



To:

Enso Green Holdings D Limited  
North Yorkshire Council  
Burn Gliding Club  
Network Rail Limited  
Drax Power Limited  
North Yorkshire Fire and Rescue Service  
Natural England

Our Ref: EN010140

26 September 2025

Dear Sir or Madam,

**Planning Act 2008 and The Infrastructure Planning (Examination Procedure) Rules 2010**

**Application by Enso Green Holdings D Limited (“the Applicant”) for an Order granting Development Consent for the proposed Helios Renewable Energy Project (“the Proposed Development”)**

**REQUEST FOR INFORMATION**

1. Following the completion of the Examination on 3 June 2025, the Examining Authority submitted a Report and Recommendation in respect of its findings and conclusions on the above application to the Secretary of State on 3 September 2025. In accordance with section 107 of the Planning Act 2008, the Secretary of State has three months to determine the application.
2. There are issues on which the Secretary of State would be grateful if the **Applicant, North Yorkshire Council (“NYC”), Burn Gliding Club (“BGC”), Network Rail Limited (“NR”), Drax Power Limited (“DPL”), North Yorkshire Fire and Rescue Service (“NYFRS”) and Natural England (“NE”)** could provide updates or information as appropriate.

**Greenhouse Gas Emissions**

3. The **Applicant** should provide information to clearly explain how they have assessed whole-life Greenhouse Gas (GHG) in accordance with the Overarching National Policy Statement for Energy Infrastructure (NPS EN-1) paragraph 5.3.4. Despite the Applicant highlighting the limitations in quantifying the embodied carbon, this should include, noting assumptions, the consideration of embodied GHG impacts from the construction stage – in particular, the embodied carbon associated with construction materials and the manufacture of battery and solar

photovoltaic components. The **Applicant** should also confirm how the decommissioning stage has been considered in the whole-life GHG assessment, as is required under NPS EN-1, despite transport emissions during decommissioning being scoped out during the scoping opinion on the 'basis that effects would be no greater than the construction phase and the decommissioning phase is too far in the future to be able to accurately predict traffic flows and emissions'.

4. The **Applicant** should confirm mitigation (including during the design phase, construction, operation and decommissioning) to be implemented and whether a GHG Reduction Strategy is to be secured, as required by NPS EN-1 paragraphs 5.3.6 and 5.3.7 and, if not, justification for not including such measures.

### **Alternatives and Site Selection Search Area**

5. The **Applicant** should provide additional detailed reasons and considerations for the following:
  - a. the 5km search radius from the grid connection point at Drax power station; and
  - b. the consideration of alternative sites within the 5km search radius.
6. With reference to EN-1, the explanation should provide information clarifying the necessity of Best and Most Versatile land required for the Proposed Development and further detail on the suitability of the 5km search area including environmental and economic reasons. The explanation should also include why alternatives were discounted within the area.

### **Aviation Safety**

7. On the matter of Engine Failure After Take-Off (EFATO), the **Applicant** is asked to:
  - a. Clarify how land rights and ownership might affect emergency responses, particularly whether they could restrict or otherwise influence options available in the event of an EFATO.
  - b. Review and, if necessary, update their assessments of the Proposed Development's impact on aviation operations. This review should compare scenarios with and without the development in place, identify any risks arising from an EFATO event, and clearly set out the assumptions underpinning the analysis. Where significant impacts are identified, propose appropriate mitigation measures. For example, a reduction in solar panel coverage in specific areas of the site could be considered to reduce exposure to EFATO-related hazards.
  - c. Explain what mitigation measures have been incorporated into the layout and design of the Proposed Development to safeguard against EFATO risk where identified, including details of their dimensions, location, and relationship to the scheme's objectives.

8. In addition, the **BGC** is requested to provide:
- Evidence that the request to remove some of the solar panels in fields 3, 5 and 6 [as identified in REP5-024<sup>1</sup>] is necessary for aviation safety.
  - Information on the impact of not providing a safety zone, or not removing those panels, would have on overall operations and viability of the aerodrome and the Gliding Club.
  - In their responses, the **Applicant** and **BGC** should, where appropriate, set out the policy or guidance underpinning their approach and assumptions, including the relevance of the *Aerodrome Safeguarding Advice Note 5: Renewable Energy Developments* issued by the Civil Aviation Authority's Combined Aerodrome Safeguarding Team.
9. The **Applicant** should confirm details of the consultation undertaken with Cliffe Airfield as advised by the Civil Aviation Authority Airfield Advisory Team (CAA AAT) in the Relevant Representation dated 30 September 2024 from the CAA AAT and provide details of any engagement, investigations and outcomes pursuant to that consultation.

### Community Liaison

10. The **Applicant** should confirm the details of the community liaison proposed and identified at Requirement 4(2)(b) - Construction Environmental Management Plan (CEMP) of the draft Development Consent Order (dDCO) [REP9-003] and update the outline CEMP [REP8-009] accordingly, if required.

