



**PINS Document Number:**  
EN010140/APP/8.1.7

## **Final SoCG with Burn Gliding Club**

April 2025

# Helios Renewable Energy Project

## Statement of Common Ground

### with Burn Gliding Club

Planning Inspectorate Reference: EN010140

April 2025

Prepared on behalf of Enso Green Holdings D Limited

<b>Project Ref:</b>	33627/A5/SOCG	
<b>Status:</b>	Issue (Draft)	Final
	Deadline 2	Deadline 7
<b>Date:</b>	January 2025	April 2025
<b>Prepared by:</b>	HMJB	AB
<b>Checked by:</b>	GW	JB

Stantec  
7 Soho Square  
London  
W1D 3QB

Tel: 020 7446 6888



#### COPYRIGHT

The contents of this document must not be copied or reproduced in whole or in part without the written consent of Stantec.

All Stantec stationery is produced using recycled or FSC paper and vegetable oil-based inks.

CONTENTS

1. Introduction..... 3

1.1. Overview..... 3

2. Record of Engagement ..... 4

2.1. Summary of consultation and engagement ..... 4

3. Final Position ..... 10

4. Signatures ..... 12

Appendix A: Detailed Matters



## **1. Introduction**

### **1.1. Overview**

- 1.1.1. This Statement of Common Ground ('SoCG') is being submitted to the Examining Authority as an agreed document 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 sets out those matters where agreement has not been achieved.
- 1.1.3. This SoCG covers all the matters which are relevant to Burn Gliding Club.
- 1.1.4. The SoCG represents the final position of the Applicant and 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.

**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.
19/04/2024	Email	Email from Burn Gliding Club setting out its comments on the meeting on 12/04/2024 – explaining that more detail was needed in order to address risk.
29/07/2024	Email	A written response was received from Burn Airfield to Stantec; forwarded on to Pager Power. The response highlighted reiterated feedback from the 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

Date	Form of Correspondence	Key topics discussed and key outcomes
		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.

Date	Form of Correspondence	Key topics discussed and key outcomes
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 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.



Date	Form of Correspondence	Key topics discussed and key outcomes
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 [REP1-002] and look forward to receiving further assessment work / information.
14/01/2025	Email	Email from Applicant to Burn Gliding Club requesting further information to inform the further assessment work being carried out in respect of glint and glare and the High Level Investigative Report.
21/01/2025	Email	Email from Applicant to Burn Gliding Club asking when information requested in the email dated 14/01/2025 would be provided.
21/01/2025	Email	Email from Burn Gliding Club advising that they would respond to the request for further information as soon as possible.
26/01/2025	Email	Email from Burn Gliding Club with additional information requested by the Applicant
05/02/2025	Meeting	Meeting with Burn Gliding Club, the Applicant and Pager Power to clarify information received from Burn Gliding Club
06/02/2025	Email	Email from Applicant to Burn Gliding club confirming points discussed in the meeting on 05/02/2025

**Helios Renewable Energy Project**  
**SOCG – Burn Gliding Club**

Date	Form of Correspondence	Key topics discussed and key outcomes
13/02/2025	Email	Email exchange between Applicant and Burn Gliding Club. The Applicant confirmed that updated reports would be shared once Pager Power had completed them and they had been subject to review by the Applicant
26/02/2025	Email	Email from Applicant to Burn Gliding Club with updated reports and updated draft SoCG.
06/03/2025	Email	Email from Burn Gliding Club with comments on the updated draft SoCG.
07/03/2025	Email	Email from Burn Gliding Club with comments on the updated reports.
19/03/2025	Email	Email from Burn Gliding Club with copies of Deadline 5 submissions.
08/04/2025	Email	Email to Burn Gliding Club with an updated SoCG.
19/04/2025	Email	Email from Burn Gliding Club with comments on updated SoCG.

