

Light Valley Solar

Statement of Common Ground with Sherburn Aerodrome

Document Reference: EN0110012/APP/LVS/08.34

October 2026

Planning Inspectorate Reference: EN0110012
APFP Regulation 5(2)(q)



Light Valley
Solar

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Light Valley Solar

Deadline 3 Submission

Statement of Common Ground with Sherburn Aerodrome

Regulation Reference	APFP Regulation 5(2)(q)
Planning Inspectorate Case Reference	EN0110012
Application Document Reference	EN0110012/APP/LVS/08.34
Author	Light Valley Solar Limited

Version	Date
Draft 01	October 2026

Contents

1	Introduction	1
1.1	Purpose of this document	1
1.2	Terminology	1
1.3	Status of this document	1
2	Current Position	2

List of tables

Table 1	Current position of matters relevant to the parties' discussions	2
---------	--	---

List of Plates

No table of figures entries found.

1 Introduction

1.1 Purpose of this document

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared to support the Examination of the Development Consent Order (DCO) application for Light Valley Solar (the Proposed Development).
- 1.1.2 This SoCG has been prepared jointly by Light Valley Solar Ltd. (the Applicant) and Sherburn Aero Club to clearly identify the current position of the respective parties on specific matters that are, or have been, under discussion. It seeks to confirm to the Examining Authority (ExA) where there are points of agreement between the parties and where agreement has not been reached to date. It therefore aids the ExA in identifying any specific issues that may need to be addressed during the Examination and provides a structure to any further discussions for the parties engaged in the SoCG.
- 1.1.3 This document has been prepared in response to a specific request from the ExA as per the Rule 6 Letter [PD-003] issued on 19 June 2026.

1.2 Terminology

- 1.2.1 Section 2 of this document sets out the relevant matters raised through discussion between the parties. It provides a summary of the position of each party and identifies the status of discussions on each matter:
 - 1) “Agreed” means that a matter has been resolved between the parties and is not anticipated to be subject to further discussion.
 - 2) “Under discussion” means that a matter remains in active dialogue between the parties and a final position has not been reached.
 - 3) “Not agreed” means that the parties have established a final position that they cannot resolve the matter and will remain a point of difference.
- 1.2.2 In accordance with the request from the ExA in the Rule 6 Letter [PD-003], a **Low**, **Medium** and **High** ‘traffic light’ system is applied to each matter to indicate the likelihood of their resolution during the Examination period.

1.3 Status of this document

- 1.3.1 This document is in draft.

2 Current Position

- 2.1.1 Table 1 below provides a summary of the current position of the Applicant and Sherburn Aerodrome.
- 2.1.2 Appendix A of this document provides a record of engagement undertaken between the parties in relation to the Proposed Development. This is limited to engagement which is materially relevant to the contents of this SoCG and does not seek to include every correspondence between the parties (e.g. that which was primarily administrative).

Table 1 Current position of matters relevant to the parties' discussions

Row ID	Topic	Sherburn Aerodrome position	Applicant position	Status
Aviation Safeguarding				
REP1-029 [A5]	Aviation safeguarding	Sherburn Aerodrome reference CAP 738 Safeguarding of Aerodromes assessment process. The Aerodrome notes that engagement has taken place and is ongoing on the issue of safeguarding. Matters identified to date are set out in the rows below and are under discussion. All parties understand and agree that the items below are not fully resolved yet and engagement continues. Crucially, no inference should be made as to the significance of any potential impact until modelling is complete under an agreed methodology.	As set out within The Applicant's Response to Submissions received at Deadline 1 [REP2-119] , the Applicant has been and is in detailed discussion with Sherburn Aero Club on the nature and scale of any impacts and any required mitigation measures. This follows on from the Applicant having written to the Aerodrome as part of non-statutory consultation and statutory consultation. Sherburn Aero Club is the licensee of Sherburn-in-Elmet aerodrome and the Applicant has engaged with Sherburn Aero Club from the outset. The Applicant acknowledges the Aerodrome's position on the significance of any impact and agrees discussions are to continue, informed by modelling where appropriate, but the Applicant's assessment is that any impacts on the	Under discussion

