



Planning and Vision Statement

An Airfield and Market of significant economic and recreational value to the local area, district and surrounding economy

Wellesbourne Matters



Why Wellesbourne Matters?

The facts:

The businesses on the airfield attract nearly **850,000** visitors a year. That represents 17% of the total visitor numbers visiting the Stratford on Avon district and is greater than the number of people visiting the Shakespeare Birthplace Trust properties.

Between them the aviation businesses on the airfield turnover more than **£2,000,000** a year.

There are eight viable aviation businesses on the airfield.

There are two heritage operations on the airfield staffed by volunteers

Between them the businesses on the airfield employ 44 full time and 60 part-time staff. The market supports 1,500 livelihoods including the full and part time staff.

Between them the flying clubs on the airfield have over 500 active members.

Between them the owners and businesses on the airfield operate and manage more than 80 aeroplanes and helicopters worth over £5,000,000

The Market, which has just celebrated its 40th anniversary, provides space for over 250 regular and up to 60 occasional businesses.

Wellesbourne Matters

The Market is in operation every Saturday and Bank Holiday Monday throughout the year.

It is estimated that 15,000 shoppers visit the Market each weekend.



Wellesbourne Matters because it attracts more visitors in a year than the Shakespeare Birthplace properties!

A recent announcement in the Press was that *"Stratford on Avon's tourism economy received a boost this week with the announcement by the Shakespeare Birthplace Trust—the bellwether of the industry locally—that its properties attracted 805,000 visits last year, the highest for seven years."*

Robin Tjolle, Destination Manager for Shakespeare's England, said that *"We estimate that 4.9 million people a year visit the Stratford-on-Avon district and our wide variety of tourism businesses help to generate more than £335 million of spend per year into the local economy which supports over 8,000 jobs. There is no doubt how important it is to us all."*

Representing 17% of total visitor numbers to the district, over 850,000 people visit Wellesbourne every year to see the Vulcan, browse the museum, take trial flying lessons and air experience flights, go shopping at the market and just come along to the café for a bacon sandwich and a cup of tea. That puts Wellesbourne right up there with some of the higher profile attractions in the district. People coming to Wellesbourne to take flying courses and attend seminars stay at local hotels, use local restaurants and refuel their cars at local petrol stations. People come from a very wide geographical area to visit Wellesbourne bringing economic activity with them.

Wellesbourne Matters



Wellesbourne Matters because it's inspirational

Who can guess at the number of youngsters that have been inspired to make their career in aviation after a visit to Wellesbourne? The excitement and activity on the airfield will strike a chord with many of the children gazing over the café fence and may be just the spark they need to ignite a passion for all things aeronautical.

Most commercial airfields are distant unfriendly places that discourage casual visitors and are generally not places where youngsters can get up close and personal with aeroplanes. Wellesbourne on the other hand positively welcomes families to come along and see what's going on and for the price of a cup of tea or a bowl of chips they can sit outside the café and absorb some of the magic of aviation. It is not uncommon to see an aircraft owner escorting Dads and Lads out to the flight-line so they can have a sit in an aeroplane and get their eager hands on the controls.

Wellesbourne Matters



Wellesbourne Matters because it's life-changing

For people like Gary O'Rourke, a visit to Wellesbourne to see his father take a trial flying lesson was certainly life changing. Gary was a young motorcycle Policeman over the other side of Birmingham in Dudley when his father decided to learn to fly. After accompanying his dad to the airfield a few times Gary got to thinking that being a pilot was something he would love to learn how to do and that if he was good enough perhaps he could even become an airline pilot. After gaining his Private Pilots Licence at Wellesbourne, Gary started long hours of study for the coveted Air Transport Pilots Licence that would allow him to fly the big jets.

Gary's hard work and perseverance finally paid off and having gained his ATPL he was soon recruited to fly Boeing 747 freighters for a Hong Kong based airline.

Wellesbourne Matters



Wellesbourne Matters because it's in the middle of the busiest GA airspace in the country

If you wanted to work out what would be the most beneficial place in the country to have an airfield then Wellesbourne would be the place you would chose. Free of the constraints of controlled airspace and yet near to several major conurbations and motorways. Clear of any significant high ground and turbulence from mountain ranges with multiple runways to cater for winds from all directions, Wellesbourne is in the perfect location.

It's easy to get to by road as well as by air as it's just a couple of miles from the Motorway and the intersection of many main trunk roads.

This central location makes it the perfect location for both based aircraft and visitors alike as it opens up the entire country for exploration.

Its location is significant for any aircraft that requires an immediate emergency diversion (see section on the Strasser scheme later in this document).

Wellesbourne Matters

Wellesbourne Matters because the nearest airfield offering similar service levels is nearly three quarters of an hour's flying time away.

