

[REDACTED] (Energy Development)

From: [REDACTED] (Energy Development)
Sent: 27 August 2014 13:27
To: [REDACTED] (Energy Development); [REDACTED] (Energy Development)
Subject: FW: Gateway Energy Centre - Variation of Consent

Response from CAA



[REDACTED]
National Infrastructure Consents
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From: [REDACTED] [mailto:[REDACTED]@caa.co.uk]
Sent: 27 August 2014 12:39
To: National Infrastructure Consents
Subject: Gateway Energy Centre - Variation of Consent

Dear [REDACTED],

Dalton Warner Davis (DWD) has advised of an application to the Department of Energy and Climate Change concerning the proposed increase in power output associated with the subject development and the associated Government consent. We are advised that related comment should be forwarded to direct to the Department. I trust the following is useful and meets your requirements.

Given the DWD advise that there is no proposed increase to building (and presumably any associated structure) size, I can advise that the Civil Aviation Authority's (CAA) related position remains as previously described (ref ERM/DAP/Planning/GatewayEnergyCentre dated 16 March 2010).

We understand that the maximum height of any development associated with the proposed development would be two 75m high chimney-stacks. On that basis, I can advise that the various proposed structures would not formally constitute an aviation en-route obstruction. I have therefore few associated observations other than to highlight the need for the relevant planning authorities to check any safeguarding maps lodged with the council to identify any aerodrome specific safeguarding issues. To that end, I note the relatively close proximity of London Southend Airport and would anticipate a related requirement for the planning process to establish and take account of any related London Southend Airport input.

I offer the following additional observations:

- Whilst, given a maximum height of 75m, I can advise that in isolation the CAA would not make any case for associated aviation warning, the Authority would nevertheless support any such case made by other aviation stakeholders such as the Ministry of Defence or a local aerodrome.
- Due to the unique nature of associated operations in respect of operating altitudes and potentially unusual landing sites, it would be sensible to establish the related viewpoint of local emergency services air support units.
- It is anticipated that the facility would not involve the flaring and venting of gas, either routinely or as an emergency procedure such as to cause a danger to overlying aircraft. If that is not the case

parties are invited to use myself as an appropriate point of contact for any further related discussion.

I should add that, in respect of any overhead power line:

- Regardless of the specific route of the new overhead line, I can advise that, assuming a maximum height of something in the region of 40m) the associated structures would not constitute aviation en-route obstructions for civil aviation purposes. I have therefore few associated observations other than to highlight that the need for planning deliberations to take into account any relevant aerodrome specific safeguarding issues (DfT/ODPM Circular 1/2003 refers). Note that in all cases aerodrome safeguarding responsibility rests with the aerodrome operator as opposed the CAA.
- Additionally, I am aware that, in respect of military aviation operations, the MoD has expressed generic concerns associated with overhead power lines. It is consequently possible that the MoD would make recommendation related to the lighting of the towers and marking of the wires. PINS should be aware that in general the CAA would wish to support MoD recommendation concerning enhancement to wire conspicuity. Clearly, it is essential that the MoD have been given the opportunity to comment upon the subject application.
- As an aside, it should be noted that, for civil aviation purposes the CAA promulgates known power lines which have a height of 80ft or more, drawing information from a Defence Geographic Agency (DGA) database. Any new power line of a height of 80ft or more should accordingly be notified to the DGA (0208 818 2702, dvof@mod.uk).

Whilst none of the above negates any aforementioned need to consult in line with Government requirements associated with the safeguarding of aerodromes and other technical sites, I hope this information matches your requirements. Please do not hesitate to get in touch if the Department requires any further comment or needs clarification of any point.

[REDACTED]
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