Row ID	Topic	Sherburn Aerodrome position	Applicant position	Status
			operations of Sherburn Aero Club can be managed using the range of normal procedures and techniques for an aerodrome of this type.	
Glint and Glare				
REP1-029 [A5.1]	Glint and Glare – methodology and modelling	Sherburn Aerodrome broadly agree with the methodology and modelling carried out as part of the Glint and Glare Assessment. However, the circuit receptors used in the assessment are limited and could be further optimised to ensure all flight profiles are adequately understood and modelled. Sherburn Aerodrome contend that further yellow glare is likely to be found if additional receptors were assessed. The Aerodrome are clear that yellow glare is a significant concern for their operation and that focus should shift to mitigation.	The Applicant has conducted modelling of glint and glare towards Sherburn Aerodrome as part of the Glint and Glare Assessment [APP-186] . This modelling indicates that 'yellow' glare is predicted towards a number of receptors associated with Sherburn Aerodrome's circuit receptors.	Under discussion
REP1-029 [A5.1]	Glint and Glare – operational impact	Sherburn Aerodrome state that no yellow glare towards the aerodrome should be deemed acceptable, and that therefore all predicted yellow glare should be removed through mitigation.	The Applicant contends that some yellow glare towards the aerodrome may be operationally accommodatable and that the empirical study indicates that yellow glare predicted from solar farms near other aerodromes has not produced a real safety risk to aviation operations.	Under discussion
Aviation emergency and associated access				
REP1-029 [A5.2]	Aviation forced landing – off-aerodrome landing	Concerns regarding the potential reduction in available off-aerodrome emergency landing areas as a result of the proposed solar development. Whilst	Following further discussion with the Aerodrome it is the Applicant's understanding that concerns focus on:	Under discussion

Row ID	Topic	Sherburn Aerodrome position	Applicant position	Status
		acknowledging that aircraft accidents and emergency landings are uncommon, they do happen and have done so in recent times. The presence of solar infrastructure will reduce forced landing options for aircraft operating from Sherburn Aerodrome, particularly during low-altitude phases of flight within the circuit pattern. Sherburn Aerodrome consider that the emergency landing strip at Site 6 as originally set out in the submission documents offered limited value and that there are several issues, including the location, dimensions and surrounding topography. The aerodrome recognises limited benefit as a result of this suggestion and cites that outcomes (survivability) are extremely uncertain, due to the highly dynamic realities associated with such emergency conditions in proximity to fixed obstructions such as those associated with the scheme. The Aero club welcome the potential extension that could be delivered if the Applicant's prospective Change Application is accepted but would still consider the benefits of this to be limited.	- the runway 24 EFATO/runway 06 approach and runway 10 departure scenarios; and - the proposed forced landing field under the runway 19 climb-out. The Applicant notes that the Aero club welcome the potential extension to Site 6 if solar panels were removed pursuant to proposed Change 7 of the Applicant's prospective Change Application, and that the Aerodrome considers this change would be acceptable mitigation for engine failure scenarios from runway 19. The Applicant will continue to discuss this with the Aerodrome. The runway 24 EFATO/runway 06 approach and runway 10 departure scenarios are discussed two rows below.	

Row ID	Topic	Sherburn Aerodrome position	Applicant position	Status
REP1-029 [A5.2]	Emergency landing - emergency access	On emergency access, Sherburn Aeroclub recommend further assessment of the extent and design of development sites, particularly those in areas described as potential hotspots where aircraft are low and slow in the circuit pattern. If an aircraft was forced to make an off-aerodrome landing in these locations, there could be issues with accessing the crash site for emergency vehicles.	Through updates to the Outline Construction Environmental Management Plan [REP2-089] Table 3-8 at Deadline 2, the Applicant has secured the Applicant will provide arrangements for Sherburn Aerodrome fire and rescue service, or North Yorkshire Fire & Rescue Service on their behalf, to gain access to the Site in the event of an aircraft incident. As part of this, the Applicant is happy to discuss emergency service access arrangements for all parts of the site that are identified as having a potential for forced landings/accidents.	Agreed
REP1-029 [A5.2]	Aviation emergency and associated access – circuit impacts	Sherburn Aerodrome identifies certain circuit locations associated with Runways 06, 19,10 and 24 as potential areas of increased risk due to aircraft operating at relatively low altitude in proximity to Solar Development Sites, where emergency landing options may be reduced.	The Applicant has shared analysis of the runway 06 approach/runway 24 departure forced landing options with Sherburn Aero Club.	Under discussion
Thermal Radiation				
REP1-029 [A5.3]	Thermal radiation – impact of thermal effects	Sherburn Aerodrome cite the potential for photovoltaic panels and associated infrastructure, to generate localised thermals which could create areas of lift and sink (instability) affecting aircraft at low altitude, particularly during	The Applicant is in discussion with Sherburn Aero Club on the need and potential scope of works and identification of suitable consultants to carry out thermal turbulence modelling.	Under discussion

