

FAO: Mr Andrew Thompson
Cherwell District Council
Bodicote House, Bodicote
Banbury, Oxfordshire
OX15 4AA

5th September 2023

Dear Mr Thompson

Reference Application No. 23/02098/OUT – Oxford University Development (OUD) at Begbroke

With reference to the above application, in the first instance, I wish to thank to applicant for the pre-engagement that has already taken place. There is currently insufficient detail for us to fully complete a Physical Safeguarding Study, we therefore request the opportunity to be consulted on future detailed applications. As the applicant develops their proposals, we request further early engagement to enable us to fully assess the impact on our operations and complete safeguarding assessments with respect to at least the following areas:

- Building heights and operation of cranes during construction in relation to our published Instrument Flight Procedures and Obstacle Limitation Areas;
- Wildlife/Bird Hazard Management Plans, including management of sustainable drainage systems, open water and wetland areas;
- Lighting schemes, ensuring that they do not introduce confusing patterns for pilots on approach.

Further details regarding Aviation Safeguarding can be found on the Civil Aviation Authority's Combined Aerodrome Safeguarding Team Website (<https://www.caa.co.uk/cast>)

In addition to the above we wish to clarify the flying practices and protocols undertaken at Oxford Airport today that are of relevance to the zone proposed for development. To that end, accompanying this letter is a PDF summary (*'Oxford Airport Circuit & Hold Pattern.Ref. 23.02098.OUT CDC Consultation.V1'*) of the circuit pattern and holding patterns used by pilots when using the airport. We have no doubt that this is already understood by the stakeholders involved in the proposals, but we feel it is prudent to clarify these points with some appropriate graphics as part of the consultation process.

Lastly, not included in the attached document, but shown Diagram 1 below, is reference to the fact that helicopters today (and electric eVTOL aircraft in the future) transit the proposed zone from time

to time, as they are permitted to do so, when approaching or departing from the airport to the south or south-east. Typically, this might be several times a day.

Yours sincerely



Kris Black
Infrastructure & Compliance Manager
Oxford Aviation Services Ltd

Diagram 1

Typical rotorcraft (helicopter or future eVTOL) recommended routings as promulgated within the Oxford Airport Noise Abatement Scheme

