

**From:** NI Enquiries  
**Sent:** 29 October 2025 16:34  
**To:** Botley West Solar Farm  
**Cc:** NI Enquiries  
**Subject:** FW: Solar in proximity to airports.

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**From:** Steve Westaby [REDACTED]  
**Sent:** 29 October 2025 14:24  
**To:** NI Enquiries <[NIEnquiries@planninginspectorate.gov.uk](mailto:NIEnquiries@planninginspectorate.gov.uk)>  
**Subject:** Solar in proximity to airports.

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Dear Sir, my reference number is [REDACTED] and I am following up on previous correspondence regarding aviation safety and the Botley West solar development. I have previously provided articles on the subject published in the Woodstock and Bladon News . My concerns relate to the ever present danger of aircraft accidents on Bladon Heath having witnessed two with fatal consequences. On the first occasion I certified the three occupants of the aircraft deceased ( to assist the ambulance service) and therefore feel justified in repeating these points. I understand that the local MP(CM)has forwarded my articles to the Department of Transport and I believe that they should also be shared with the Ministry for Defence. The dangers of solar panels in proximity to airports are well illustrated by the Schiphol Airport precedent in Holland, and must be taken seriously . Without expanding on the matter there is a further security perspective relating to Chinese technology adjacent to an important RAF base as the text below suggests. Lastly the denial that flocks of geese migrate from Blenheim lakes only to congregate on Bladon Heath before flying south over Oxford Airport is disingenuous. I have sent photographs of the birds to interested parties on a number of occasions. To repeat, there should be national guidelines on the proximity of solar sites to airports, not the random process currently undertaken on a case by case basis.

Yours sincerely, Professor Stephen Westaby, BSc(biochemistry) PhD(bioengineering)MSc, FRCS , MS , FECTS, FICA .



*Defence Infrastructure Organ*  
*6. The Defence Infrastructure*  
*(DIO) submitted a Relevant F*  
*[RR-0724] and followed this u*  
*1 submission [REP1-082].*

*Despite being asked question*  
*[PD-008] and ExQ [PD-012] a*  
*the Issue Specific Hearing he*  
*2025, the DIO has been silen*  
*assume the DIO has no objec*  
*to make on the dDCO and wi*  
*the Secretary of State unless*  
*submission clarifying the [http:](http://infrastructure-consenting.planninginspector)*  
*[infrastructure-](http://infrastructure-consenting.planninginspector)*  
*[consenting.planninginspector](http://infrastructure-consenting.planninginspector)*  
*position is received at Deadlin*



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DPC:76616c646f72



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## *Defence Infrastructure Organisation*

*6. The Defence Infrastructure Organisation (DIO) submitted a Relevant Representation [RR-0724] and followed this up with a Deadline 1 submission [REP1-082].*

*Despite being asked questions in ExQ1 [PD-008] and ExQ [PD-012] and being invited to the Issue Specific Hearing held on 9 October 2025, the DIO has been silent. The ExA will assume the DIO has no objections or comments to make on the dDCO and will report as much to the Secretary of State unless a formal written submission clarifying the <https://national-infrastructure-consenting.planninginspectorate.gov.uk/> position is received at Deadline*

*7. The Applicant will be afforded the opportunity to respond to the DIO at Deadline 8 should such a submission be forthcoming. 7. Applicant – you are requested to pursue this matter with the DIO as well, to demonstrate to the Secretary of State that the Proposed Development would not compromise military aviation interests in the vicinity and thereby not affect national security.*

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