Planning Inspectorate
Arolygiaeth Gynllunio

Hearing Transcript

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Hearing:	Issue Specific Hearing 2 (ISH2) - Part 2
Date:	11 March 2025

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ISH2 PT2

00:00:05:23 - 00:00:09:01
The time is now 3:10.

00:00:13:17 - 00:00:23:02
And I'd like to resume this issue. Specific. Specific hearing. Um, item four, which is uh, titled The Gliding Club.

00:00:24:19 - 00:00:25:04
Um,

00:00:26:22 - 00:01:02:04
I think, um, could we just put the same, um, document up the workplan, just, just so we can see the proposed development and the, the gliding club depth. Thank you. Okay. So I think we'll follow the same format as earlier. Um, I will ask the applicant a few questions so they can set out their position. Um, and then give you a chance to, to set out your position or make comments and so on and so forth, which may generate more questions for In the south and then hopefully we'll have a discussion.

00:01:02:10 - 00:01:02:25
Um,

00:01:04:08 - 00:01:35:16
despite the surroundings, we'll try and keep it quite informal, but if you can try, remember to introduce yourself before you speak. That's that's all I'd ask. Just for the for the record and for the anybody who watches this later on. So without further delay, um, could I ask the applicant then to go through the issues raised by Byrne Gliding Club and describe the status of discussions and the extent to which, uh, they consider matters of resolved or not resolved.

00:01:42:08 - 00:02:19:22
Uh, good afternoon, Sir Catherine Tracey for the applicant. Um, yes. We've got, um, a draft statement of common ground that's being progressed with Bern Gliding Club. And equally, they have also been submitting their principal Areas of Disagreement document at at the relevant deadlines, which I think probably said taken together, give you a very a good indication of of where we are. Um, there has been a lot of engagement with the gliding club and the applicant has undertaken additional assessments.

00:02:20:08 - 00:02:53:26
Um, particularly in relation to Glint and Glare and, um, I'm not sure if it will have reached you yet, sir, but my understanding is that from the gliding club now is that they are satisfied that the glint and glare issue has been sufficiently assessed, and that it can be operationally managed with a with a mitigation strategy put in place once we have the final design at detailed design, because this is all about angling the panels.

00:02:54:20 - 00:02:55:05
Um.

00:02:55:14 - 00:02:57:04
Okay. Carry on for now. And then obviously.

00:02:57:09 - 00:03:14:21
When they're operational. So I think that point has now been effectively agreed or resolved, albeit we might have to agree how we secure that, which is a I would suggest as a requirement in the DCO. Um, which then leaves, I believe,

00:03:16:08 - 00:03:20:07
uh, two remaining points.

00:03:22:10 - 00:03:42:17
Am I printing isn't the most conducive to this? Uh, um, but in our statement of ground statement of common ground, it would be, uh, 0.2, which is glider launch failure and the efeito and thermal updrafts point. And, um, a final point is just about, um, cumulative impact.

00:03:45:06 - 00:04:02:04
But I suspect, sir, that that might be able to be resolved or agreed to disagree. The other two matters, um, which were originally raised in their relevant representation regarding bird strikes and a planning policy point, are both agreed, as is no longer needing to be discussed.

00:04:02:26 - 00:04:25:03
I just summarize and I'll try and try and sort of feedback because I made my notes so glinting glare from your eye. Obviously the gentleman had to sort of comment and discuss and ask questions, but um, so you've done more work and you think you're moving towards an agreement as to what mitigation would, would, um, our strategy would be appropriate. Is that is that summarize that aspect?

00:04:25:05 - 00:04:47:06
I think the position is, uh, is that it can be mitigated, um, and that as, um, a strategy would need to be or the mitigation strategy would need to be, um, finalized at detailed design because it is about angling the panels in a manner that means that glint glare won't occur.

00:04:48:02 - 00:04:48:28
Um, we'll come back.

00:04:49:06 - 00:04:54:21
But we can't we can't set out exactly what that detailed strategy is now, because it requires modeling when you've got a final layout.

00:04:55:05 - 00:05:18:12
Okay, we can come back. We come back to that again. Um, just running through my list at the engine failure I have to take off is something that's still that's still under discussion. We can come on to that. Um, the the thermal updraft point I picked up from their submissions. Um, what's where's that going to, if you like. Where's that? How's that stand?

00:05:18:26 - 00:05:28:05
We believe that that is linked to the failure to launch Point as well. But that might be something that's worth exploring, so.

00:05:28:07 - 00:05:39:05
Okay, well, I'll give the gentleman a chance to. Yeah. To comment a minute. Um, about strikes is that is that, I'll say, been resolved or no longer an issue?

00:05:39:27 - 00:05:49:08
I believe that that's no longer an issue. That is, it's been um, agreed the position, um, in the draft statement of common ground for a couple of deadlines now, sir.

00:05:49:11 - 00:05:50:15
Okay okay,

00:05:52:15 - 00:06:01:13
okay. But for the time being. As yet, there's nothing in the draft DCO about the first item that you mentioned, but we'll come on to that.

00:06:02:01 - 00:06:06:25
That's right sir, because it was only resolved just around D4. So it's it's quite recent, right.

