

# Climate, Biodiversity & Planning Committee Meeting of Witney Town Council



**Tuesday, 14th February, 2023 at 6.00 pm**

To members of the Climate, Biodiversity & Planning Committee - R Smith, A Prosser, T Ashby, J Aitman, L Duncan, V Gwatkin and P Hiles (and all other Town Councillors for information).

You are hereby summonsed to the above meeting to be held in the **Virtual Meeting Room via Zoom** for the transaction of the business stated in the agenda below.

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Meeting ID: 861 8983 0640

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## Admission to Meetings

All Council meetings are open to the public and press unless otherwise stated.

Numbers of the public will be limited, with priority given to those who have registered to speak on an item on the agenda. Any member of the public wishing to attend the meeting should contact the Committees Clerk [derek.mackenzie@witney-tc.gov.uk](mailto:derek.mackenzie@witney-tc.gov.uk) in advance.

## Recording of Meetings

Under the Openness of Local Government Bodies Regulations 2014 the council's public meetings may be recorded, which includes filming, audio-recording as well as photography.

As a matter of courtesy, if you intend to record any part of the proceedings, please let the Town Clerk or Democratic Services Officer know before the start of the meeting.

## Agenda

### 1. Apologies for Absence

To consider apologies and reasons for absence.

Committee Members who are unable to attend the meeting should notify the Committee Clerk [derek.mackenzie@witney-tc.gov.uk](mailto:derek.mackenzie@witney-tc.gov.uk) **prior to the meeting**, stating the reason for absence.

**Standing Order 309a)(v)** permits the appointment of substitute Councillors to a Committee whose role is to replace ordinary Councillors at a meeting of a Committee if ordinary Councillors of the Committee have informed the Proper Officer **before** the meeting that they are unable to attend.

### 2. Declarations of Interest

Members are reminded to declare any disclosable pecuniary interests in any of the items under consideration at this meeting in accordance with the Town Council's code of conduct.

3. **Public Participation**

The meeting will adjourn for this item.

Members of the public may speak for a maximum of five minutes each during the period of public participation, in line with Standing Order 42. Matters raised shall relate to the following items on the agenda.

4. **Planning Applications** (Pages 3 - 6)

To receive and consider a schedule of Planning Applications from West Oxfordshire District Council.

5. **Brize Norton Airspace Change Proposal** (Pages 7 - 18)

To receive correspondence from RAF Brize Norton regarding the Airspace Change Proposal.



Town Clerk

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4 . 1      **WTC/020/23**      Plot Ref :- 23/00018/HHD      Type :- HOUSEHOL  
Applicant Name :- .      Date Received :- 23/01/23  
Parish :- SOUTH      Date Returned :-  
Location :- 33 BLENHEIM DRIVE      Agent  
                 BLENHEIM DRIVE  
Proposals :- Erection of single storey side and rear extensions.  
Observations :-

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4 . 2      **WTC/021/23**      Plot Ref :- 23/00050/HHD      Type :- HOUSEHOL  
Applicant Name :- .      Date Received :- 23/01/23  
Parish :- NORTH      Date Returned :-  
Location :- DOLPHIN HOUSE, 4      Agent  
                 WOODGREEN  
                 WOODGREEN  
Proposals :- Proposed single storey front extension and garage conversion.  
Observations :-

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4 . 3      **WTC/022/23**      Plot Ref :- 20/02654/OUT      Type :- OUTLINE  
Applicant Name :- .      Date Received :- 23/01/23  
Parish :- EAST      Date Returned :-  
Location :- LAND SOUTH EAST OF      Agent  
                 OXFORD HILL  
                 OXFORD HILL  
Proposals :- Outline planning application (with all matters reserved except  
access) for the erection of up to 450 dwellings together with  
associated open space and green infrastructure (Amended).  
Observations :-

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4 . 4      **WTC/023/23**      Plot Ref :- 23/00036/FUL      Type :- FULL  
Applicant Name :- .      Date Received :- 23/01/23  
Parish :- SOUTH      Date Returned :-  
Location :- 24 MARKET SQUARE      Agent  
                 MARKET SQUARE  
Proposals :- Installation of one new CCTV camera.  
Observations :-