Airfields are classified according to the level of service they provide and whether they are licenced by the CAA. These services range from air traffic control services, type of runway lighting, fire cover, flight briefing services, parking, operational hours, engineering provision, all weather runway capability and runway direction along with many other considerations.

In the General Aviation Small Aerodrome Research Study carried out by the Bartlett School at University College London, Wellesbourne was classified as a category 'C' airfield a group best described as Developed GA Airfields.



The nearest category C airfield is located at Northampton (Sywell) some 52 miles or around an hour and a half away from Wellesbourne by road and some 40 nautical miles or around forty minutes flying time away.

Wellesbourne Matters

Wellesbourne Matters to the 'ordinary man'.

A personal statement from Mr Spencer Davis:

"I would like to take this opportunity to present my story with regards to the airfield. My parents moved to Wellesbourne from Stratford in 1980, I grew up watching the aircraft flying over our back garden and I was a member of the crowd that gathered on the airfield to welcome the Vulcan. My first flight experience was on my 21st birthday when a family friend took me for a flight in a Piper Tomahawk, from that point on I had been bitten by the 'flying bug'. I had always wanted to be able to fly one of 'those little planes' that seem to me to be the essence of simple powered flight, the closest I will ever get to the Wright Flyer and the experience of the early aviation pioneers. My career, however, led me into the repair of very large mining and earthmoving equipment, far removed from the light and streamlined aviation world. By the time I was thirty, I had had enough of the heavy work and the not so great pay! Decision made, I went back into education and studied Electronic Engineering, this led me into a new career in the design, installation and repair of automatic door systems among other related aspects of the industry. Now I could see my dream finally being realised, but it wasn't until 2011 that I finally went over to Aeros and said, 'I would like to learn to fly please'. I passed my PPL in November 2012, and since then I will set aside some of my hard earned pay to take to the air and experience that unparalleled freedom. I have since taken my dad, my children, my new partner and even my ex-wife flying. One evening last week, I took one of my daughter's school friends for her first ever flight in an aircraft, she loved it. Who else gets to sit in the cockpit with the pilot on their first flight? I feel very privileged to be able to do this. I hope this story repeats for years to come with other little boys and girls who gaze up at 'those little planes', and say to themselves, I want to do that.

For the history and the future of the airfield and for the future inspiration of young pilots we cannot allow the airfield to be destroyed. In order to dispel the myth that flying is the preserve of the elite and the rich, I hope this helps. I am not a privileged man, my family are not wealthy, I am not wealthy, I am an ordinary hard working man, and this is part of my story."

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Wellesbourne Matters because it's a centre of education.

"The government aims to make sure that further education provides the skilled workforce employers need and helps individuals reach their full potential."

The UK Civil Aviation Authority (CAA) has published details of changes to the ground-based exam programme.

"Under the new exam schedule the number of exam papers sat by a student will increase from seven to nine. This increase is to accommodate new regulations from the European Aviation Safety Agency (EASA) which require students to undertake at least 100 hours of theoretical knowledge training, including a certain element of formal classroom work as well as other interactive forms of training. Each exam will feature between 16 and 20 questions, with a pass mark of 75 per cent."

There are nine theoretical exams to pass:

Air Law, Human Performance Meteorology Communications, Principles of Flight, Operational Procedures, Flight Performance and Planning, Aircraft General Knowledge, Navigation.

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Wellesbourne Matters to Commercial helicopter operators.

Several commercial helicopter operators use and share the facilities of the airfield because it makes sound economic sense to do so. Rather than setting up specific bases for their own use they much prefer to take advantage of the extensive facilities at Wellesbourne. These facilities allow the operators to perform specific tasks whilst remaining compliant with the many rules and regulations covering commercial helicopter operations.

Commercial operators tend to move to the most convenient location from which to conduct their operations. When operating in the midlands area, Wellesbourne is the most convenient location for a great many operators due to its position outside of controlled airspace and the unrivalled facilities it provides.

The tasks these helicopters perform are critical to the maintenance and repair of a great deal of the infrastructure we usually take for granted.

They keep the electricity flowing.



Routine visual line patrol is the essential task that is performed much better by helicopter than land based patrols. About 130 to 160 kms of line can be surveyed in a normal five-hour flying day split into two sorties whereas two men and a Land Rover would take 10 days. The helicopter flies just above and to one side of the line and trained observers, using OS maps with overlays

showing power lines and installations. They can report on 40 kinds of faults - ranging from deterioration to damage caused by storms, vandals and woodpeckers. The helicopter has often been a major factor in restoring electricity supplies as quickly as possible after an outage.

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They keep the gas flowing in the pipes.



