



Lime Down

Solar Park

Statement of Common Ground with Network Rail

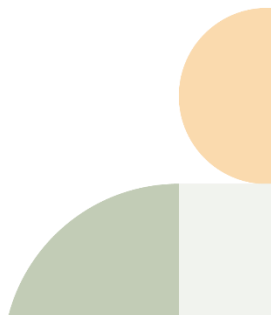
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Statement of Common Ground Signatures

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

Signed on behalf of Lime Down Solar Park Limited.

Name:

Position:

Date:

Signature:

Signed by Network Rail.

Name:

Position:

Date:

Signature

Draft

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 & 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) Network Rail.
- 1.2.2 Collectively, Lime Down Solar Park Limited and Network Rail 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 October 2024. A summary of the meetings and correspondence that has taken place between the Applicant and Network Rail is outlined in Table.

Table 2-1 Summary of engagement

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
25 October 2024	Email	The Applicant submitted the three crossing areas that the cable route would need to cross Network Rail land to [REDACTED] (Technical Surveyor) of Network Rail, in order to undergo business and technical clearance.
31 October 2024 - present	Emails	Email exchanges between the Applicant and [REDACTED] (Network Rail), in regards to the three crossing locations undergoing the clearance process.
21 January 2025	Teams Meeting	Online meeting with members of Network Rail, to discuss the possibility of crossing Network Rail land via a bridge near Corsham, as part of the cable route (Thingley crossing).
29 January 2025	Email	Statutory notification under Section 42 of the Planning Act 2008 issued by the Applicant to Network Rail for the launch of the statutory consultation.
10 February 2025	Site Visit	Roebuck Road and Thingley Overbridge site visit with [REDACTED] (Assistant Construction Manager) and [REDACTED] (Engineer) of Network Rail and JSM (Civil Engineers appointed by the Applicant) to assess the possibility of using one of the two bridges to cross Network Rail land for the Thingley crossing.

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
17 March 2025	Email	Feasibility Basic Asset Protection Agreement (BAPA - GW5738/0000410274) signed to conduct trial holes at the two bridge locations, to determine the suitability of the bridges as a crossing location for the cable route Thingley crossing.
23 May 2025	Email	Based on feedback from Network Rail, [REDACTED] from Lime Down Solar Park resubmitted two crossings (Thingley and the second Hullavington crossing) with updated details to [REDACTED] at Network Rail.
3 June 2025	Email	Statutory notification under Section 42 of the Planning Act 2008 issued by the Applicant to Network Rail for the launch of the targeted consultation
27 June 2025	Email	JSM (Civil Engineers appointed by the Applicant) submitted a Risk Assessment and Method Statement to Network Rail engineer [REDACTED], in preparation of the trial hole work.
09 July 2025	Email	[REDACTED] of Network Rail confirmed that the first of the three crossings (first Hullavington crossing) area had passed business and technical clearance.
22 July 2025	Email	Details regarding the remaining two crossings were reissued to [REDACTED] of Network Rail.
13 August 2025	Email	Additional Information regarding the Thingley crossing was provided to [REDACTED] at Network Rail following his request.
2 September 2025	Email	[REDACTED] from Network Rail provided additional information regarding the Thingley Crossing.
2 September 2025	Email	Additional information regarding the second Hullavington crossing was

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
		provided to [REDACTED] Network Rail following his request.
4-5 October 2025	Site Work	JSM (Civil Engineers appointed by Lime Down Solar Park) carried out trial hole work on the Roebuck Road bridge to check if there was space to accommodate the project's cables, and if it was a suitable crossing location.
29 October 2025	Email / letter	Notice under Section 56 of the Planning Act 2008 issued by the Applicant to Network Rail
16 December 2025	Email	[REDACTED] from Network Rail provided an update that the Thingley Crossing had completed Property clearance, and [REDACTED] requested additional information regarding the second Hullavington crossing.
17 –18 December 2025	Email	The Applicant clarified details regarding the second Hullavington crossing to [REDACTED] at Network Rail.
14 April 2026	Email	A weekly online Microsoft Teams call has been scheduled to discuss the project crossings and interactions with Network Rail.
27 April 2026	Teams Call	On the weekly catch-up call, [REDACTED] from Network Rail confirmed that all three clearance applications (Hullavington 1/2, Hullavington 2/2 and Thingley) had passed property and technical clearance and said that [REDACTED] would issue the certificates shortly.
13 May 2026	Email	The Applicant provided Heads of Terms to [REDACTED] at Network Rail.
26 May 2026	Teams Call	The Applicant and representatives from Network Rail had a Teams call to discuss the interactions of the solar project and Network Rail. The main

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
		topic of discussion was that Network Rail mentioned their possible future intention to extend the freight loop at Hullavington by 100-200metres to the west. Lime Down Solar Park confirmed this was unlikely to impact the project and that it could plan around this potential freight loop extension.
8 June 2026	Email	The Applicant clarified some project details to [REDACTED] of Network Rail, regarding the Heads of Terms.

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3 Matters Raised

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

Table 3-1 Matters Raised

Reference	Sub-topic	Network Rail Position	Applicants Position	Status
3.1.1	Clearance	Network Rail have not provided a representation following the submission of the application.	Two of the three crossing areas through Network Rail land are still progressing through the clearance process. Once all three crossing areas have passed clearance, the conditions will be appended to the Framework Agreement to be entered into between the parties.	Under Discussion
3.1.2	Protective Provisions	Network Rail have not provided a representation following the submission of the application.	Protective Provisions for the benefit of Network Rail have been included in Part 6 of Schedule 15 in the Draft DCO [REP4-004] . The Applicant and Network Rail are in discussions about the form of the protective provisions and should any further changes to these be agreed, these will be incorporated into the updated Draft Development Consent Order [REP4-004] at the relevant subsequent deadline.	Agreed
3.1.3	Compulsory Acquisition	Network Rail have not provided a representation following the submission of the application.	Protective Provisions for the benefit of Network Rail have been included in Part 6 of Schedule 15 to the Draft DCO [REP4-004] . The Applicant and Network Rail are	Agreed

Reference	Sub-topic	Network Rail Position	Applicants Position	Status
			in discussions about the form of the protective provisions and should any further changes to these be agreed, these will be incorporated into the updated Draft DCO [REP4-004] at the relevant subsequent deadline.	
3.1.4	Framework Agreement	Network Rail have not provided a representation following the submission of the application.	As part of discussions on protective provisions, the Applicant and Network Rail are negotiating a Framework Agreement and a draft is currently in circulation. The Applicant has provided comments on a draft Framework Agreement to Network Rail's solicitors on 27 July and awaits a response from Network Rail.	Under Discussion
3.1.5	Glint and Glare	Network Rail have not provided a representation following the submission of the application.	No significant impacts upon the railway are predicted where effects are predicted to have 'no' or a 'low' impact, as screening in the form of existing vegetation and/or intervening terrain is predicted to significantly obstruct views of reflecting panels. As such, mitigation is not recommended in those instances. Solar reflections would be geometrically possible for a small number of railway receptors if fixed south-facing panels were	Agreed

Reference	Sub-topic	Network Rail Position	Applicants Position	Status
			used. Therefore, south-facing panels will be avoided in these areas to prevent significant effects. No railway signals were identified that would have the potential to be affected by glint and glare. Further information is provided in Sections 4.5 and 6.5 of Appendix 20-4: Solar Photovoltaic Glint and Glare Study [APP-261], and in Section 20.5 of ES Vol. 1 Chapter 20: Other Environmental Matters [APP-072].	