Lime Down
Solar Park

Statement of Common Ground with the Defence Infrastructure Organisation (Clean)

July 2026

Revision 2

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The Infrastructure Planning (Examination Procedure) Rules 2010

List of Contents

Statement of Common Ground Signatures 1
1 Introduction 2
1.1 Purpose of this document 2
1.2 Parties to this Statement of Common Ground 2
1.3 Terminology 2
2 Record of Engagement 3
2.1 Summary of engagement 3
3 Matters Raised 4
3.2 Matters Raised 4

List of Tables

Table 2-1 Summary of engagement 3
Table 3-1 Matters Raised 4

Statement of Common Ground Signatures

This Statement of Common Ground has been prepared and agreed by Lime Down Solar Park Limited (the Applicant) and Defence Infrastructure Organisation.

Signed on behalf of Lime Down Solar Park Limited

Name: [redacted]

Position: Senior Project Development Manager

Date: 29/06/2026

Signature: [redacted]

Signed by Defence Infrastructure Organisation

Name: [redacted]

Position: Senior Safeguarding Manager

Date: 29/06/2026

Signature: [redacted]

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 (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) Defence Infrastructure Organisation.

1.2.2 Collectively, Lime Down Solar Park Limited and Defence Infrastructure Organisation 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 29 January 2025. A summary of the meetings and correspondence that has taken place between the Applicant and Defence Infrastructure Organisation is outlined in Table 2-1.

Table 2-1 Summary of engagement

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
29 January 2025	Email	Statutory notification under Section 42 of the Planning Act 2008 issued by the Applicant to the Ministry of Defence / Defence Infrastructure for the launch of the statutory consultation.
3 June 2025	Email	Statutory notification under Section 42 of the Planning Act 2008 issued by the Applicant to the Ministry of Defence / Defence Infrastructure for the launch of the targeted consultation.
24 July 2025	Targeted statutory consultation response	Response to the targeted statutory consultation received from the Defence Infrastructure Organisation.
29 October 2025	Email / letter	Notice under Section 56 of the Planning Act 2008 issued by the Applicant to the Ministry of Defence / Defence Infrastructure Organisation.
09 January 2026	Relevant Representation	Defence Infrastructure Organisation submitted a relevant representation to the Planning Inspectorate.
14 April 2026	Email	Applicant provided the initial draft SoCG to the Defence Infrastructure Organisation for comment.
23 April 2026	Email	Defence Infrastructure Organisation confirmed they agree with all points raised in the SoCG document and provided an updated copy of the document. Also confirmed a response letter has been issued to the Planning Inspectorate.

3 Matters Raised

3.1.1 This section sets out each sub-topic raised, identifying where matters are agreed, still under discussion, or not agreed.

3.2 Matters Raised

Table 3-1 Matters Raised

Reference	Sub-topic	Defence Infrastructure Organisation's Position	Applicants Position	Status
3.1.1	Technical safeguarding zone	The Defence Infrastructure Organisation note the proposed cable route corridor occupies the technical safeguarding zone in place to protect the Central WAM Network and are concerned that the operation, construction and decommissioning phases of the proposed cable route may impact upon the effective operation of this safeguarded technical asset. The MOD request the MOD must be consulted on any development or change of land use within this safeguarding zone. The section of the cable route corridor that intersects with the Central WAM Network safeguarding zone is the section shown within document Works Plan September 2025 Rev 1 Sheet 13 of 25. A technical assessment has	The Applicant confirms that the DIO safeguarding team will be informed as the detailed design of the cable route is finalised and, where relevant, will be notified in advance of any cranes, tall construction equipment or temporary structures to ensure that defence capability and operations are not adversely affected.	**Agreed**

Reference	Sub-topic	Defence Infrastructure Organisation's Position	Applicants Position	Status
		been carried out and the laying of a cable within this section of the Works Plan, and the use of tall construction equipment, will not affect the performance of the Central WAM Network. The MOD therefore has no WAM safeguarding concerns with this development and does not require to be consulted on the detailed design (unless the design extends outside of the cable corridor) or the use of cranes or other tall construction equipment. An updated response will be issued to the Examining Authority updating MOD's position.		
3.1.2	Aerodrome height safeguarding zones	The Defence Infrastructure Organisation confirm that no physical impacts are anticipated on the aerodrome height safeguarding zones that protect the critical airspace surrounding RAF Keevil (the Obstacle Limitation Surface).	The Applicant agrees that the Scheme does not infringe the Obstacle Limitation Surface.	**Agreed**

Reference	Sub-topic	Defence Infrastructure Organisation's Position	Applicants Position	Status
3.1.3	Birdstrike safeguarding zone	Within the safeguarding zone, the Defence Infrastructure Organisation's main concern is the creation of habitats (e.g. waterbodies, wetlands, landscaping, drainage features, or BNG areas) that could attract large or flocking birds hazardous to air traffic. Construction and decommissioning activities are also a risk due to disturbed ground attracting such species. We are in agreement with the applicants position, therefore, no further engagement on birdstrike safeguarding is required. However, should any BNG habitats be considered within a MOD birdstrike safeguarding zone, the MOD would wish to be consulted on these proposals. An updated response will be issued to the Examining Authority updating MOD's position.	**ES Volume 2, Figure 3-4: Landscape and Ecological Mitigation Plan [REP1-029 - REP1-032]** confirms the managed arable land and the grassland areas are well distributed throughout the site which, along with ensuring the mitigation land is well integrated into its surroundings, is an approach that prevents bird flocking. It is the Applicant's view that there is not a substantial enough change likely to create a difference in the number or assemblages of birds to form flocks that are an obstacle to aircraft. Proposed new habitats likely to attract birds, such as hedgerows, woodland, trees, and managed arable areas are well dispersed across the Scheme and complement existing habitats typically present in the surrounding landscape, and there are no large wetland areas being created where birds may congregate and then take flight together which could cause an issue for aircraft. Disturbed ground created through construction and decommissioning activities are likely	**Agreed**

Reference	Sub-topic	Defence Infrastructure Organisation's Position	Applicants Position	Status
			to present a similar risk of attracting birds hazardous to aircraft as that created through routine arable farming activities (such as ploughing, harrowing and harvesting) which currently take place across the majority of the land within the Order Limits. The Applicant will continue to engage with the Defence Infrastructure Organisation on this matter.	