

Mr Ian Kemp  
Programme Officer  
Wiltshire Council Local Development Framework  
South Wiltshire Core Strategy Examination  
36 Campbell Street  
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Warwickshire  
CV21 2HY

8 June 2010

Dear Sir

**Re: South Wiltshire Core Strategy Examination**

Thank you for your recent correspondence relating to the Council's Local Developments Framework Core Strategy. You sought related Civil Aviation Authority (CAA) comment.

Whilst the CAA would not wish to comment on such plans, where officially safeguarded aerodromes lie within the Council's area of jurisdiction, we recommend that the Council considers the need of such aerodrome(s) within your development plan and consult with the aerodrome operator(s)/licensee(s) directly.

Notwithstanding the comments above, the following, whilst by no means a comprehensive list of all development/aviation related issues, might provide useful background material:

- **'Other' Civil Aerodromes.** Operators/licence holders of civil aerodromes other than those that are officially safeguarded are advised to take steps to protect their locations from the effects of possible adverse development. To this end local authorities might agree to accept a 'non-official' safeguarding map from any local aeronautical site. If the Council has agreed to hold such maps, it should approach the site operator directly for comment on planning matters. Local planning authorities are asked to respond sympathetically to requests for non-official safeguarding. The CAA is prepared to offer advice on the preparation of a non-official safeguarding map at the request of any aerodrome operator or local planning authority. ODPM Circular 1/2003 (Annex 2, paragraph 13) refers.
- **Telecom Installations.** Whilst it is noted that the General Development Order states that applications for masts within 3 km of an aerodrome should contain evidence of notification to the CAA or aerodrome operator, the appropriate contact is the aerodrome operator. Notification to the CAA will result in advice to contact the aerodrome operator.

- **Wind Turbines.** All wind turbine proposals, whether prior to, or at, formal planning application stage, should be notified to both the CAA's Directorate of Airspace

Policy and to the Ministry of Defence (Defence Estates). Addresses for each organisation are:

Directorate of Airspace Policy  
K6 Gate 3  
CAA House  
45-59 Kingsway  
London WC2B 6TE

Safeguarding  
Defence Estates  
Blakemore Drive  
Sutton Coldfield  
B75 7RL

- **High Structures.** Notwithstanding the requirements of local aerodrome operators to consider the impact of structures within their (officially or unofficially) safeguarded area, away from the immediate vicinity of an aerodrome, tall structures might nevertheless constitute an aviation hazard. In view of this, there is a mandatory lighting requirement for structures of a height of 150m or more. Moreover, away from aerodromes, even structures less than 150m high may need to be lit if by virtue of their nature or location they constitute a significant hazard to air navigation. It is recommended that all proposed developments over 90m in height should be notified to the Directorate of Airspace Policy (DAP) and comment sought relating to the need or otherwise for aviation obstruction lights.

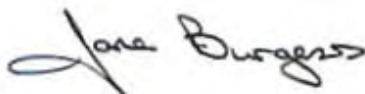
Additionally, to cater for the need to record in aviation documents and charts structures extending 91.4m (300ft) above ground level, local planning authorities are asked to inform the CAA/DAP about developments that might breach this level.

DfT / ODPM Circular 1/2003 (Annex 2, paragraph 30-32) refers.

- **Venting and Flaring.** Venting and flaring of gas should be anticipated with mineral extraction. This might have a potential impact upon the safe operation of aircraft in the immediate vicinity. With this in mind, should planning permission be granted, it would be essential to establish whether such releases of gas would constitute a potential danger to overflying aircraft. If there were such a danger, the site would need to be promulgated to the aviation community along with advisory avoidance criteria.

We hope this is of use. Should the Council wish to discuss any related issue or seek clarification of any point, please do not hesitate to get in touch.

Yours faithfully



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Aerodrome Standards