00:06:06:27 - 00:06:40:23
Okay. Thank you. That will do for now. Um, if I can turn to the, um, Burn Gliding Club. Um, but really, I mean, how what's your what's your position at the moment? Um, and I know you've, you've provided additional information, um, as the applicant refer to statement of common Ground is still being, uh, developed. You've provided your some of your areas of disagreement, but I just want to give you a chance just to really, um, uh, explain your position and where you think you've got to.

00:06:42:01 - 00:07:32:27
Um, so could I please come in here and. Bartleby. Of course. Um, I fully understand what's just been said about the applicant's position. However, some of it is a little bit more nuanced than than was indicated. And if I could just please set a little bit of context here, which I think is relevant to where we are today. And then my colleagues who are the technical experts on this would would like to say something as well. Um, and the reason that we wanted to speak today is to provide specific details about Bern and its activities to help inform the examination, and we felt that it would be more helpful to the exact exa, um, rather than just to rely on the written material that we have submitted.

00:07:34:04 - 00:08:22:21
Firstly, we just want to make clear that we have no objection in principle to renewable energy projects. However, the scheme should not compromise aviation safety, the existing aviation operations, nor the community and recreational value of a venue such as Bern Airfield. And in that respect, sir, the wider community and recreational function may not be directly affected by the project, but if the gliding operations were to be compromised in any way, then there could be harm to the value of the site for its community and recreational purposes.

00:08:24:08 - 00:08:56:19
As you will know, Sir Bern is a well-established gliding club. Having seen it this morning, you will see the the scale and breadth and depth of the activities. Um, and I just wanted to mention that Bern Gliding Club has always followed best practice, um, in terms of a general aviation aerodrome. For example, they have lodged a safeguarding plan with the local planning authority and have always been pleased to monitor and respond to applications.

00:08:58:03 - 00:09:28:16
But just to set a little bit of context and the reason why things may seem to be rather late in this process, the first contact that the applicant made with the gliding club was in December 2023. At that stage, the club was not informed that this would be a DCO scheme. They believed it would be a normal planning application and in that respect they were not made aware of the scale and nature of the proposal.

00:09:30:19 - 00:09:40:21
At that time, the gliding club set out its concerns about glint and glare, thermal updrafts and launch failures.

00:09:42:20 - 00:10:15:19
Um, as set out in our relevant representation. The initial report that was prepared by the applicant was described as a high level document that was prepared in February last year, and that only addressed launch failure, windshear and electromagnetic interference. That report concluded there would be no significant impacts, although it did acknowledge the potential to affect areas available for launch failure.

00:10:16:09 - 00:10:48:21
It concluded, however, that the impact would be negligible. In the initial DCO documentation submitted in August, there was only one piece of work which was in the environmental statement, which addressed glint and glare. Nothing else was addressed. And in fact, that glint and glare study was very, very similar to something that the club had seen several months earlier.

00:10:48:23 - 00:11:30:01
And it was not a proper analysis of the particular glint and glare issues in particular associated with gliding, which has very different type of activity and profile to fixed wing aircraft activity. Now, more recently, as has been said since the scheme was accepted for examination, we have had more contact with the applicant and the most recent documents prepared by page A power and dated in February this year, have been prepared in the light of more detailed information that the club has provided.

00:11:30:22 - 00:12:27:02
They have improved the technical analysis, but they do not still address all of the safety issues we have now responded, as has just been said, and set out the measures that need to be put in place to enable the gliding operations to continue safely. Um, in terms of what was just mentioned, um, there are still um, there still needs to be further work done on, um, ground launch failure, thermal updrafts and the cumulative impact, whether that's cumulative impact from a plethora of solar sites in the vicinity of Burn Airfield, or whether it's the cumulative effect of the various safety risks associated with the development.

00:12:29:05 - 00:12:56:27
In addition, there are still some gaps in the work. Um, the. As you mentioned, sir, the engine failure on takeoff or launch failures still has to be resolved. And in particular, thermal updrafts have not really been examined at all. And in our response to the statement of common ground, we made that point.

00:12:58:26 - 00:13:31:13
In addition to those specific aviation related issues, the principle of this being a recreational and community site is also something that we believe should be addressed. And we are not suggesting that, um, those activities, those other activities that take place on Burn airfield would be directly affected by the proposed development.

00:13:31:15 - 00:14:05:21
But if the proposed development led to a reduction in the gliding clubs activity that could then have a knock on effect to its wider community and recreational value. And so I'd like to hang a hand over to my colleagues. Um, Mr. Bellamy and Mr. Latimer will address in particular the gliding operations and aviation safety. And Mr. Bale will look at the breadth and depth of the range of activities that go on on the airfield.

00:14:05:24 - 00:14:06:16
Thank you.

00:14:08:05 - 00:14:09:18
That's fine. Thank you. Yeah. Thank you.

00:14:13:11 - 00:14:44:13
Good afternoon sir. So I'm Dave Latimer, so I'm, I'm speaking on the behalf of Burn Gliding Club, but also the British Gliding Association. So the British Glider Association, we have 72 clubs in the country. Uh, we've been around since the 1930s. We're the governing body for the sport. Gliding as a sport as acknowledged by Sport England and other governing bodies. What's most important is the PGA forms the sort of umbrella organization for the safety of the sport. So we're approved by the Civil Aviation Authority as an approved training organization.

00:14:44:15 - 00:15:15:28
We're also approved for airworthiness and for licensing. So we we've always been a very self-sufficient sport. Um, and I guess fundamentally the Civil Aviation Authority says, well, if BJ acts properly and responsibly, we're allowed to look after the sport, which is what we do. Uh, and in turn, you know, Bern is a member of the BGA, and therefore we roll down, um, extensive documents that determine how they train people. Um, as a sport, you know, we're a zero emission sport.

