

**Planning Act 2008 EN010140**

**Application by Enso Green Holdings D Limited for an Order Granting Development Consent for the Helios Renewable Energy Project**

**Principal Areas of Disagreement between Helios and Burn Gliding Club – 20050600**

**7 January 2025**

<b>Burn Gliding Club – the principal issue in question</b>	<b>The concern held by Burn Gliding Club</b>	<b>What needs to change, or be included or amended so as to overcome disagreement</b>	<b>Likelihood of the concern being addressed during Examination</b>
<b><i>Glint and Glare</i></b>			
A ‘high level’ Glint and Glare investigative report, prepared in February 2024, forms the basis for the Helios Environmental Statement.	A ‘high level’ Glint and Glare assessment is inadequate to assess the impact of the solar scheme as proposed, on the safety of the activities of BGC.	A detailed Glint and Glare assessment, taking account of the nature of the activities at BGC and the range of potential adverse impacts is required and the areas of land proposed to contain solar panels may require modification.	Potentially possible if additional work is commissioned by Helios and there is further engagement and discussion with BGC.
<b><i>EFATO (Engine Failure after Take-off) and Thermal Updraughts</i></b>			
In December 2024, a new report: EN010140/APP/8.2.1, entitled ‘Appendix A: High-level Investigative Report’ and dated May 2024, was added to the Document list. This considers EFATO and thermal issues.	This report is a revised version of the February 2024 document to which BGC had commented that it did not adequately address either EFATO or thermal updraughts.  Prior to identifying this report, on 19 December 2024 BGC provided the Applicant with a detailed		

<p>This did not form one of the original DCO application documents and these issues are not addressed in the Helios ES.</p>	<p>description of flying activity to assist the Applicant's assessment but this therefore post-dates the May 2024 report</p>		
	<p>The potential adverse impact on aviation safety should an engine failure after take-off 'EFATO' occur has not been properly addressed.</p>	<p>The potential adverse impact on aviation safety should an engine failure after take-off 'EFATO' should be fully assessed, taking account of the BGC December 2024 advice, and the areas of land proposed to contain solar panels may require modification.</p>	<p>Potentially possible if additional detailed work is commissioned by Helios and there is further engagement and discussion with BGC.</p>
	<p>That the potential adverse impact on aviation safety due to thermal updrafts has not been addressed.</p>	<p>The potential adverse impact on aviation safety due to thermal updrafts on approach or on a downwind leg should be assessed, taking account of the BGC December 2024 advice, and the areas of land proposed to contain solar panels may require modification.</p>	<p>Potentially possible if additional detailed work is commissioned by Helios and there is further engagement and discussion with BGC.</p>
<p><b><i>Cumulative Impact</i></b></p>			
<p>The Applicant has not considered the potential cumulative impact of the safety issues raised by glint and glare, EFATO and thermal updrafts.</p>	<p>BGC considers that none of the three key safety issues addressed above has not been fully addressed – essentially as the nature of gliding activity has not been understood. BGC has now provided a significant level of technical detail to the Applicant.</p>	<p>In addition to proper evaluation of each of the key safety risks, the Applicant should address the cumulative impact.</p>	<p>Potentially possible if additional work is commissioned by Helios and there is further engagement and discussion with BGC.</p>

	Furthermore, the cumulative impact on aviation safety has not been addressed, contrary to the provisions of the Air Navigation Order and Aviation and Planning Policy.		
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