### 3. Final Position

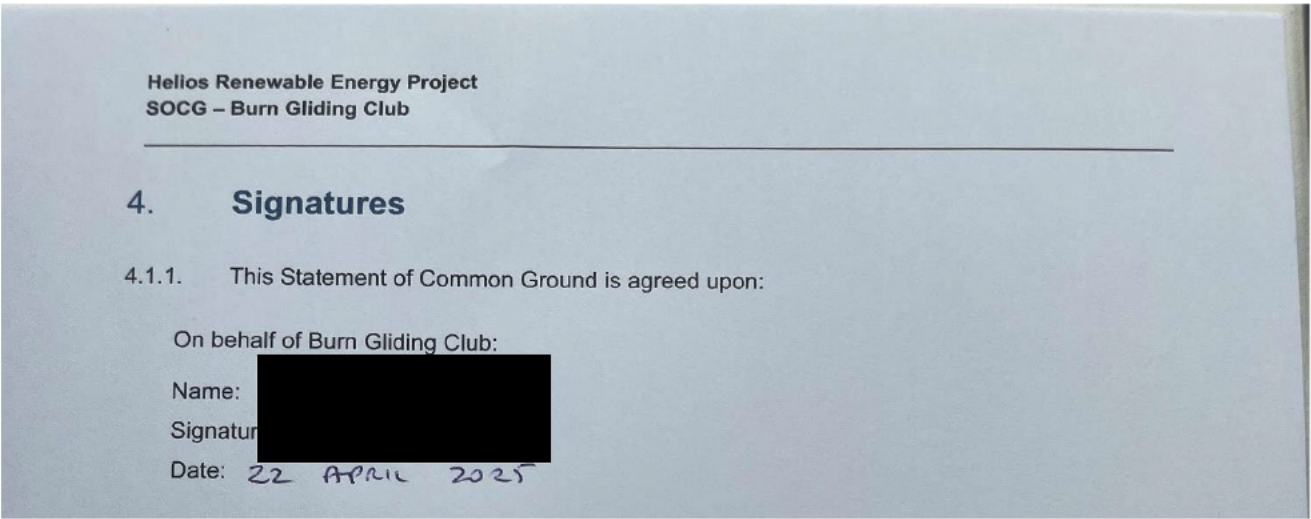
- 3.1.1. Table 3.1 provides a schedule that summarises the position on key matters between the Applicant and Burn Gliding Club. Appendix A details the position between the Applicant and Burn Gliding Club on each relevant representation.
- 3.1.2. Each matter is attributed a status as follows:

<b>Agreed</b>	The matter is agreed between the parties, or there are no significant disagreements such that the matter is considered closed.
<b>Under discussion</b>	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.
<b>Not agreed</b>	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 Assessment		April 2025
Glint and Glare Mitigation Strategy (Principle)		April 2025
Glint and Glare Mitigation Strategy (Preparation and Consultation)		April 2025
Glint and Glare (Cumulative Assessment)		April 2025
Engine Failure after Take-Off (EFATO)		April 2025
Turbulence (Assessment)		April 2025
Turbulence (Evidence)		April 2025
Turbulence (Monitoring)		April 2025
Cumulative impact (Combination of Glint and Glare, EFATO and Thermal updrafts)		April 2025
Bird Strikes		Jan 2025
Planning Policy		April 2025

4.      **Signatures**



On behalf of the Applicant:

Name: [Redacted]

Signature: [Redacted]