00:15:16:00 - 00:15:51:06
We're committed to renewables. We. That's the heart of a lot of us. But it needs to be safe. Um, and that's our main concern with this development. Um, so we have a very strong safety management system. We have, uh, a very thorough risk profile where actually we want to protect people from from harm. We recognize we're an adventure sport, but we want to minimize those things. So I just really

wanted to draw people's attention to a couple of things which I think are particularly relevant is it's very difficult to keep a gliding club or to have a new gliding club.

00:15:51:08 - 00:16:32:29
So we're very, very determined to protect what we have. One of our strategies is to have a gliding club within one hour's drive of everybody in the UK, so that's one of our committed things. And I think there I just sort of turn to some of the CAA, uh, caps. So these are documents that advise unlicensed airfields on their operation. So that's cap 793. So clearly training takes place at burn and cap 7.93 indicates that if you have training operations, you're likely to have inexperienced pilots pilots recently gone solo and therefore the level of risk assessment and mitigation needs to be that much higher in level.

00:16:33:04 - 00:17:09:26
The same cap also talks about um, engine failure after takeoff. I think for those outside our sport, it might be surprising for you to know that if you take off in a single engine aircraft, the last thing you do before you open the throttle is say, what am I going to do when the engine stops? Now, fortunately, it doesn't often stop, but when it does, it's a very high workload event. Um, and because of that, 793 also says, you know, aerodrome operators and pilots should consider engine failures and that if there is such a thing, you should not bank more than 30 degrees and you should not change heading more than 30 degrees.

00:17:10:01 - 00:17:43:00
So in a very high stress environment, this becomes more complex with the gliding. Um, because if you've been towed behind the glider, the tow plane's got to go somewhere, and the glider has also got to go somewhere, and it's not safe for the glider to go above the tow plane, because if the tow plane engine recovers, the pilot will almost certainly open the throttle and go up and into the glider. So you've got a very broad cone, if you like, of where we need to go and land in an emergency. Um, so that's the sort of safe operation.

00:17:43:02 - 00:18:14:26
I think the other thing to say that, you know, in some of the in Caps seven, six, four, which is primarily about windfarms, but actually makes the point that if an airfield is perceived to be more difficult to operate from, it's quite likely that people will use it less. And that's a perception. But, you know, I've heard of people, well, I won't go to that airfield because I don't like it. So there is also a perception factor. Um, I think the experts on burn gliding Club are burn gliding club.

00:18:14:28 - 00:18:44:29
But, um, when we look at, um, assessments such as this, the things that we're concerned about are glint and glare, which we're pleased to see there's been a change in the way that's being analyzed. And we are now taking account of the actual gliding circuits, which is great. Um, we are still concerned about launch failures. And I think, you know, the impact of, um, some of the solar effects from a wind farm close to the actual operation of the, of the airfield is different.

00:18:45:01 - 00:19:01:15

I think if you're if it's a long way away from an airfield, it's not an issue. But when you're actually see it on final approach over solar panels or even in the circuit and trying to teach inexperienced people, then I think the impact of that is quite large. So thank you, sir.

00:19:02:15 - 00:19:05:16
Thank you. Uh, yes. Yeah.

00:19:08:07 - 00:19:39:25
Good afternoon. I'm Dave bellamy, I'm the CFI at Burn Gliding Club. That's the chief flying instructor, soon to be retitled the local head of training. As the new licensing rules are introduced to align gliding with flying. I'm responsible for the flying that takes place at burn, for the safety of the flying activity and the quality of the instruction. I answer to the BGA Instructor Committee and the BGA Head of Training.

00:19:40:25 - 00:20:13:05
I have more than 1200 hours of glider time, more than 3000 launches, and I've flown at several other clubs in the UK and this offers different flying experiences and challenges. Now then. Burn Gliding Club teaches people to fly gliders in accordance with the BGA syllabus. This is the BGA instructor manual laying out all the exercises how they should be conducted. Included in that is something we call Tem Threat Error management.

00:20:13:16 - 00:20:33:12
So before we fly we discuss threats, things that are not under our control, error, things that we might do wrong, and then the management, what we're going to do if we encounter them, threaten our management. I think in industry we call that more a risk analysis. Risk assessment.

00:20:37:00 - 00:21:06:21
Gliding is a skill and a trainee glider pilots progress at different rates depending on their ability, how regularly they attend, and the rapport with their instructor. And the practical teaching is given in a sort of order look out sequence. See and being seen is our primary means of maintaining separation from other aircraft. If we can't see the other aircraft, we're going to hit them.

00:21:10:00 - 00:21:44:13
Effects of the controls. So how we control airspeed by maintaining the attitude of the glider. That means the position of the nose of the glider with the horizon. If you alter that, you will alter the airspeed of the glider. How to turn a glider. It's not easy to turn accurately. How to fly straight in an intended direction. That's not easy either. How to fly a circuit that's an orderly flight path in order to allow a safe approach in a landing. And how to launch either with a winch or an air toe.

00:21:45:01 - 00:22:08:23
And then how to fly the approach and to land the glider. Included in this are exercises to demonstrate and practice stalls, spins and spiral dives. Launch failures, be it winch or erato. And how to avoid these happening and to recover any distraction.

