



HELIOS RENEWABLE
ENERGY
PROJECT

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Draft Statement of Common Ground with Burn Gliding Club

January 2025



Helios Renewable Energy Project

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with Burn Gliding Club

Planning Inspectorate Reference: EN010140

January 2025

Prepared on behalf of Enso Green Holdings D Limited

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1. Introduction

1.1. Overview

- 1.1.1. This Statement of Common Ground ('SoCG') is being submitted to the Examining Authority as an agreed draft between Enso Green Holdings D Limited ("the Applicant") and Burn Gliding Club in respect of the Helios Renewable Energy Project Development Consent Order ("the Proposed Development").
- 1.1.2. The SoCG sets out the matters of agreement between the Applicant and Burn Gliding Club and also explains those matters which, at the time of writing, remain in progress, or where agreement has not been achieved.
- 1.1.3. The SoCG is based on Burn Gliding Club's Relevant Representation received on 10 October 2024 [RR-043].
- 1.1.4. The SoCG will be amended as the examination progresses to enable a final version to be submitted to the Examining Authority.
- 1.1.5. This SoCG covers all the matters which are relevant to Burn Gliding Club.

2. Record of Engagement

2.1. Summary of consultation and engagement

- 2.1.1. In addition to the consultation undertaken as part of statutory consultation, there have been a number of meetings and correspondence relating to the Proposed Development. Tables 2.1 and 2.2 show a summary of the meetings and correspondence that has taken place between the Applicant (including consultants on its behalf) and Burn Gliding Club in relation to the Proposed Development.

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Table 2.1: Schedule of Meetings and Correspondence during the Pre-application Stage

Date	Form of Correspondence	Key topics discussed and key outcomes
07/12/2023	Zoom meeting	Discussed concerns regarding glider launch failure, windshear, turbulence, updraft, and electromagnetic fields and interference. It was agreed that a report would be produced considering these concerns.
17/01/2024	Email	Information required for the report discussing previous concerns provided.
31/01/2024	Email	Further information provided.
12/04/2024	Zoom meeting	Discussed the results of a High-Level Investigative report considering glider launch failure, thermal updrafts, turbulence and electromagnetic interference, Concerns were reiterated about glider launch failure, thermal updrafts and turbulence. Concerns regarding electromagnetic interference were concluded as resolved.
29/07/2024	Email	A written response was received from Burn Airfield to Stantec; forwarded on to Pager Power. The response highlighted to feedback from previous meeting on 12/04/24
30/05/2024	Email	A second issue of the high-level investigative report was issued to Stantec and forwarded on to Burn Gliding Club. No immediate feedback of the updated report was received.
14/11/2024	Zoom meeting	Discussed concerns regarding glint and glare, glider launch failure, turbulence and updraft. A technical explanation was provided in relation to the assessment of turbulence and updraft. It has been agreed that further assessment of glint and glare concerns specifically relating to the typical visual circuits at Burn Gliding Club will be assessed and a summary of key points discussed within the call will be provided to Burn Gliding club.

Table 2.2: Schedule of Meetings and Correspondence during the Pre-Examination and Examination Stages

Date	Form of Correspondence	Key topics discussed and key outcomes
14/11/2024	Meeting	Teams meeting with the Applicant, Pager Power and representatives of Burn Gliding Club present to discuss the Club’s concerns with the Proposed Development as set out in it’s Relevant Representation
28/11/2024	Email	Follow up email from Burn Gliding Club to the Applicant querying whether a further Glint and Glare assessment would be prepared and requesting a response to the visual circuit information provided by the Club.
28/11/2024	Email	Confirmation from the Applicant that additional assessment work will be carried out.
05/12/2024	Meeting	Informal meeting at Hearing in which the Burn Gliding Club confirmed that they would provide further information regarding circuits to inform the Applicant’s additional assessment work. The Applicant requested that the Club provide early sight of its Principal Areas of Disagreement Statement to inform future discussions, including those related to the SoCG, and Burn Gliding Club agreed to provide this.
05/12/2024	Email	Follow up email from the Applicant to Burn Gliding Club requesting further information on the specifics of circuits and Burn Gliding Club’s draft Principal Areas of Disagreement.
12/12/2024	Email	Follow up email from the Applicant to Burn Gliding Club requesting the further information set out above.
19/12/2024	Email	Email from Burn Gliding Club to the Applicant providing further information to inform the Applicant’s assessment and signposting to their map submitted at Deadline 1.
03/01/2025	Email	Email from Burn Gliding Club to the Applicant requesting details of correspondence with the British Gliding Association (BGA) and the General Aviation unit of the Civil Aviation