Date: 22/04/2025



## Appendix A: Detailed Matters

Ref.	Description of Matter	Burn Gliding Club – Current Position	Applicant – Current Position	Status
BGC-1.0	Glint and Glare Assessment	Burn Gliding Club (BGC) welcomes the more detailed and thorough report which acknowledges that mitigation is required in order to reduce the risk of the proposed solar panels creating glint and glare that could adversely impact on the safety of glider pilots using BGC's infrastructure at Burn Airfield.	The Applicant undertook a Solar Photovoltaic Glint and Glare Assessment prior to the submission of the DCO application and submitted a Solar Photovoltaic Glint and Glare Study <b>[APP-117]</b> that assessed the possible effects of glint and glare from the Proposed Development on a variety of receptors, including Burn Airfield. Following submission of the Study the Applicant has been liaising with BGC, and BGC have provided additional information on operations at Burn Airfield to inform the Study. An updated Study was submitted at Deadline 4 <b>[REP4-010]</b> . The Study concluded that subject to mitigation, there will not be a significant impact on operations at Burn Airfield.	Agreed
BGC-1.1	Glint and Glare Mitigation Strategy (Principle)	In principle, BGC would agree with the fixing of a Single Access Tracker System, at an appropriate angle, with a resting angle to take account of any and all predicted glare towards the circuit paths associated with runways 01, 19, 25 and 33.	The updated Glint and Glare Assessment recommends mitigation for operations at Burn Airfield. Once the detailed design for the Proposed Development is confirmed at the post-consent stage, modelling can be undertaken to identify the appropriate mitigation solution(s) to be implemented. On the basis that the mitigation solutions(s) once implemented would reduce	Agreed

Ref.	Description of Matter	Burn Gliding Club – Current Position	Applicant – Current Position	Status
			the glare to an acceptable intensity or reduce the glare to times/durations that can be operationally accommodated, the impact will be low at worst and therefore not significant. The identified solution(s) will be presented within a Glint and Glare Mitigation Strategy secured by a Requirement in the dDCO. The dDCO has been updated at Deadline 5 to include a Requirement for the submission of the Glint and Glare Mitigation Strategy [REP5-003].	
BGC-1.2	Glint and Glare Mitigation Strategy (Preparation and Consultation)	This is subject to the scope of this being determined by final detailed design, operationally accommodated to the satisfaction of BGC. This is also subject to BGC's involvement in the preparation of the Glint and Glare Mitigation Strategy and subject to the agreement of the BGC and BGA (such agreement not to be unreasonably withheld). It is essential that BGC, as the expert on safety risks arising from glint and glare is fully engaged in this modelling and the Strategy.	The information presented by BGC has informed the preparation of the Solar Photovoltaic Glint and Glare Study [REP4-010] and will provide the basis for the Glint and Glare Mitigation Strategy alongside the final detailed design. The modelling will be undertaken based on the detailed design of the Proposed Development and the output of the modelling will set out the angles and times at which the solar panels need to be secured to mitigate any significant impacts of glint and glare on the operations of BGC. This will be secured through a requirement of the DCO [REP5-003]. The discharging Authority for the Glint and Glare Mitigation Strategy is North Yorkshire Council. The applicant will share the	Not Agreed

Ref.	Description of Matter	Burn Gliding Club – Current Position	Applicant – Current Position	Status
			output of the modelling with BGC but their consent will not be sought as the modelling outputs are binary and will be implemented in accordance with the strategy and DCO requirement.	
BGC-1.3	Glint and Glare (Cumulative Assessment)	If this application were a standard planning application, BGC would have argued very strongly that planning permission should be refused on the grounds of the cumulative impact on gliding from the large number of solar energy sites in the vicinity of Burn. This is with reference to not only an increase in glare but increased frequency of eyesight being exposed and incapacitated due to a series of incidents.	The Applicant does not consider that there are any cumulative impacts arising from glint and glare as there are no solar farms (or other relevant development) immediately adjacent to the Proposed Development. It is not geometrically possible for the intensity of the glare to be increased when considered alongside other proposed developments in the surrounding area as the predicted glare would not be originating from the same area. Any glare that is predicted from the Proposed Development will be mitigated to an acceptable level.	Not Agreed
BGC-2.0	Engine Failure after Take-Off (EFATO)	BGC identifies by number, all of the fields currently available should they be required for an engine failure on take off (EFATO) or an emergency landing [REP5-024].  The field that might be chosen as the safest for landing is dependent on the state of the fields, crops and the status of the crop as	Following receipt of additional information from BGC on operations at Burn Airfield, the Applicant has undertaken additional assessment work and the High-level Investigative Report submitted with the DCO application [REP1-002] has been updated accordingly and was submitted at Deadline 4 [REP4-045].  The High-level Investigative Report confirms that no	Not Agreed