00:22:10:11 - 00:22:31:01

Inaccurate flying. Strong thermals. Wind shear. Our emergency control inputs can cause the pilot to lose control. All of this while looking outside. Because I said before, we maintain our safety by looking out and looking for other aircraft or other things that may

00:22:32:26 - 00:22:34:01
collide with us.

00:22:36:08 - 00:23:17:12
The glider does have instruments to indicate airspeed, height, and climbing and sinking that's rising or falling through the air. But glider pilots have to learn to fly without constant reference to these, to use judgment from what they can see here, and fail to fly the glider in the safe designed flight perimeter. A loss of control is the biggest cause of aircraft accidents causing, according to the Gaskell lecture I went to last year at the Sutton Bank Gliding Club, Glasgow, being a charity for the general aviation um community, which look into aircraft safety.

00:23:18:18 - 00:23:40:09
Now then, because the air is seldom a static medium, we have to maintain continuous guard over the loss of airspeed, correcting a wing drop, and avoiding yaw caused by turbulent air movement. At height, we can afford greater tolerance. It's not so much of a problem, but at lower down on the circuit we have to be much more precise.

00:23:42:14 - 00:24:06:28
Learning this is one of the hardest parts of learning to fly gliders. A major risk we have is collision. We have to see the other aircraft so we can avoid them. Very few GA that's general aviation aircraft have as clear vision as we get in gliders. Plus GA pilots do have routine tasks which require regular periods of not looking out.

00:24:08:15 - 00:24:42:09
Bern is good at teaching glider pilots. Last year we had seven people achieve solar standard. So far this year we've had three solar pilots. After solo training continues until the pilot becomes a qualified pilot or an SPL that stands for Sailplane Pilot's License or Current language for that is a bronze cross country standard. And that's done by amassing flight experience and passing ground exams and demonstrating high quality flying standards.

00:24:42:26 - 00:25:06:02
Our members and former members have gone on to careers in aviation, RAF jets, reconnaissance helicopters, commercial pilots with Ryanair, Jet2 and British Airways. I am concerned that we can maintain a safe flying environment. Glint and glare. Any reduction of vision is high risk when piloting an aircraft.

00:25:10:08 - 00:25:47:04
Any reduction in vision. Any point I can't see out of that glider, I'm not going to see another glider. Another light aircraft. Thermal updraft. Any turbulent air on the circuit requires additional pilot input. Increasing the risk of a stall or a spin and loss of control. I said earlier, loss of control is the biggest cause, one of the biggest cause of flying accidents at some clubs where the topography generates ridge or wave lift.

00:25:48:09 - 00:25:54:03
It requires a very high level qualification and experience in order to fly there solo.

00:25:56:05 - 00:26:28:26
Launch failure. We need options ahead. If the air at launch fails, we don't have very long to find somewhere to land the gliders. At the moment we have fails which we know we can go and landing. We know we haven't got the owners permission to land in that field, but we are obliged by law not to kill ourselves. We are obliged by law that we have to land the aircraft as safely as possible to avoid injury to ourselves and any passengers that we have.

00:26:30:04 - 00:26:31:12
The best option

00:26:32:29 - 00:27:04:05
below so highest is to land ahead or to an area slightly either side of her head until we get to a given height. Given height being. Depending on the day, the glider, the ability of the pilot and the weather, we might be able to turn back and land on the airfield. So that is all I have to say. I'm concerned about maintaining safe pilot training and safe gliding at Byrne Gliding Club.

00:27:04:21 - 00:27:05:18
Thank you very much.

00:27:06:24 - 00:27:10:24
Thank you. Uh, do you want. Also? Yeah. Thank you. Sir.

00:27:10:26 - 00:27:44:11
Neil Boyle, I'm the secretary at, uh, Burn Gliding Club. And, uh, what I'd like to do is just give you a little bit of context and detail about the nature of our club, um, its value to the local community and also the value of our site, um, used by the local community as well. Um, our club was established in the 1960s, originally at Doncaster, but moved to burn, um, 30 years ago. It's a well-established club and we offer training and recreation.

00:27:44:13 - 00:28:17:18
We offer er experienced flights and we encourage young people into flying. We're an accredited junior gliding centre. We're registered as a community amateur sports club. Casc registered um and we're an accredited women in Gliding centre as well. We've got 80 members ranging in age from 12 years old, up to 85 years old or flying. Uh, we're a registered business, and we're run entirely by volunteers.

00:28:18:08 - 00:28:33:06
We operate year round, and, um, we offer offer training for individuals aged 12 and above, with solo flights permissible from the age of 14. And we've had three pilots at the age of 14 go solo this year.

00:28:34:22 - 00:28:46:11
Um, generally, we introduce about 200 people to the art of gliding every year, uh, through our air experience, uh, voucher flights and also the training to our members.

00:28:47:29 - 00:29:03:04
We provide some subsidised flying for disabled organisations, um, including the charity Sport Ability and organisations associated with past squadrons at burn when it was an RAF station.

00:29:04:28 - 00:29:19:09
We're a fairly busy site with about 7000 movements a year, and we operate routinely on Thursdays and weekends. But also we fly on other days of the week on a on an ad hoc basis, depending on the on the weather.