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Date	Form of Correspondence	Key topics discussed and key outcomes
		Authority (GAAC).
03/01/2025	Email	Email from the Applicant to Burn Gliding Club confirming that they had not corresponded directly with the BGA and GAAC and that as per the Rule 8 letter, the Applicant is focussing on the SoCG with Burn Gliding Club. Request for the Principal Areas of Disagreement from Burn Gliding Club.
03/01/2025	Email	Email from Burn Gliding Club to update the Applicant that they are reviewing the High Level Investigative Report dated May 2024 [REP1-002] ahead of providing their Principal Areas of Disagreement.
09/01/2025	Email	Applicant sent draft SoCG to Burn Gliding Club.
09/01/2025	Email	Burn Gliding Club expressed concern that the draft SoCG has inadequate detail regarding their position and requested a meeting to discuss.
09/01/2025	Email	Applicant requested the Principal Areas of Disagreement from Burn Gliding Club.
10/01/2025	Email	Applicant suggested time for meeting with Burn Gliding Club.
10/01/2025	Meeting	Meeting between the Applicant and Burn Gliding Club to discuss the draft SoCG. The Applicant explained the format and content of the draft SoCG and Burn Gliding Club confirmed that it was content for the document to be submitted as drafted. The Applicant confirmed that the assessment work referred to within the draft SoCG was ongoing.
10/01/2025	Email	Burn Gliding Club sent the Principal Areas of Disagreement to the Applicant and confirmed that they understand the Applicant's position with regards to the SoCG. Burn Gliding Club confirmed that they would provide comments on the High Level Investigative Report [REP1-

Date	Form of Correspondence	Key topics discussed and key outcomes
		002] and look forward to receiving further assessment work / information.

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3. Current Position

- 3.1.1. Table 3.1 provides a schedule that summarises the position on key matters between the Applicant and Burn Gliding Club. Appendix A details the position between the Applicant and Burn Gliding Club on each relevant representation.
- 3.1.2. Each matter is attributed a status as follows:

Agreed	The matter is agreed between the parties, or there are no significant disagreements such that the matter is considered closed.
Under discussion	This matter is neither 'agreed' or 'not agreed'. Technical work is being undertaken with the aim of achieving agreement, though the risk of disagreement remains.
Not agreed	The matter is not agreed between the parties and the outcome of the approach taken by the Applicant or Burn Gliding Club is considered to result in a materially different impact to the assessment conclusions.

Table 3.1: Key Matters

Matter	Status	Date
- Glint and Glare – Visual Circuits		Jan 25
Glint and Glare – Categorisation of Impacts		Jan 25
Glider Launch Failure and EFATO		Jan 25
Thermal Updrafts		Jan 25
Bird Strikes		Jan 25
Planning Policy		Jan 25

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4. Signatures

4.1.1. This Statement of Common Ground is agreed upon:

On behalf of Burn Gliding Club:

Name:

Signature:

Date:

On behalf of the Applicant:

Name:

Signature:

Date:

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Appendix A: Detailed Matters

Ref.	Description of Matter	Burn Gliding Club – Current Position	Applicant – Current Position	Status
BGC-01	Glint and Glare – visual circuits	The Solar Photovoltaic Glint and Glare study should be updated to represent the specific operations at Burn Gliding Club.	The Applicant is undertaking additional assessment work to consider the visual circuits at Burn Gliding Club and the Solar Photovoltaic Glint and Glare Study will be updated accordingly. The updated Study will be shared with Burn Gliding Club once the additional assessment work has been completed.	Under discussion
BGC-02	Glint and Glare – categorisation of impacts	There is repeated acknowledgement of ‘Potential Temporary After Image’. That is an unacceptable risk for a pilot.	Industry best practice for aviation categorises glare intensities into ‘low potential for temporary after-image’ (green glare) and ‘potential for temporary after-image’ (yellow glare). This is derived from the FAA guidance that has been adopted as the industry standard for aviation impacts and has been accepted across a number of NSIPs as an appropriate categorisation of impacts. Where a ‘low potential for temporary after-image is predicted, this is deemed to be acceptable and mitigation is not required.	Under discussion
BGC-03	Glider Launch Failure and EFATO	Loss of land for safe emergency landings/managing launch failures after take-off is an unacceptable risk.	A High-level Investigative Report [REP1-002] has been produced to assess the potential impacts upon aviation activity at Burn Gliding Club. This considers the potential impact upon glider launch failure and engine failure after take-off and concludes that no significant impacts are	Under discussion