Ref.	Description of Matter	Burn Gliding Club – Current Position	Applicant – Current Position	Status
		<p>well as the point at which an EFATO or emergency occurs determines which field is chosen as preferable.</p> <p>BGC is prepared to accept that Field 4 as shown on the plan is acceptable <b>[REP5-024]</b>. In fields 3, 5 and 6, it is necessary for aviation safety reasons to omit some of the proposed solar panels as follows (and as shown on the plan):</p> <ul style="list-style-type: none"> <li>Field 3 – This is the most suitable field for aircraft (fixed wing glider tow or winch launched glider) taking off from Runway 07. No solar panels should be erected within a minimum 100m wide swathe on the northern edge of the field, parallel to the C330 road as shown on the plan and highlighted with green dashes;</li> <li>Fields 5 and 6 - These are the most suitable fields for aircraft (fixed wing</li> </ul>	<p>significant impact upon glider launch failure is predicted due to:</p> <ul style="list-style-type: none"> <li>The Proposed Development accounting for the minority of land loss compared to existing baseline conditions;</li> <li>Landing straight ahead remains as per baseline conditions;</li> <li>The available land for an emergency landing is not secured by landowner agreement.</li> </ul> <p>Whilst it is acknowledged that BGC agree Field 4 (in relation to runway 07) is acceptable, the High-Level Investigative Report <b>[REP4-045]</b> concludes that there will be no significant impacts upon glider launch failure and highlights that there is 53% of the available land remaining with respect to runway 07 and 42% of the remaining land available with respect to runway 15.</p> <p>The percentage of unavailable land considers the reduction due to the Proposed Development and the unsuitability of landing areas as identified by BGC as set out in High Level Investigative Report. The analysis</p>	

Ref.	Description of Matter	Burn Gliding Club – Current Position	Applicant – Current Position	Status
		<p>glider tow or winch launched glider) taking off from Runway 15. The presence of HV and EHV cables in this area 6 already constitutes an aviation safety risk and the presence of the solar panels would compound to this. No solar panels should be erected within a minimum 100m wide swathe along the south-western edges of these fields as shown on the plan and highlighted with green dashes.</p> <p>The Applicant's response is based on land area alone whereas the issue is about location as well as available land area. The areas of land where BGC seeks the removal of some solar panels is based on the location of these areas in relation to the most frequently used routes required to ensure the continued ability to provide safe landings in the event of an engine failure on take-off or emergency landing.</p>	<p>demonstrates that for runway 07 the development only accounts for a 9% reduction in the available land and a 17% reduction in the available land for runway 15.</p> <p>No mitigation (panel removal or otherwise from Fields 3, 5 and 6) is therefore required to ensure the continued ability of safe landings in the event of an EFATO at BGC.</p>	



Ref.	Description of Matter	Burn Gliding Club – Current Position	Applicant – Current Position	Status
BGC-3.0	Turbulence (Assessment)	<p>The Applicant has not carried out adequate work on thermal updraughts. The Applicant accepts that mitigation is required but has not defined this nor demonstrated any effective mitigation.</p> <p>The updated High-level Investigative Report is based on a well-known metric used by Pager Power but this is not calibrated to, or applicable to, gliding activity.</p>	<p>The Applicant has undertaken additional assessment work to consider the activities at Burn Airfield and the High-level Investigative Report [REP4-045] has been updated accordingly and was submitted at Deadline 4. The High-Level Investigative Report concludes that updraft impacts of the proposed development will be of negligible impact and mitigation is not required. The Applicant has maintained this position throughout the period of assessment work and does not accept that mitigation is required.</p>	Not Agreed
BGC-3.1	Turbulence (Evidence)	<p>The Applicant has not provided any documentary support for its assertion that the solar panels would generate a constant heat source of 25 degrees C. This assertion must be tested by an Independent Assessor and reviewed, verified and approved (assuming post decision) by the Local Authority.</p>	<p>The High-Level Investigative Report [REP4-045] states that 'Solar panels are designed to absorb light from the sun and typically operate most efficiently at a temperature of approximately 25°C. The panels are therefore designed to remain cool in direct sunlight, and it is not anticipated that panels would reach temperatures significantly greater than the surrounding ground', and does not state that the panels would generate a constant heat source of 25 degrees C.</p>	Not Agreed
BGC-3.2	Turbulence	The evidence required in order for this	Risks to safety are managed pragmatically and best	Not Agreed