00:29:20:25 - 00:29:58:01
We've got six runways in various directions. The runways generally are in poor condition, but we have refurbished the centre of each runway to enable our operations to take place. We've got a fleet of club gliders, which are maintained to standards set by the British Gliding Association and the Civil Aviation Authority. And as you've heard, we're associated with the affiliated to the British Gliding Association, and we're recognized by the BGA for the training that we deliver.

00:29:59:04 - 00:30:18:01
We operate two two seat training gliders, touring motor gliders and we've got some light aircraft uses tugs for aero tow launching and we've got many private gliders owned by club members. And I think all of you that were at burn this morning will have seen those.

00:30:19:18 - 00:30:43:10
We've followed the best practice for general aviation, aviation aerodromes, and we've lodged a safeguarding information with the local planning authorities. And we do take seriously the need to monitor and respond to planning issues raised. We do get alerted to any planning issues weekly that take place in our area. Um, but that didn't include DCO.

00:30:45:00 - 00:30:50:24
So our response to this DCO has all been done on a on a voluntary basis.

00:30:52:15 - 00:30:54:06
Um, if I, um,

00:30:55:21 - 00:31:36:19
can move on to the value of the site for other recreation and leisure. Um, we do, um, offer more than just gliding the site itself. It provides a variety of recreational benefits that cater to both aviation enthusiasts and the local community. Uh, the sort of things are we've got aircraft spotters coming along to watch gliders and powered aircraft. Uh, we have a lot of people taking photographs, so photography's, uh, um, uh, a stimulus for some people, and we allow some remote controlled aircraft enthusiasts to lose the airfield as well.

00:31:38:02 - 00:32:03:23
The airfield supports, um, a lot of activities running, walking, cycling. Um, the perimeter is used by a variety of organizations. Uh, there's wildlife watching that goes on around the airfield. Um, and it

attracts a lot of wildlife. And we allow, um, our members and some authorized people to camp on site as well.

00:32:05:22 - 00:32:37:07
You'll have seen we've got a clubhouse with various facilities. We have social nights, um, barbecues, and we arrange aviation related talks. Uh, we offer lectures, workshops on aerodynamics, meteorology and aircraft maintenance. And we sometimes host scouts, cadets and, uh, aviation students. Excuse me. Um, and we have some, uh, horseriding events, uh, on the airfield as well.

00:32:38:15 - 00:33:13:05
We've got a lot of links with local organizations. Uh, Leeds University, as I mentioned, local scout Scout groups, local schools. Uh, we, um, offer voucher flights for fundraising for local charities. Got good links with the parish council, North Yorkshire Council, the local parkrun that's used the outside of the airfield. The TransPennine Trail runs around the outside of the airfield. We've got um reciprocal arrangements with other gliding clubs in Yorkshire.

00:33:13:21 - 00:33:49:19
Uh, we can all use each other's facilities. Uh, we liaise with all the local airfields at Sherburn, for example, the nearest one to Leeds East. Uh, the local press are very interested in what we do. So there's aero modelling clubs. Film studios have used this as a venue. Um, so visitors come and look at us. The locals walk a lock on the airfield, dog walking, and we have a very good liaison with the farmers using the airfield. Um, so all in all, we claim that we're a friendly bunch that offers a lot of facilities for a lot of people.

00:33:50:17 - 00:33:51:02
Thank you sir.

00:33:52:29 - 00:33:54:08
I thank you very much. Um.

00:33:54:22 - 00:33:55:28
I just have one more thing.

00:33:56:00 - 00:33:56:24
Of course. Yeah.

00:33:56:26 - 00:34:02:13
Because it's a former World War Two airfield, because it's got concrete runways.

00:34:03:05 - 00:34:03:20
That.

00:34:03:22 - 00:34:35:04
We can fly throughout the year when a lot of the other gliding clubs can't fly because their fields become waterlogged. So we are very lucky in that respect. And it also allows pilots from other gliding

clubs to come to burn to retain their recency, which is very important amongst general aviation um pilots to keep in practice. They can come to us and keep in practice. So we are very fortunate.

00:34:35:11 - 00:34:36:03
Thank you.

00:34:36:19 - 00:34:50:15
Thank you. Thank you for those, um, submissions and painting a complete picture of the value of the facility, if you like, to the community. And the wider, you know, the wider activity. Um.

00:34:52:09 - 00:35:22:19
I quite like the applicant to, to to to come back on. I call it the various areas where you've made progress in terms of I'm going to call it the risk assessment. Um, and, and those areas where you think you are agreed and, but also point out those areas where you, where you, where you may be agreeing to disagree. And just to sort of recap on your position with a bit more detail, if you if you could just like, understand it a bit more, is that something that you could respond to? Uh.

00:35:23:00 - 00:35:29:27
Catherine Tracey for the applicant. Um, yes, sir. When you say a bit more detail, are you looking for technical detail.

00:35:30:28 - 00:35:37:16
About the glint? And I heard that you've made some progress on that. Yes. And they were made suddenly done some more. Actually, there's been some more work.

00:35:37:19 - 00:35:38:24
We've done some modelling.

00:35:39:02 - 00:35:49:10
And more modelling. So. So yeah, a little bit more, you know, a little bit more detail on the technical aspects. Um, just so I can understand you better where you, where you're going.