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Ref.	Description of Matter	Burn Gliding Club – Current Position	Applicant – Current Position	Status
			<p>predicted.</p> <p>The Applicant is undertaking a review of the High-level Investigative Report [REP1-002] in response to the points raised by Burn Gliding Club. The updated Report will be shared with Burn Gliding Club.</p>	
BGC-04	Thermal Updrafts	A site and operation specific assessment has not been undertaken with respect to thermal updrafts.	<p>There is no known guidance regarding thermal updrafts and therefore the assessment considers the physics of convection due to solar panels being used.</p> <p>Whilst it is acknowledged that thermal updrafts are theoretically possible, any resultant thermal updrafts in practice are not considered significant because solar panels are designed to absorb as much energy from the sun. Any losses would decrease the efficiency of solar panels.</p> <p>Any resultant updraft from the proposed development comparable to updraft already experienced by pilots from natural/manmade sources to stay in-flight. No significant impacts are predicted.</p> <p>However, as part of the review of the High-level Investigative Report [REP1-002], the Applicant will further consider the points raised by Burn Gliding Club and provide</p>	Under discussion

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Ref.	Description of Matter	Burn Gliding Club – Current Position	Applicant – Current Position	Status
BGC-05	Bird Strikes	<p>There is a risk of birds being attracted by the solar panels. Preventing bird strikes on aircraft near a new solar farm installation is crucial for both aviation safety and protecting wildlife.</p> <p>Bird deterrence may be managed by the application of anti-reflective coatings or visual or audible deterrents.</p>	<p>additional information.</p> <p>Whilst the Applicant is aware of the hypothesised issues raised here the Applicant is not aware of any evidence that it has actually occurred. The Applicant is not aware of any records of waterbirds attempting to land on solar farms which have been mistaken as lakes, nor of any evidence of increases of numbers of waterbirds around solar farms. With regard to bird deterrents, To the Applicant's knowledge this has been solely in relation to solar panels which are floated on reservoirs, and which some species (usually gulls) may use as a perch rather than rest/roost on the water surface as they more typically would. Deterrents are installed so as to minimise the effects of bird droppings on the panel surfaces but this is not proposed here as the routine maintenance and cleaning of the panels will address this. Burn Gliding Club have not provided any evidence regarding bird strike.</p>	Under discussion
BGC-06	Planning Policy	<p>Sites used by Air Sports recognised by Sport England are designated as 'Sports Venues'. NPPF paragraphs 86(d), 94c, 100, 101, 108(f) give strong support to recreation and general aviation activities. NPPF paragraph 193 sets out the principle of the 'agent of change'. This was</p>	<p>The NPPF contains a number of policies relating to the promotion of healthy and safe communities, however, policies in relation to airfields do not specifically refer to the protection of airfields for recreational purposes. Burn Airfield is not designated as open space and as such policies requiring an assessment of any potential loss of</p>	Under discussion

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Ref.	Description of Matter	Burn Gliding Club – Current Position	Applicant – Current Position	Status
		<p>explicitly applied to aviation by Planning Practice Guidance Paragraph: 012 Reference ID: 30-012-20190722. The General Aviation Strategy, 2015, states that ‘Gliding is a significant part of the GA community’ and recognises wider benefits from related tourism Other Government publications including ‘Flightpath to the Future’, the Department for Transport, ‘General Aviation Handbook’ 2023 strongly support General Aviation and its constituent sports. Burn Field does not just support gliding but also running, walking, cycling and many other recreational activities.</p>	<p>open space are not applicable.</p> <p>The Applicant notes that Burn Gliding Club responded to North Yorkshire’s ‘Call for Sites’ proposing the Burn Field should be identified as a key recreational facility and that, to date, this has not been taken forward by North Yorkshire Council.</p> <p>The Applicant notes the references made by Burn Gliding Club to the General Aviation Strategy, 2015 and the Flightpath to the Future, 2022, however these strategy documents reference the potential wider benefits from a gliding club. The Applicant considers that these documents have limited, if any, weight in the consideration of the application. The Proposed Development will have no impact on the wider recreational uses which the land occupied by the gliding club.</p>	