Ref.	Description of Matter	Burn Gliding Club – Current Position	Applicant – Current Position	Status
	(Monitoring)	<p>restriction to be withdrawn must include measurement and recording of the temperature arising from at least 12 panels of the exact type and orientation proposed for the Application site, to be undertaken over a period of at least one month in each quarter of one year, erected in the area between Tranmoor Cottages and Primrose Hill.</p> <p>In addition, Pager Power should undertake a survey on at least four existing comparable solar power generating sites in the UK to measure and report on heat source temperatures.</p> <p>The parameters for this survey should be agreed in advance with BGC. Dependent upon the outcome of these assessments, Burn Gliding Club would be prepared to enter into discussions about the necessary mitigation measures.</p> <p>BGC understands what the Applicant has done. However, CAST expects that an empirical thermal updraft assessment should</p>	<p>practice involves researching the available guidance and applying the principles accordingly. The CAA have not produced any formal guidance relating to the effects of thermal updrafts originating from solar developments upon aircraft, nor are there any available studies detailing the potential effects of solar developments upon aircraft.</p> <p>The Applicant acknowledges the Combined Aerodrome Safeguarding Team guidance note that outlines thermal updraft as a safety consideration and has therefore produced a comparative study of the baseline conditions alongside the proposed development in the absence of any formal guidance. The analysis within the report concludes a negligible impact is predicted in relation to thermal updrafts, therefore the Applicant does not consider that monitoring of the nature set out by BGC is appropriate or necessary.</p>	

Ref.	Description of Matter	Burn Gliding Club – Current Position	Applicant – Current Position	Status
		be undertaken to provide definitive information.		
BGC- 3.3	Turbulence (Mitigation)	<p>If the ExA is minded to approve the principle of this Application, no solar panels should be erected in the area between Tranmoor Cottages and Primrose Hill, nor on the area to the south of Hagg Bush.</p> <p>The Applicant's statement is noted. However, there have been few examples to date of the introduction of a large scale solar installation very close to a Gliding Aerodrome.</p> <p>There are anecdotal accounts in the UK and Australian direct experience (See information provided for example by 'Aviation Projects').</p> <p>The Precautionary Principle should be applied here.</p>	Burn Gliding Club have not provided evidence that solar panels cause updraft and the Applicant is unaware of any. The High-Level Investigative Report <b>[REP4-045]</b> concludes that updraft impacts of the proposed development will be of negligible impact and mitigation is not required.	Not Agreed
BGC-4.0	Cumulative impact (Combination of Glint and Glare, EFATO and Thermal	<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 has been consistent in setting out its matters of concern, individually and</p>	<p>The High-level Investigative Report <b>[REP4-045]</b> concludes that there will be no significant impacts regarding EFATO and thermal updrafts and the Solar Photovoltaic Glint and Glare Study <b>[REP4-010]</b> concludes that, subject to mitigation, there will be no significant impact from glint and glare. There are no</p>	Not Agreed

Ref.	Description of Matter	Burn Gliding Club – Current Position	Applicant – Current Position	Status
	updrafts)	cumulatively since first contact in December 2023. The Applicant's initial position on impacts and cumulative impacts on gliding activity has changed little.  Safety issues should all be properly assessed and addressed and appropriate modification / mitigation undertaken to the satisfaction of BGC prior to the commencement of the operation of the site.	available studies detailing the potential for thermal updraft effects upon aircraft from solar developments and it has not been proven for this to cause impacts that would affect the safe operation of an aerodrome.  Following this, thermal updraft effects have not been considered cumulatively. When considering glint and glare and EFATO, any glare would be of an acceptable level in accordance with the associated guidance and industry best practice. Therefore, there would not be an increased risk to safety for a pilot experiencing EFATO.	
BGC-5.0	Bird Strikes	BGC had previous included reference to bird strike in its Relevant Representation <b>[RR-043]</b> , however in its Principal Areas of Disagreement Statement dated 10 January 2025 BGC do not include this issue <b>[REP2-039]</b> . Consequently this is no longer considered to be an issue of disagreement between BGC and the Applicant.	The Applicant addressed the issue of bird strike in the Response to Relevant Representations <b>[REP1-004]</b> (BGC-10). As the PAD does not raise this issue this is no longer considered to be an issue of disagreement between BGC and the Applicant	Agreed
BGC-6.0	Planning Policy	BGC had previously included reference to recreational use planning policy in its	The Applicant addressed the issue of recreational use planning policy in the Response to Relevant	Not Agreed