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- 4 . 5      **WTC/024/23**      Plot Ref :- 23/00037/LBC      Type :- LISTED BUI  
Applicant Name :- .      Date Received :- 23/01/23  
Parish :- SOUTH      Date Returned :-  
Location :- 24 MARKET SQUARE      Agent  
                 MARKET SQUARE  
Proposals :- External alterations to install one new CCTV camera.  
Observations :-
- 
- 4 . 6      **WTC/025/23**      Plot Ref :- 23/00090/HHD      Type :- HOUSEHOL  
Applicant Name :- .      Date Received :- 01/02/23  
Parish :- WEST      Date Returned :-  
Location :- 3 HORNE LANE      Agent  
                 HORNE LANE  
Proposals :- Conversion of part of existing garage to create a home office.  
Observations :-
- 
- 4 . 7      **WTC/026/23**      Plot Ref :- 23/00102/HHD      Type :- HOUSEHOL  
Applicant Name :- .      Date Received :- 01/02/23  
Parish :- EAST      Date Returned :-  
Location :- 61 NEWLAND MILL      Agent  
                 NEWLAND MILL  
Proposals :- Alterations to include erection of two storey and first floor front and  
                 first floor rear extensions.  
Observations :-
- 
- 4 . 8      **WTC/027/23**      Plot Ref :- 22/02599/FUL      Type :- FULL  
Applicant Name :- .      Date Received :- 01/02/23  
Parish :- SOUTH      Date Returned :-  
Location :- UNIT 2 CRANBROOK      Agent  
                 COURT  
                 AVENUE TWO  
Proposals :- Change of use to hot food takeaway (retrospective) Subdivision of  
                 retail unit to create two separate retail units and associated works  
                 to include installation of mezzanine floor and insertion of roof lights  
                 to unit 2, along with the erection of fencing and addition new  
                 external doors.  
Observations :-
- 
- 4 . 9      **WTC/028/23**      Plot Ref :- 23/00024/LBC      Type :- LISTED BUI  
Applicant Name :- .      Date Received :- 01/02/23  
Parish :- CENTRAL      Date Returned :-  
Location :- 79A HIGH STREET      Agent  
                 HIGH STREET  
Proposals :- Internal and external alterations to demolish rear outbuilding and  
                 the erection of a dwelling.  
Observations :-
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4 . 10      **WTC/029/23**      Plot Ref :- 22/03151/FUL      Type :- FULL  
Applicant Name :- .      Date Received :- 01/02/23  
Parish :- CENTRAL      Date Returned :-  
Location :- 79A HIGH STREET      Agent  
HIGH STREET  
Proposals :- Demolition of rear outbuilding. Erection of a dwelling.  
Observations :-

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4 . 11      **WTC/030/23**      Plot Ref :- 23/00176/FUL      Type :- FULL  
Applicant Name :- .      Date Received :- 07/02/23  
Parish :- WEST      Date Returned :-  
Location :- ABBOTT DIABETES      Agent  
CARE  
RANGE ROAD  
WINDRUSH INDUSTRIAL  
PARK  
Proposals :- Erection of combined heat and power unit (CHP) and ancillary  
infrastructure.  
Observations :-

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**Ministry  
of Defence**

**ACP Team**

ATC, Building 150  
RAF Brize Norton  
Carterton  
Oxfordshire  
OX18 3LX

Email: BZN-TATCCS-ACP@mod.gov.uk

Date: 01 Feb 23

## **AIRSPACE CHANGE PROPOSAL - ACP-2022-040**

### **Introduction**

At RAF Brize Norton, the MOD intends to redesign the current controlled airspace to the appropriate volume to support RAF Brize Norton's operations, release unrequired airspace and enable safe, efficient access for other air space users.

The dimensions of the Controlled Airspace (CAS) surrounding RAF Brize Norton has been in place for over 40 years, with very few amendments. With the change of aircraft types now using the aerodrome, coupled with the criteria used to design the procedures, the current design is no longer appropriate for current arrival and departure profiles. Elements of these profiles regularly leave the protected confines of CAS. Military operations are not mandated to comply with CAA Containment Policy however, the policy exists for sound rationale and the MOD wishes to conform to CAA guidelines as much as possible. The MOD wishes to contain redesigned and new procedures, thus future proofing operations at RAF Brize Norton; this modernisation also allows RAF Brize Norton to change with the Airspace Modernisation Strategy (AMS) and London Airspace Modernisation Programme (LAMP).

### **AMS**

As with Brize, the UK airspace is dated. Over the years, it has accommodated the growth in demand for air transport by adding significant complexity to the UK's airspace system, primarily over South-East England where volumes of traffic are highest. This has made UK Airspace some of the most complex in the world. Despite the increase in complexity, 'many air routes and air traffic management practices are not utilising the modern technologies available and aircraft continue to use flightpaths that are outdated,' resulting in inefficiencies and greater fuel burn and emissions. Unlocking the benefits of modernisation will make journeys faster and more environmentally friendly.