00:35:49:20 - 00:36:30:11
And in terms of glints and glasses. At deadline for, we submitted the updated um, Clinton glass study, which um was was undertaken having had further discussions with Bird Gliding club and and understanding how they use the club and the runways and and their circuits that they fly. So, um, that's, that's where that is set out. And as a result of that, um, additional study Bird Gliding Club have confirmed to us, have you? I believe they've submitted it to yourself, but I'm looking at Miss Bartleby.

00:36:31:08 - 00:36:36:05
Yes, sir. We have submitted the same information to you as we submitted to the applicant.

00:36:36:07 - 00:36:38:18
Okay, so that's already in the in the in the.

00:36:38:20 - 00:36:49:06

Yes, I believe that only went in very possibly Friday, sir. Um, because obviously they had had needed to consider the report. But it's before you. Yes.

00:36:49:08 - 00:36:50:02
I might not have seen it yet.

00:36:50:05 - 00:36:54:09
So you might not have seen it, sir. Which I think might be the disconnect here.

00:36:54:11 - 00:37:20:24
Timing might be just a timing issue. Yes. Um, okay. And the other areas are those I'm going to use a word. Say, say the, um, engine failure after takeoff. Right. Which I think most people understand what that's about. Yeah, I understand, um, how you deal with it as and when it happens. Um, is that something where we're putting it bluntly? If you like. You don't. What could you do about that?

00:37:20:26 - 00:37:57:10
Well, yes. So we've those elements have been covered in the high level investigative report, um, which has been undertaken and updated again and submitted at deadline for. I'm looking for confirmation on that. Um, and that's where we have undertaken the high level assessment, which is proportionate for the the development and the use of the gliding club. And that's where we've got to act with our conclusions, which is then where I think we're at a point now of probably disagreement with Burn Gliding.

00:37:57:12 - 00:37:59:01
Club wants to understand is where you're agreeing.

00:37:59:12 - 00:38:03:11
So so those are the elements where a disagreement in terms of, um.

00:38:06:02 - 00:38:14:10
Emergency landings is about as, as the example, um, on our landowners land. Um,

00:38:15:25 - 00:38:56:02
our, our view as set out in the report, um, is that this isn't this isn't something that sterilizes the land or needs to sterilize the land, um, forever, uh, and that our development can coexist. Um, and in the very worst case scenario, um, that the panels were landed on. Well, that is, um, what happens in an emergency? Potentially so. But there is no, um, there's no agreement with the landowners, um, for that land to remain as unused by Byrne Gliding Club's own information that they've provided to us.

00:38:56:04 - 00:39:24:11
They they say they look for land that doesn't have livestock in it doesn't have over headlines. Um, is is free from other obstructions and is a of a suitable size for landing. Um, there's no guarantee that the land wouldn't be used for any of those purposes, and certainly in terms of livestock or putting up additional hedges or things requires no consent or approval from anybody. So there's no certainty that this land would remain suitable.

00:39:24:13 - 00:39:27:10
I understand what you're saying. Yeah, I'll take that. Um, yeah. Okay.

00:39:27:12 - 00:39:38:18
So so we've we've undertaken that report, uh, for that in terms of anything, in terms of updrafts, I, I'm going to turn to miss McNeil from Page of Power to cover that.

00:39:40:22 - 00:40:13:22
Um, good afternoon, sir. Hannah McNally. Um, for the applicant. Um, so in terms of thermal updrafts, currently, there is no technical guidance or detailed technical reports that have been produced that ones of, uh, outline a process as to how you would assess any impacts of them or updrafts from solar developments, and to to show that there have been instances and detailed modelling to show that, uh, thermal updrafts are created and that would have a significant impact.

00:40:14:00 - 00:40:52:09
Um, so based on an absence of this, um, I also do note that currently there is a cast guidance note and this is the combined Aerodrome safeguarding team. They do mention sort of outline that it should be a factor that is considered, um thermal updraft. But again there is no guidance on how to do that. There is no sort of understanding of what those impacts could possibly be. Um, so our assessment sort of looks at the existing baseline conditions and sort of provides a comparative assessment, um, to what their, you know, could be compared to what is currently there.

00:40:52:27 - 00:41:27:04
Um, the main sort of point about thermal updrafts is that they're created when there is a significant difference in the temperature on the surrounding ground. And because the panels are sort of in a uniform layout, um, it would mean that there is sort of more constant temperature across the development. Um, and with sort of the the way the panels are designed themselves, they're designed to absorb as much energy as possible. So, you know, any energy that is being emitted is, is waste, and that is designed so that it is as minimal as possible.

00:41:27:06 - 00:42:03:14
So, you know, combined with the sort of reduction in energy that is emitted alongside the arrangement of the panels was just that if there is any sort of thermal updrafts that are produced, which is, you know, unlikely or to be very negligible, that it would not have a significant impact upon sort of any operations of any gliders, nor would it create a thermal source significant enough to be able to lift a glider compared to sort of the natural sources that, um, gliders would often seek out to sort of continue and elongate their flights?

00:42:05:24 - 00:42:06:28
Okay. Thank you. Um.

00:42:07:12 - 00:42:10:03
So could I please respond to some of that?

00:42:10:05 - 00:42:29:07

Yeah. Just just just just just just to check. Is there anything else you want to say in response to what you heard from the gliding club? Or are you content to let let the burn come back with anything? I can still ask some more questions, but I just just just sort of try and keep. Yeah. So. Yes. By all means. Yeah.

