



East Pye Solar
Statement of Common Ground: General Aviation
Awareness Council

Revision 1
October 2026

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Rule 8(1)(e) Infrastructure Planning (Examination Procedure) Rules 2010

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1 Introduction

1.1 Overview

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared as part of the application for a Development Consent Order (DCO) (the Application) for East Pye Solar (the Scheme) made by East Pye Solar Limited (the Applicant) to the Secretary of State for Energy Security and Net Zero (SoS) pursuant to the Planning Act 2008 (PA 2008).
- 1.1.2 The Examining Authority has requested that the Applicant seek to agree an SoCG with General Aviation Awareness Council (GAAC), as set out in Appendix F of the Rule 6 letter [PD-005].
- 1.1.3 This SoCG does not seek to replicate information which is available within the Application documents available on the Planning Inspectorate's website ([Documents | East Pye Solar](#)).
- 1.1.4 This SoCG has been produced to confirm to the Examining Authority (the ExA) where agreement has been reached between the parties and where agreement has not yet been reached.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by the Applicant and The General Aviation Awareness Council (GAAC). Collectively, the Applicant and GAAC are referred to as the parties.

1.3 Purpose of this Document

- 1.3.1 The SoCG covers topics of the Application within the remit and of relevance to GAAC.
- 1.3.2 This SoCG is a 'live' document and will be amended as the Examination progresses, including as more information becomes available and as a result of ongoing discussions between the parties to enable a final version to be submitted to the ExA.
- 1.3.3 The SoCG is intended to provide information for the Examination process, facilitate a smooth and efficient Examination, and manage the amount of material that needs to be submitted. For the purposes of Examination, this SoCG addresses key topic areas set out in **Table 1.1**. Each area of the topic has a unique reference which relate to the topic matter.

Table 1.1: Topic Referencing

Topic	Reference
Aviation	GAAC TA

1.4 Terminology

- 1.4.1 This SoCG summarises the main topics covered and the status of the matter, as outlined in **Table 1.2**.

Table 1.2: Status of Matters

Colour Code	Status
	Agreed – indicates where an issue has been resolved.
	Under Discussion – indicates where points continue to be the subject of on-going discussions wherever possible to resolve, or refine, the extent of disagreement between the parties.
	Not Agreed - indicates a position where both parties have reached a final position that a matter cannot be agreed between them.

2 Scheme Description

- 2.1.1 The Scheme is a Nationally Significant Infrastructure Project (NSIP) for the construction, operation and maintenance, and decommissioning of a solar photovoltaic (PV) electricity generating station with a total capacity exceeding 100 megawatts (MW) and associated development including a Battery Energy Storage System (BESS), up to three 132kV Project Substations and up to three 400kV Project Substations, Grid Connection Infrastructure and a new National Grid Substation.
- 2.1.2 The **Location Plan [APP-005]** shows the Order Limits for the Scheme, which is 1,212.3 hectares of land within South Norfolk (the 'Order Limits').

3 Current Position between the Applicant and The General Aviation Awareness Council

3.1 Matters of Discussion

- 3.1.1 The following tables set out the position of the parties by topics, identifying matters agreed, under discussion, or not agreed between the Applicant and GAAC at the point of this document being published.