### Operational Noise

11. The **Applicant** and **NYC** should comment on the suitability of replacing “LA<sub>eq</sub>” with “LA<sub>r</sub>” in the wording of Requirement 23 (Operational Noise) in the dDCO.
12. The **Applicant** and **NYC** should also provide comment on the suitability of alternative wording for Requirement 23 given that the Applicant notes the operational noise generated from the proposed development is significantly below the thresholds proposed as set out in [REP8-020] ref DCO-PC17:
- (1) *No part of Work (Nos 1, 2 and 3) may commence until an operational noise assessment containing details of how the design of the authorised development has incorporated mitigation to ensure the operational noise rating levels as set out within Table 11-17 and 11.18 in Chapter 11 of the environmental statement are to be complied with for that part has been submitted to and approved by the relevant planning authority for that part.*
  - (2) *The mitigation measures described in the operational noise assessment for each part of the authorised development must be implemented as approved and maintained throughout the operation of the relevant parts of the authorised development to which the plan relates.*

---

<sup>1</sup> <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010140/EN010140-000913-Burn%20Gliding%20Club%20COMBINED.pdf>

13. The **Applicant** and **NYC** should advise on the need for monitoring of the operational noise associated with the proposed development and confirm where, if required, this will be secured.

### **Certified Documents**

14. The **Applicant** should provide an updated oLEMP including the Annexes listed therein and the correct revision number across the document.
15. The **Applicant** should provide an updated clean version of the outline Decommissioning Environmental Management Plan, that aligns with the tracked version (REP6-009). The version provided at Deadline 6 (REP6-008) consists of the outline Operational Environmental Management Plan in what is considered error.
16. The **Applicant** should check other documents listed in Schedule 11 of the dDCO are complete, of the latest revision, and that the correct versions are on the Planning Inspectorate's website. The **Applicant** should provide an up-to-date version of Schedule 11 with the latest and accurate revision numbers.

### **Battery Fire Safety**

17. **NYFRS** should provide comments on the Applicant's Outline Battery Safety Management Plan<sup>2</sup>.

### **Land Rights**

18. The **Applicant** and **NR** are requested to provide an update on whether any agreement has been reached regarding respective Protective Provisions.
19. The Secretary of State notes that, as per the Book of Reference and Land Plans, between plots 50 to 69 there are 19 plots which would facilitate the Proposed Development's grid connection at Drax Substation. Of these, 12 are owned by DPL. The **Applicant** and **DPL** are requested to provide an update on whether any agreement has been reached regarding the relevant land rights for these 12 plots.

### **Ground nesting Bird Monitoring**

20. **NE** and **NYC** should confirm whether the monitoring requirements for the ground nesting bird mitigation areas, as updated in the tracked outline Landscape and Ecological Management Plan (oLEMP) [REP8-012], encompass the full monitoring requirements expected.
21. **NE** and **NYC** should comment if the updates made by the Applicant to Section 5.3.1 Monitoring of REP8-012 encompass the monitoring requirements of both ground nesting bird habitat as well as the recording of the number and locations of plots.

---

<sup>2</sup> [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010140/EN010140-000805-6.3.3.1%20Outline%20Battery%20Safety%20Management%20Plan%20\(Clean\).pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010140/EN010140-000805-6.3.3.1%20Outline%20Battery%20Safety%20Management%20Plan%20(Clean).pdf)

## Flood Risk

22. The Secretary of State notes that the Environment Agency has published new data following an update to the National Flood Risk Assessment. The Flood Map for Planning and flood zones were also updated on 25 March 2025. The **Applicant** should explain whether the updates have any implications for the conclusions of the Environmental Statement, including APP-029 Environmental Statement Chapter 9: Water Environment and REP7-008 Flood Risk Assessment. The Applicant should provide revised documents, as necessary.

## Comments on Deadline 9 and 10 submissions

23. **The Applicant** should provide responses to the following Deadline 9 and Deadline 10 Examination submissions from Interested Parties: REP9-015 to REP9-017; REP 10-001 to REP10-002.

## DEADLINE FOR RESPONSE

24. The deadline for response is **23:59 on 10 October 2025**.

25. Responses should be submitted **by email only** to [heliosrenewableenergy@planninginspectorate.gov.uk](mailto:heliosrenewableenergy@planninginspectorate.gov.uk).

26. Responses will be published on the Helios Renewable Energy Project page of the National Infrastructure Planning website **as soon as possible after 10 October 2025**:

<https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010140>

27. This letter is without prejudice to the Secretary of State's consideration of whether to grant or withhold development consent for the Proposed Development or any part of the project. Nothing in this letter is to be taken to imply what the eventual decision might be or what final conclusions the Secretary of State may reach on any particular issue which is relevant to the determination of the application.

Yours faithfully,



John Wheadon

Head of Energy Infrastructure Planning Delivery and Innovation  
Energy Infrastructure Planning Delivery