00:42:30:01 - 00:43:05:03
Oh thank you sir. And, Bartleby, um, firstly, we know that this scheme was designed before there was any proper engagement with the club. Secondly, the principle here must be the precautionary principle. And there is there are plenty of planning appeal decisions which support that. And we will be submitting a note, a written summary note of our presentation today to you to to provide that information.

00:43:05:23 - 00:43:37:17
You've just heard that the Cast guidance does refer to thermal updrafts, and it makes very clear that that is something that does need to be very carefully investigated. It's quite true at the moment. There is no written guidance in the UK that relates to that, but we do know that thermal Uplift exists. There is plenty of evidence of that.

00:43:37:19 - 00:44:09:04
And I'm quite sure in in time that the Civil Aviation Authority will be preparing specific guidance on that. I'd like to just touch on the point about land available for engine failure on takeoff or an emergency landing. It is quite correct that the land at the moment is in agricultural use. It's quite appropriate if there is an emergency for an aircraft to land in such a field.

00:44:09:15 - 00:44:40:09
It would be a very different situation if that field were to be covered in solar panels and some of the areas at the end of some of the runways at burn are now being proposed to be accommodating solar panels. Now, a farmer might want to build a barn or something like that, or change the use of his land, in which case Burn Gliding Club would respond to any such application.

00:44:40:11 - 00:45:12:06
And I'm sorry, but I think the the case put forward on that is not particularly strong. And what is really important here, and it's rather a shame that the plan on the screen doesn't highlight the solar panels quite as clearly in proximity to the airfield as some of the other drawings do in the in the landscape work, for example. But these panels are very, very close to the air, the airfield and its activities.

00:45:12:08 - 00:45:31:21
And so the principle of taking great care to ensure that the site will remain as safe as it needs to be for the operations to continue is a critical issue. And as I said, sir, we will give you some written notes on that following this afternoon's discussion.

00:45:32:08 - 00:45:49:28
Yeah, that would be I think that would be helpful. Certainly. I kind of I wanted to ask you generally, um, the gliding club, really. Um, um, I had it in my notes here. I mean, I'm sort of going to ask you the rather direct question is what what do you expect to get out of this process?

00:45:57:14 - 00:46:14:17
I mean, what would you like the applicant to do that they're not doing almost. What would you want? You know what? You're still talking. So I feel as though there still is dialogue. There still is discussion. So that's all good. I'm trying to see where's where's this, where's this going ahead in terms of a resolution? If from your perspective.

00:46:14:29 - 00:46:45:15
Um, well, it's quite clear to me that the applicants don't understand gliding. Uh, a reference was made earlier about the engine failure after takeoff that. Yeah, we could land on the panels. What would be the likely scenario if we were to land a glider on the panels at a speed of 60 miles an hour? Um, I do not think the pilot would walk away. So at the moment we have failed.

00:46:45:17 - 00:47:46:27
We have options of the fields. They were not the ones that we would choose if we had a day to look at them. We have options of fields where we can land, where we can walk away. That's the thing. We can walk away. We cannot walk away from a landing on a solar panel on a field of solar panels. So I would look to to have is engine failure areas set aside suitable for us to land on? Should we get a launch failure on takeoff for the glint and glare? I don't want any loss of vision, temporary or otherwise, when we're flying on that circuit, because that is the main way we avoid other aircraft and judge how high we are, where we are amongst along the circuit and with the thermal updraft we're going to be flying anywhere from.

00:47:47:08 - 00:48:00:03
We don't like to use heights part of this because when we do fly cross country, we don't know how high we are above the ground exactly when we're going to land into a field. But what I will say is

00:48:01:18 - 00:48:13:08
thermal updraft is the sort of thing that makes the pilot put on, put in your seatbelt signs in an airliner, you put them on because you're going through bumpy air. And when you're going through bumpy air.

00:48:15:10 - 00:48:43:22
You're being thrown about. You can't keep the aircraft stable without an awful lot of pilot input. It can be quite scary. You can bang your head on the canopies. It doesn't happen at the moment in gliders, on circuits very often, because the gliding site has been chosen for that sort of area, or for the benefit of the location of that landing site. So what I'm looking for with the thermic activity is

00:48:45:14 - 00:49:34:25
no change to the underlying circuit surface. That's not going to give us those extreme properties, which I believe that solar panels will offer. And temperature last week, week before in North Yorkshire, we had some fantastic gliding weather. We had thermals, we are thermals in March, we had thermals in February and it was cold outside, but because of the differential heating of the ground, we were lucky enough to have thermals that we could play in those Thermals are what make gliding possible, but we don't want thermic activity on our circuit at between 1000ft and 300ft.

00:49:34:27 - 00:49:43:22

Because if we upset the glider, if we lose control, there's very little chance we can regain control and land safely. Thank you.

00:49:47:17 - 00:50:23:21
Um, so from from the my perspective, I think the most concerning thing is the engine failure. Um, you know, I was quite. I don't think it's acceptable to build something that's going to cause somebody more harm if they have such an engine failure. Um, and I think one of the problems maybe here is, is that I don't know the full detail, but perhaps there wasn't consultation early, early enough. Because if there'd been early consultation, maybe that should lay out of the panels where there were panels and where there weren't, could have been decided.

00:50:23:23 - 00:50:56:22
And it alarms me that perhaps people are trying to cling to what they've set out, because that's easier. Um, I'm aware in my role, uh, for the British Gliding Association of other gliding sites where we've got similar adjacent solar panels being planned, and in those places we've got they've become known as ee facto corridors. So we do actually have areas where the developer has acknowledged that there's a risk and have agreed to move the panels, basically.