3.2 Tibenham Airfield

Table 3.1: The General Aviation Awareness Council - Tibenham Airfield

Reference	Matter Topic	Document Reference of Matters	Consultee Position	Applicant Position	Status
GAAC TA-1	Aviation safety assessment	N/A	The GAAC has urged the Applicant to address aviation safety, in line with Government policy but this has not been done.	The assessments have been undertaken in accordance with the available guidance, industry best practices, an assessment methodology employed on other NSIP and DCOs, as well as information by Norfolk Gliding Club. The determined impact upon Norfolk Gliding Club activities are based on geometric modelling results, recognised assessment methodologies, established aviation guidance, and professional judgement.	Under Discussion
GAAC TA-2	Engagement and consultation with Tibenham Airfield -	N/A	The Applicant has not engaged with the Norfolk Gliding Club, the operator of Tibenham Aerodrome. The Applicant has never contacted the Aerodrome. The only contact (at the instigation of the Aerodrome) has been with Pager Power that has advised the Applicant on 'Glint and Glare' but no site-specific appraisal has been undertaken. The Aerodrome Operator is the body responsible for the safety of those using the aerodrome. Its submissions and requests have not had appropriate and / or adequate response.	The Applicant has engaged with Norfolk Gliding Club (NGC) as set out at Table 18.6 of ES Volume 1, Chapter 18 - Other Environmental Matters [APP-054] , to understand the specific operations and request information from NGC to inform technical assessments presented in ES Volume 3 Appendix 18.1 – Glint and Glare Assessment (Part 1 – 5) [APP-189 to APP-193] and the High Level Investigative Report [APP-222] .	Under Discussion
GAAC TA-3	Tibenham Airfield - Socio-economic effects	N/A	The Civil Aviation Authority guidance to prospective developers has been ignored. The GAAC has also urged the promoter to address the potential impacts on Tibenham Aerodrome and its users in its Environmental Impact Assessment but this has not been done. The EIA should have addressed human safety as well as impacts on the recreational importance and value of Tibenham Aerodrome, including its designation as a Nationally Significant Area for Sport (SASP). The socio-economic value of the Aerodrome and the impact of the proposed scheme should also have been addressed. The provisions of NPS EN-1 and the National Planning Policy Framework have not been followed.	The Applicant has considered applicable guidance outlined by numerous safeguarding bodies, including the Civil Aviation Authority, to undertake technical assessments within ES Volume 3, Appendix 18.1 – Glint and Glare Assessment [APP-189 to APP-193] and the High Level Investigative Report [APP-222]. The specific guidance is outlined within the appendices. The Applicant draws attention to the High-Level Investigative Report [APP-222], which assesses the potential effects of the Scheme on aviation activity at Tibenham Airfield, including Engine Failure After Take-Off (EFATO), Glider Launch Failure (GLF), thermal updrafts, and wind shear and turbulence, and concludes that the Scheme is not predicted to significantly reduce the available space for EFATO and GLF, based on best practice. Effects from glint and glare on Tibenham Airfield are assessed in ES Volume 1, Chapter 18 – Other Environmental Matters [APP-054] and ES Volume 3, Appendix 18.1 – Glint and Glare Assessment [APP-187], and human health matters are addressed through the	Under discussion

				Human Health Summary Statement in ES Volume 1, Chapter 18 [APP-054], noting that the Planning Inspectorate's Scoping Opinion confirmed that a standalone Human Health ES chapter was not required. The Applicant notes that a standalone assessment of the recreational value or SASP designation of Tibenham Aerodrome was not scoped into the ES, however socio-economic effects, including on tourism, are assessed in ES Volume 1, Chapter 14 – Socio-Economics [APP-050], and the Applicant considers that the Scheme accords with the relevant policies within NPS EN-1 and the NPPF as set out in the Planning Statement [APP-209] and Policy Compliance Document [APP-210].	
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4 Signatories

4.1.1 The above SoCG is agreed between East Pye Solar Limited (the Applicant) and The General Aviation Awareness Council as specified below.

4.1.2 Duly authorised for and on behalf of East Pye Solar Limited.

Name:	
Job Title:	
Date:	
Signature:	

4.1.3 Duly authorised for and on behalf of The General Aviation Awareness Council.

Name:	
Job Title:	
Date:	
Signature:	

Appendix A Record of Engagement

A.1.1 The parties have engaged throughout the pre-application stage, including technical meetings. In addition, the following stages of consultation have taken place:

- Non-statutory consultation ('Phase One' consultation) held between 23 October and 6 December 2024;
- Statutory consultation ('Phase Two' consultation) held between 18 June and 6 August 2025; and
- Targeted consultation held between 22 October and 26 November 2025.

A.1.2 A summary of meetings and key correspondence that have taken place between the parties in relation to the Application is provided in **Table A.1**.

Table A.1: Record of Engagement

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
General Aviation Awareness Council		
Pre-application stage	Pre-application consultation	• Consultation in conjunction with NGC regarding glint and glare, EFATO and thermal updrafts.
3 December 2024	Correspondence received	• Initial correspondence received from GAAC.
5 April 2025	Response received	• Response received by the Applicant from GAAC to the Applicant's East Pye Solar Phase One Consultation Summary Report.
14 July 2025	Correspondence received	• Response received by the Applicant from GAAC to the Applicant's preliminary environmental information report.
Submitted to PINS 1 June 2026 – published by PINS 1 July 2026	Relevant Representation	• GAAC raised concerns regarding aviation safety, engagement with NGC, glint and glare assessment, and the assessment of effects on Tibenham Aerodrome.

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
19 August 2026	Email	• Email inviting GAAC to undertake a SoCG and proposing a meeting on week commencing 7th September.
7 Sep 2026	Email	• Draft SoCG issued for review, comments requested, and meeting dates proposed ahead of Deadline 1.
11 Sep 2026	Email	• Confirmation that the draft SoCG would be reviewed and could be submitted showing no agreement at that stage.
15 Sep 2026	Email	• Update that a joint meeting with Norfolk Gliding Club was being arranged and that the SoCG would likely be submitted with matters remaining under discussion.