### **LAMP**

Airports that are affected by the LAMP are looking to modernise their low-level arrival and departure routes, to ensure they can meet the needs for the sustainable future growth. The MOD wants to introduce Performance Based Navigation (PBN) procedures in harmony with LAMP. LAMP has been incorporated into Future Airspace Strategy Implementation – South (FASI-S) programme under the AMS. RAF Brize Norton has not been included as part of the FASI-S programme, but its aircraft must be able to integrate with the airways network both now and in the future.

## Aircraft at RAF Brize Norton

The station has a mixed fleet of aircraft to provide rapid global mobility in support of UK overseas operations and exercises, as well as AAR (Air to Air Refuelling) support for fast jet aircraft, both on operations and in support of UK Homeland Defence. Aircraft stationed at RAF Brize Norton:



**Voyager** is the RAF's sole air-to-air refuelling (AAR) tanker and also operates as a strategic air transport. Fuel offloaded during AAR is taken from the aircraft's standard wing and fuselage tanks, leaving the cabin free for up to 291 personnel and the hold available for freight.



**Hercules (C-130J)** is the RAF's primary tactical transport aircraft and has been the backbone of UK operational tactical mobility tasks since it was brought into service in 1999. It is frequently employed to operate into countries or regions where there is a threat to aircraft; its performance, tactics and defensive systems make it the ideal platform for such tasks. The aircraft is highly flexible, with the ability to airdrop a variety of stores and paratroopers and operate from natural surface landing zones.



**Globemaster (C-17)** is capable of rapid, strategic delivery of troops and all types of cargo to main operating bases anywhere in the world. The Globemaster's load-bearing rear ramp and digitally controlled loading systems, combined with the skills of its crews and ground handlers, enable large, complex items of equipment, including Chinook helicopters, military vehicles, etc to be loaded.



**Atlas C.1 (A400m)** provides airlift and strategic oversized lift capabilities complementing those of the Hercules and C-17 fleets. It can accommodate as many as 116 fully equipped troops or a combination of vehicles, pallets, and personnel, up to a payload of 37 tonnes. Loads are delivered by parachute, gravity extraction or by landing. Paratroops will be dropped from the aircraft's dedicated paratroop doors, or from the rear ramp.



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### **Airspace Change Proposal (ACP)**

The MOD has initiated an Airspace Change Proposal (ACP) to enhance a safe operating environment for all airspace users and to modernise and contain procedures.

Changes to UK airspace are legally required to follow the process laid down in the CAP1616, details of which can be found online. This process aims to ensure a fair and transparent dialogue between the Change Sponsor and any affected stakeholders. It also ensures that the changes are not arbitrarily applied without full engagement and formal consultations. The CAA, as an impartial regulator, will hold Change Sponsors to account and ensure that CAP1616 is followed correctly as part of its decision-making responsibility.

The CAP1616 process encompasses seven stages. Each stage is considered separately and sequentially by the CAA based on a pre-agreed timeline. The process is not solution driven and each stage informs the next. In this instance, the requirement is to modernise and contain new procedures. This was presented to the CAA at the first stage of the ACP process and the CAA has agreed that an airspace change is an appropriate means by which to achieve this. All documentation relating to the ACP can be found on the CAA's Airspace Portal.

### **Design Principles – Stage 1: Define Step b: Design Principles**

The creation of any new airspace or procedures first requires airspace design principles to be developed, which are then taken forward when developing design options later in the process. The MOD is keen to engage with stakeholders and is asking for your feedback on the initial draft principles. The Sponsor will then submit a final Design Principles document to the CAA after all feedback has been received.

The MOD will engage with NATMAC members and has also selected local stakeholders from an area within a radius approximately 30 miles of RAF Brize Norton.

The MOD has compiled a set of draft design principles. At this stage we are not seeking feedback on the wider proposal, stakeholders will have an opportunity to do this later in the Airspace Change process once the proposal has been developed in greater detail. The MOD would like to understand which elements of the airspace design principles you, as another airspace user, deem important and would like to be considered. As a stakeholder you are now invited to consider the draft design principles. The list is not exhaustive, but you may wish to comment on the following:

- Are there any other design principles you would like the MOD to consider?
- Would you like the MOD to discount any of its draft design principles?
- Should the MOD prioritise some design principles ahead of others?
- Would you like any more detail to be included in the design principles?

Any additional detail and reasoning behind your feedback is encouraged.