Ref.	Description of Matter	Burn Gliding Club – Current Position	Applicant – Current Position	Status
		<p>Relevant Representation [RR-043], however, in its Principal Areas of Disagreement Statement dated 10 January 2025 [REP2-039] BGC did not include this. In its Response to Draft Statement of Common Ground with BGC [REP5-022] BGC states that it does not accept that the NPPF provides no protection for recreational sites BGC - 13 (see NPPF paragraphs 103/104 as general aviation sports are recognised by Sport England and airfields are sports venues.</p> <p>BGC is not seeking to argue that these policy statements should be applied to farm land in the vicinity of the Airfield but is making the point that recreational sites such as Burn Airfield are captured by the MPPF and that harm to the operations would be detrimental to its recreational value as well as to its aviation value.</p>	<p>Representations [REP1-004] (BGC-12 and BGC-13).</p> <p>Paragraph 111(f) of the NPPF within Section 9, Promoting sustainable transport, states that planning policies should “<i>recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the General Aviation Strategy.</i>”</p> <p>Paragraphs 103 and 104 within Section 8, Promoting healthy and safe communities, set out policy protecting open space, sports and recreational buildings and land. Air sports are including in Sport England’s list of recognised sports<sup>1</sup>, and as such, these policies are relevant to Burn Gliding Club and Burn Airfield. Paragraph 104 states that “<i>Existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless:</i></p>	

<sup>1</sup> [https://microsites.sportengland.org/guidance-and-support/national-governing-bodies?section=recognised\\_ngbs](https://microsites.sportengland.org/guidance-and-support/national-governing-bodies?section=recognised_ngbs)



Ref.	Description of Matter	Burn Gliding Club – Current Position	Applicant – Current Position	Status
		BGC notes the references to NPS EN-3 but draws attention to the more expansive statements about aviation interests in Section 5.5 of NPS EN-1.	<p><i>a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or</i></p> <p><i>b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or</i></p> <p><i>c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.”</i></p> <p>This policy would relate to the land and buildings occupied by Burn Gliding Club (i.e. Burn Airfield), and not to the agricultural land surrounding the Airfield. The Order Limits of the Proposed Development do not cover the land and buildings of Burn Gliding Club.</p> <p>The NPPF does not discuss airfields within the context of renewable energy development.</p> <p>Paragraphs 2.10.158 to 2.10.159 of NPS EN-3 set</p>	

Helios Renewable Energy Project  
SOCG – Burn Gliding Club

Ref.	Description of Matter	Burn Gliding Club – Current Position	Applicant – Current Position	Status
			<p>out the requirement for the SoS to assess the potential impact of glint and glare on aviation infrastructure: “Solar PV panels are designed to absorb, not reflect, irradiation. However, the Secretary of State should assess the potential impact of glint and glare on nearby homes, motorists, public rights of way, and aviation infrastructure (including aircraft departure and arrival flight paths). Whilst there is some evidence that glint and glare from solar farms can be experienced by pilots and air traffic controllers in certain conditions, there is no evidence that glint and glare from solar farms results in significant impairment on aircraft safety. Therefore, <u>unless a significant impairment can be demonstrated, the Secretary of State is unlikely to give any more than limited weight to claims of aviation interference because of glint and glare from solar farms</u>”.</p>	