

Re. Issue Specific Hearing 2 (ISH1) Part 1

9th October 2025

At the following timecode: 00:26:29:25 - 00:27:02:23, Mr Wallis asks the applicant:

‘The hierarchy, of course, is generally avoid, minimize, mitigate, compensate or words to those effect. Now the changes in change request two comprising dropping nearly 42 hectares of land at Blaydon. A further 80 odd reduction of solar installation near the airport. An additional 12 hectares of land that has been reduced off of Lower Road. So you're nearly looking at 100 over 100 hectares of land cut out by the change request, which is not small in size.

Um, and I'm thinking that why weren't these sorts of things picked up earlier in the process, we're told, I believe there's people from Oxford Aviation Services here who said that during the PEIR stage, they flagged don't put solar panels at the end of the runway. And yet they formed part of the design of the proposal, and now they've been struck out. And so I'm in my mind thinking, well, if the mitigation hierarchy is avoid, minimize, mitigate. How did these change. How were these changes made now and not catered for earlier on in the process.

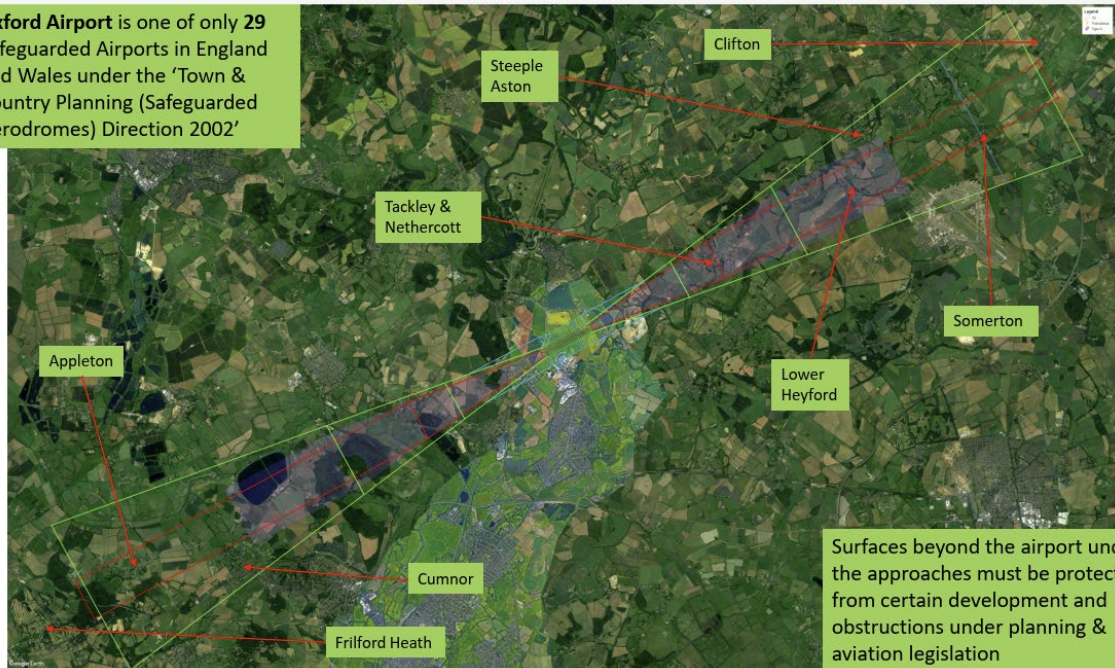
And it now makes me start looking at other pieces of land and thinking, no. Are they also eligible to be removed? And I'd just like some reassurance that the mitigation hierarchy has indeed been followed, right? Right from the outset when you're designing the project.’

In response, Mr Christopher LeCointe (on behalf of the applicant) stated:

‘The airport did not have a safeguarding zone published in the local plan, which most, most airports would normally do. So they would publish the area safeguarded, that should be safeguarded, that would find its way into a local plan. In this case, the applicant would read the local plan and see that there's a large safeguarding zone and accommodate it at that point. Excuse me. Sorry. Um, as as Oxford, um, **London Oxford Airport had not published the safeguarding zone in the relevant local plan.**’

I wanted to make the ExA aware that I had previously found the following document through a simple google search last year: *Local Airspace to London Oxford Airport An ‘Area of Intense Aerial Activity’ (AIAA) (incl. diagrams of aircraft holds, recoveries & the circuit – a guide for local residents & neighbours)*. **The document is dated January 2023.** It is a very detailed document which includes a clear ‘safeguarding’ map:

Oxford Airport is one of only **29** Safeguarded Airports in England and Wales under the 'Town & Country Planning (Safeguarded Aerodromes) Direction 2002'



Surfaces beyond the airport under the approaches must be protected from certain development and obstructions under planning & aviation legislation

https://www.oxfordairport.co.uk/wp-content/uploads/2023/01/local_airspace_to_london_oxford_airport-v13-january-2023.pdf

I know the ExA will be able to draw their own conclusions as to whether the applicant was being intentionally misleading or are simply inept – as a local resident I'm not sure I am comforted by either option. I also believe that the evidence throughout this examination has shown that the applicant hasn't followed the mitigation hierarchy, and their approach is certainly coming across as: 'let's use as much land as possible then pull some back late in the examination so it looks like we're making concessions'.

Best wishes,

Bethany Chesser