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**Draft Design Principles**

Letter	DP	Rationale
a	Provide a safe environment for all airspace users	Provide a safely designed airspace structure to ensure the safe operation of all air systems
b	Provide a safe operating environment for high-risk military activities.	Provide a safely designed airspace structure to ensure the safe operation of high-risk military activities in the delivery of Defence of the Realm. This includes the equivalent of passenger jets with hundreds of individuals on. It considers the severity of the outcome, not the probability.
c	Must ensure continuation of military and governmental operational activity	RAF Brize Norton must be able to operate to its current commitments and future Defence requirements.
d	Should facilitate design using modern navigational technology	RAF Brize Norton's airspace is legacy; it is 40+ years old. The MOD wants to update Brize's approaches to meet the requirement of current and future air systems.
e	Conform to the principles of the CAA's Policy for the Design of Controlled Airspace Structures.	The current design is no longer appropriate for current arrival and departure profiles. Elements of these profiles regularly leave the protected confines of CAS. The MOD wishes to contain redesigned and new procedures.
f	Use standard airspace structure where possible (conformity, simplicity and safety)	Airspace structures and associated usage rules vary and can be difficult to understand. Standard and simple airspace structures are preferred.
g	Draw direction from the Airspace Modernisation Strategy.	It is important to the MOD to embrace the new and emerging strategy since it may lead to a means to reduce impact on other airspace users and to minimise the need to implement further changes as the strategy matures.
h	Minimise the impact to other airspace users.	A change in airspace does not need to increase complexity. Airspace that is returned should be usable.
i	Use Flexible Use of Airspace (FUA) principles to manage the airspace.	UK airspace is congested and has many users. It is important to make airspace available to the greatest extent possible and minimise restrictions.

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### Feedback

All the details of this airspace change proposal are available on the CAA's Airspace Change Portal. The ACP identification number is ACP-2022-040.

Feedback can be provided in the following ways:

- Email: BZN-TATCCS-ACP@mod.gov.uk
- Letter: ACP, ATC, Building 150, RAF Brize Norton, Carterton, Oxfordshire, OX18 3LX
- Word Documentation: see email attachment
- Microsoft Forms Link: [Form](#)

The use of forms or word documentation is not mandatory. We appreciate feedback in your preferred method.

Please advise if you require further engagement and, if so, your preferred point of contact.

**Reponses regarding the draft Design Principles must be received by 30 Apr 23.**

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**ACP Team**

ATC, Building 150  
RAF Brize Norton  
Carterton  
Oxfordshire  
OX18 3LX

Email: BZN-TATCCS-ACP@mod.gov.uk

Date: 01 Feb 23

Dear Stakeholder,

The MOD has initiated an Airspace Change Proposal (ACP) to enhance a safe operating environment for all airspace users. RAF Brize Norton is required to provide an Air Traffic Control Service to aircraft operating to and from the aerodrome; current containment and airspace configuration does not allow for this. This ACP intends to address these matters and the departure requirement associated with London Airspace Modernisation Programme 2 Deployment 1.1 (LD1.1), with the modernisation and containment of procedures. The MOD intends to redesign the current controlled airspace to the appropriate volume to support RAF Brize Norton's operations, release unrequired airspace and enable safe, efficient access for other air space users. Please find attached a document providing more details about the requirement.

The MOD is following the CAP1616 process to ensure that the interests of all potentially affected stakeholders are considered.

Please promulgate the letter to ensure that as many potentially affected stakeholders have the opportunity to engage. We welcome feedback on the proposed Design Principles and ask that it be sent by your preferred method, and that you respond by 30 Apr 23.

Kind regards,

ACP Sponsor

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## RAF Brize Norton: ACP-2022-040 Design Principles Feedback

### Section 1

1. Stakeholder – please provide name and organisation
2. Date form Completed

### Section 2 – Design Principles

*Please provide feedback on the design principles*

3. a - Provide a safe environment for all airspace users
4. b - Provide a safe operating environment for high-risk military activities.
5. c - Must ensure continuation of military and governmental operational activity.

6. d - Should facilitate design using modern navigational technology.
  
7. e - Conform to the principles of the CAA's Policy for the Design of Controlled Airspace Structures.
  
  
  
  
  
  
8. f - Use standard airspace structure where possible (conformity, simplicity and safety)
  
  
  
  
  
  
  
9. g - Draw direction from the Airspace Modernisation Strategy.
  
  
  
  
  
  
  
10. h. -Minimise the impact to other airspace users.
  
  
  
  
  
  
  
11. i - Use Flexible Use of Airspace (FUA) principles to manage the airspace.



## **Additional Questions**

*A chance to provide additional feedback*

12. What is your biggest concern, if any, about the design principles (DP)?

13. Are there any other DP you would like the MOD to consider?

14. Are there any draft DP you would like the MOD to consider removing/rewording?

15. Should the MOD prioritise some design principles ahead of others?

16. Would you like any more detail to be included in the design principles?

17. Would you like a face to face to discuss specific questions regarding our proposal? If so, please leave contact details.

18. Additional Information

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