Row ID	Topic	Sherburn Aerodrome position	Applicant position	Status
		take-off, landing and flight training activities. It is noted that light aircraft and student pilots may be particularly susceptible to such effects, which could result in unstable approaches, go-arounds and associated increases in fuel consumption and noise. The Aerodrome notes that findings from a thermal impact assessment for Botley West Solar Farm have been challenged, raising concerns regarding the robustness of the methodology used to assess potential thermal effects associated with solar developments. Further evidence has been provided by the aerodrome of thermal radiation and associated adverse impact caused by a solar farm in close proximity to a GA aerodrome in the US. The representation requests further assessment to quantify the potential thermal impacts of the Proposed Development on aircraft manoeuvring within the vicinity of the aerodrome.		
Electromagnetic Interference				
REP1-029 [A5.4]	Electromagnetic interference - Aviation communications	Sherburn Aerodrome raised concerns that the scale and proximity of the proposed solar	As set out within the Applicant's Response to Submissions received at Deadline 1 [REP2-119] , it	Under discussion

Row ID	Topic	Sherburn Aerodrome position	Applicant position	Status
		development could result in electromagnetic interference affecting aviation communication and navigation. Reference is made to examples at other aerodromes where large solar arrays have increased radio frequency interference, and that potential effects should be appropriately assessed and mitigated owing to the scale of the proposal and proximity to the aerodrome	is noted that Sherburn-In-Elmet Aerodrome has one Non-Directional Beacon (NDB) located on the airfield which is used to assist pilots in navigating to the airfield and also operates a ground to air VHF radio. The Applicant is aware of a study (Lawns Farm Solar, 21/0904 Fylde Council) which indicates that the effect of electromagnetic interference from solar PV upon aviation communications frequencies would be limited to where solar PVs are within a very small distance of the radio station (<10m). The solar panel areas for Light Valley Solar are significantly beyond this range and as such no significant impact is expected. The Applicant is in discussion with Sherburn Aero Club on the need and potential scope of works for any modelling of EMI impacts of the Proposed Development on aviation.	

Appendix 1: Record of Engagement

Date	Method of engagement	Purpose / description
05/11/2024	Email	Feedback response to Phase 1 consultation
10/09/2025	Telephone call	Project introduction
11/09/2025	Email	Project introduction and information exchange
23/04/2026	Email	Email regarding planning application submission and engagement
28/07/2026	MS Teams Meeting	Discussion prior to Issue Specific Hearing 1 and initiating Statement of Common Ground drafting.
03/08/2026	Email	Email to Sherburn Aero Club regarding written representations process.
05/08/2026	Email	Email to Sherburn Aero Club regarding an analysis of the potential impacts of the Proposed Development on forced landing options for aircraft departing on runway 24.
09/09/2026	Email	Email to Sherburn Aero Club regarding availability for meeting to discuss SoCG drafting
22/09/2026	Email	Email to Sherburn Aero Club with draft SoCG text
23/09/2026	MS Teams Meeting	Meeting with Sherburn Aero Club to discuss SoCG drafting
23/09/2026	Email	Actions from Teams meeting
23/09/2026	Email	Aviatica analysis of Sherburn forced landing options
25/09/2026	Email	Information from Sherburn Aero Club on forced landing options
25/09/2026	Email	Ad Astra Aviation response on points raised in 23/9 meeting
29/09/2026	Email	Aviatica analysis of Sherburn forced landing options and advice of Applicant Notification of Intention to Change Application
01/10/2026	MS Teams Meeting	Meeting with Sherburn Aero Club to discuss SoCG drafting
05/10/2026	MS Teams Meeting	Meeting with Sherburn Aero Club to discuss SoCG drafting

Appendix 2: Signing Sheet

Signature	
Name	
Position	
On behalf of	Sherburn Aero Club
Date	

	
Name	Annette Lardeur
Position	Senior Development Manager
On behalf of	Light Valley Solar Limited
Date	06 October 2026



Light Valley
Solar

W: Lightvalleysolar.co.uk
E: info@lightvalleysolar.co.uk