00:50:56:24 - 00:51:00:28
So I think that that's that's my biggest concern.

00:51:03:20 - 00:51:06:14
Okay. And if there's any more. Yeah. Yeah, sure.

00:51:06:24 - 00:51:39:15
So could I um Neil Bell secretary Burn Gliding Club I think in answer to the question you're answering, um, we would not wish any solar panels to be put in the quadrants we've identified where there's a risk. That would be our, um, ideal solution. Um, in terms of glint and glare, we understand there's a mitigation strategy, but until we see that, we can't formally conclude.

00:51:39:17 - 00:52:16:28
And thirdly, um, the assumption that the panels work on a temperature of 25 degrees constantly, I think is a naive assessment. Um, looking at research on the web, uh, panels generally operates anything up to 60°C, um, and a differential, uh, heating of the ground and a panel at 60 degrees is going to create some turbulence. I don't believe that in the UK there has been any other solar farm plans so close to a flying airfield.

00:52:17:06 - 00:52:32:04
So we're in some new ground here, and I think we're not really satisfied with the, um, the research and the assumption of the study on updrafts at this stage. Thank you sir.

00:52:34:09 - 00:52:34:25
Thank you.

00:52:38:09 - 00:53:11:04

I'm going to, um, just ask the applicant to respond to those points. Um, if they wish to. And that. And that will be the close of this item. Um, I'd encourage you to keep open, you know, open mind on this if you like. And try and try and keep discussing. I'm hearing there may be areas where you simply will not, um, have one mind on on this. Um, and I just want to be clear on what those are. And so initially, just the applicant say their piece in response to those comments.

00:53:11:21 - 00:53:24:29
Um, and then we'll leave it there. So over to the applicant to respond to any of those comments as they wish. Or the consequences of some of those asks if you like would be would be useful to know, uh, if you can or later.

00:53:25:02 - 00:54:00:29
Yes, sir. Uh, Catherine Tracy, for the applicant, we we might pick up some points in a post hearing summary. That's that's what I was just to flesh them out and and obviously, once we see the appeal decisions that have been referenced will respond to those. Um, my understanding of those appeal decisions is where there hasn't been there hasn't been sufficient assessment work undertaken, sir. And I would contend that we have done more than enough in this case. Um, just in terms of of glint and glare, there is a strategy that can be employed.

00:54:01:01 - 00:54:41:02
As I said earlier, it can't be, um, it can't be spelt out what that is. Until we have detailed design, we will draft a requirement to be imposed on the development consent order so that everybody's got certainty it will come forwards. Um, and that will mitigate the glint and glare effects, um, acceptably. And I think it is important to note that in three specifically paragraph 210 159, um, makes it clear that unless there is a significant impairment as a result of glinton glare on an aerodrome, um, it is unlikely that there will be anything more than limited weight afforded to that.

00:54:41:14 - 00:55:32:10
Um, we have mitigated to we we are confident we can mitigate to, um, well below significant impairment. And for it to be, I believe the technical term is operationally accommodated. Um, so that will that will follow, um, in terms of glint and glare, uh, in terms of land availability. So I'd just like to draw your attention, um, to the high level investigative report. Um, Table three um, for example, summarizes the availability of land um for runway seven and 15, which is only two out of the six options, uh, that is unavailable due to panels and then unavailable due to unsuitability, which is Bird Gliding Club's definitions of unsuitability.

00:55:32:12 - 00:55:36:24
And there is still 53% and 42% of land available there. Um,

00:55:38:12 - 00:55:47:26
uh, and then in terms of thermal updrafts, that is beyond my realm. So I will hand over to miss McNeil.

00:55:51:06 - 00:56:27:22
Um, I think. Sorry, uh, Hannah McNeil for the applicant. Um, I think that it's quite important to clarify on the temperatures that have been discussed within the report. Um, so the report states that

they the panels typically operate most efficiently at 25 degrees, and this is not stating that they will be emitting a heat source of 25 degrees. Um. The panels are designed to absorb the energy, and whilst they might operate at a specific temperature, they are not emitting the heat source at that specific temperature.

00:56:27:29 - 00:57:00:12
Um, so I think it's important to understand that side of things. Um, and then just to reiterate that whilst we appreciate that the Cast guidance note states that it's a consideration and that it's an impact to be considered when assessing the impact on aviation safety. Um, it is something that there is no available guidance, no outlines. And in terms of the modelling that we've done in the assessment that we've done, we're at a point where due to the absence of this, there is sort of no further that we can go with that.

00:57:00:14 - 00:57:05:16
And the position of the report is as far as we can conclusively say.

00:57:07:08 - 00:57:30:14
Thank you. Okay. Um, I'm going to draw this to close all this item to a close. Um, I think you both sides, if you like. I've had a good chance to to to air their views. Um. Um, so I'll just move on to item five, basically. Which point? Any other business. Um.

00:57:33:12 - 00:57:59:28
I'm sure people have made notes of actions. I'm not going to ask you to summarize them now. Um, unless you desperately want to. Um, so unless there's anything else and I'll just wait for literally a second. I'm not seeing any hands or virtual hands. Uh, the time now is 1607. And this hearing issue specific hearing two is adjourned until tomorrow at 10:00. Thank you.