-topic	British Horse Society Position	Applicants Position	Status
			<p>the Scheme, demonstrating the Applicant's commitment to ensuring PROWs are properly maintained, used and valued. The decommissioning phase is also temporary with similar effects as the construction period and are covered by the same mitigation measures. These measures are secured by Requirements 13 and 18 in Schedule 2 to the <b>Draft DCO [REP1-007]</b>.</p> <p>Should there be specific mitigation or management measures that the British Horse Society wish to discuss further, the Applicant encourages further coordination with BHS representatives through continued dialogue.</p>	
3.1.5	Assessment results	<p>The British Horse Society are concerned that the true impact on the PROWs will extend far beyond the scheme's defined study area as the road network in each part of the scheme does not operate in isolation. The scheme will therefore have a significant impact on these local lanes and minor roads, which are an essential part of the ridden, cycled, and walked PROW network. This impact is</p>	<p>The assessment of impacts to Public Rights of Way (PROW), unsurfaced roads, and the recreational use of the highway network have been assessed in <b>ES Volume 1, Chapter 16: Socio-Economics, Tourism and Recreation [APP-068]</b> and the supporting <b>ES Volume 3 Appendix 16-2 Tourism and Recreation Receptor Tables [APP 241]</b> identifies the significance of effect to all individual PROWs affected</p>	<b>Under Discussion</b>

Reference	Sub-topic	British Horse Society Position	Applicants Position	Status
		<p>not properly considered by the developers.</p>	<p>by the Scheme, and has assessed the overall impacts on the local PRoW network and local rural highway network for recreational users. The majority of significant adverse effects can be mitigated, however some significant adverse effects to users of routes in Lime Down E cannot be mitigated further during construction and will have to be considered in the planning balance when the DCO is determined.</p> <p>During the operational lifetime of the Scheme, permissive paths, including those for equestrians and cyclists, are proposed across the Solar PV Sites to improve accessibility and connectivity across the PRoW network. These are shown on <b>ES Volume 2, Figures 3-4-1 to 3-4-5.2: Landscape and Ecology Mitigation Plans [REP1-029 to REP1-032]</b> and secured through the <b>Outline Landscape and Ecological Management Plan (LEMP) [APP-283]</b>. This is secured through the detailed design stage by Requirements 5 and 7 in Schedule 2 to the <b>Draft DCO [REP1-007]</b>.</p>	

Reference	Sub-topic	British Horse Society Position	Applicants Position	Status
3.1.6	Additional Access Opportunities	<p>The BHS have engaged with [REDACTED] [REDACTED] PRow Officer for Wiltshire Council to explore further access opportunities for equestrian access in the area of the Solar Park. It is anticipated that there can be additional Restricted Byways and Public Bridleways created by this scheme, for example by the dedication of haul routes where appropriate, or rides round the perimeter of the Solar Park. Should it not be possible to dedicate a route, the BHS would welcome the opportunity of trialling a permissive route to see if equestrian access can be accommodated. The BHS welcome the long-term Community Fund that is being made available for access opportunities and would like to be closely involved in development of additional access opportunities.</p>	<p>The Applicant confirms that they have separately engaged with [REDACTED], Countryside Access Development Officer at Wiltshire Council, to discuss opportunities for onsite Public Rights of Way (PRow) furniture improvements and protection of definitive PRow routes to which the Applicant is able to commit directly through the DCO process. Opportunities to improve the PRow network more widely (albeit outside the DCO process) have also been discussed with the Applicant willing to allocate funding for to countryside access improvements through the Community Benefit Fund.</p> <p>The Applicant also seeks to reiterate that during the operational lifetime of the Scheme, permissive paths, including those for equestrians and cyclists, are proposed across some of the Solar PV Sites to improve accessibility and connectivity across the PRow network. These are shown on <b>ES Volume 2, Figures 3-4-1 to 3-4-5.2: Landscape and Ecology Mitigation Plans [REP1-029 to REP1-032]</b> with their management secured</p>	<b>Under Discussion</b>

Reference	Sub-topic	British Horse Society Position	Applicants Position	Status
			<p>through the <b>Outline LEMP [APP-283]</b> and <b>Outline PRowPPMP [REP1-104]</b>. This is secured through the detailed design stage by Requirements 5, 7, and 16 in Schedule 2 to the <b>Draft DCO [REP1-007]</b>.</p> <p>Should there be specific routes or further mitigation or management measures that the BHS wish to discuss further, the Applicant encourages further coordination with BHS representatives through continued dialogue.</p>	

### 3.3 Transport and Access

**Table 3-2: Transport and Access**

Reference	Sub-topic	British Horse Society Position	Applicants Position	Status
3.2.1	Transport Management Plan	<p>During the two-year construction phase, it is anticipated that there will be a large volume of construction traffic around the Solar Park. It is highly likely that there will be a significant uplift in heavy goods vehicle construction traffic movements along rural country lanes with limited visibility, blind bends with high hedges with banks, with little opportunity for safe refuge areas for equestrians. It is therefore essential that an agreed Traffic Management Plan is implemented as part of the planning conditions. Drivers associated with the site should be made aware that this is an area popular with equestrians. Appropriate signage will be necessary, and also the route used by construction traffic must be risk assessed to provide adequate safe refuges for horse riders to allow vehicles to pass in safety.</p>	<p>An <b>Outline CTMP [REP1-112]</b> and <b>Outline PRoWPPMP [REP1-104]</b> support the DCO Application and include measures to ensure impacts to equestrians, cyclists and pedestrians along highways and Public Rights of Way (PRoW) are minimised as far as practicable.</p> <p>The <b>Outline CTMP [REP1-112]</b> secures a range of measures which restrict construction deliveries to the proposed construction routes and times and separates the public and recreational users from hazards, including, traffic management measures such as signage and banksmen, fencing, and dust and noise control.</p> <p>It also includes a community liaison element to keep local communities informed about the construction process and to provide a contact for feedback should any issues arise. Compliance with the CTMP will be</p>	<b>Under Discussion</b>

Reference	Sub-topic	British Horse Society Position	Applicants Position	Status
			<p>monitored by the Applicant and Wiltshire Council as local highway authority.</p> <p>As set out in the <b>Outline CTMP [REP1-112]</b>, temporary Road signage will be implemented along the designated routes. The signage strategy will be agreed with the local highway authority and approved by the local planning authority in the final CTMP(s).</p> <p>The potential impact of the Scheme on non-motorised users (NMU) is assessed in <b>ES Volume 1, Chapter 13: Transport and Access [REP1-057]</b> which concludes that there would be no significant impact on NMU as a result of the Scheme. Highway widths of construction routes have been assessed and provide sufficient opportunities and width for HGV traffic to pass cyclists, equestrians and pedestrians.</p> <p>The preparation, approval and implementation of the final CTMP, which must be substantially in accordance with the <b>Outline CTMP [REP1-112]</b>, is secured through</p>	

Reference	Sub-topic	British Horse Society Position	Applicants Position	Status
			Requirement 15 of Schedule 2 of the <b>Draft DCO [REP1-007]</b> , ensuring construction traffic impacts on equestrians, cyclists and pedestrians are appropriately managed throughout the construction phase of the Scheme.	