Gas pipeline inspection is of the utmost importance, so much so that if the pipes are not inspected the gas supply is shut off. Gas pipeline helicopters were the only General Aviation aircraft that were allowed to fly without flight plans during the Olympic Games airspace restrictions.

They keep the trains running.



Network Rail is responsible for maintaining, running and developing the UK's railway network, signalling systems, rail bridges, tunnels, level crossings and viaducts. The Network Rail helicopter is equipped with high technology camera systems that can be operated by specialised rail personnel, allowing them to patrol and survey the UK's rail network and undertake diagnostic infrastructure inspections. Wellesbourne is

regularly used as base of operations when the rail infrastructure in central England is being surveyed.

They help save lives.



When the controllers in the Wellesbourne Tower hear the callsign "**Helimed 53 Alpha**" requesting refuelling then they know that lives are hanging in the balance. The 'A' in the callsign is specifically reserved for the Air Ambulance when it is on an emergency call and if they want fuel then there will be no

time to wait.

Wellesbourne Matters

Wellesbourne Matters because it's the most important petrol station in the area

Without fuel aircraft cannot fly and unlike in a car, running out of fuel is both dangerous and illegal. A reliable and convenient location for aircraft to make a fuel uplift during their journey is part of the flight planning process for every flight from the microlight going out for a gentle turn around the local area to the large touring aircraft en-route to a distant destination. The databases in all the modern GPS navigation systems fitted to most aircraft contain details of the name and location of the airfields where fuel can be obtained. Most aircraft suffer from the problem that by being constrained by a maximum all-up weight they have to trade off fuel capacity for passenger carrying capacity. The old adage that there's nothing so useless as fuel left behind in the pumps means that pilots rarely miss an opportunity to top off their tanks. The fuel station at Wellesbourne dispenses approximately £700,000 of avgas and avtur every year.

It's important to the Military



Wellesbourne Matters

Wellesbourne Matters to the Government's own GA Challenge Panel

The General Aviation Challenge Panel was established by Ministers in November 2013. This followed the Government's General Aviation Red Tape Challenge (RTC) earlier in 2013 and is part of the Government's objective to reform the way General Aviation (GA) is regulated in the UK, particularly with a view to implementing more proportionate, risk - based regulation of the sector.

The Panel is wholly independent of Government or the Regulator, and is aimed at providing a "critical friend" function to the Civil Aviation Authority (CAA), indirectly to the European Aviation Safety Agency (EASA) and has been tasked by Ministers to deliver two reports: an interim report by the end of January 2014 followed by a final report at the end of April. This interim report provides initial findings by the Panel and a number of recommendations to the Government for changes to improve the regulation and administration of GA.

A key section of the interim report of particular importance to Wellesbourne is.

*"The Panel recognises a need to secure a network of GA aerodromes which would in addition provide improved opportunities for regional connectivity for many areas not regularly served by the commercial aviation network and also have a role in facilitating lifesaving air ambulance operations and civil protection. However, the trend of losing airports and airfields used by GA will hinder this and reduce their wider economic benefits. There may be many factors relating to the closure of airfields but the designation of some of them as brownfield sites makes them attractive to local planning authorities and owners to redevelop or sell them for others uses, in particular to meet housing stock demands. **The Panel has begun work with DCLG to explore opportunities to protect aerodromes from redevelopment.**"*

Wellesbourne Matters under the NPPF

NPPF Section 3; paragraph 28 states that: "Planning policies should support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres".

The NPPF (Paras 31, 33) additionally states that: "When planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should consider their growth and role in serving business, leisure, training and emergency service needs. Plans should take account of this Framework as well as the principles set out in the relevant national policy statements and the Government Framework for UK Aviation."

Wellesbourne Matters



Wellesbourne Matters to the 655 Maintenance & Preservation Society

A personal statement from Charles Brimson the Chairman of 655 Maintenance & Preservation Society:

As the Chairman of 655 MaPS at Wellesbourne Airfield, it is my privilege and duty to maintain in operational ground worthy condition, the world's only surviving Avro Vulcan B2 powered by the definitive (and most powerful) version of the Bristol Olympus turbo jets that is still capable of operating under its own propulsion. I lead a team of dedicated volunteers who spend many thousands of hours every year keeping this complex bomber in excellent and safe operating condition. I also represent the membership of over 300 Society members who financially contribute toward the expensive business of the maintenance and preservation of this aircraft. Once a year the Vulcan is 'fast taxied' in front of a crowd of several thousand enthusiastic people and much local and regional press interest. Every weekend we have a combination of organised and informal visits from people who are fascinated by the 'Wellesbourne Vulcan', some of who were involved in the design and construction of the aircraft type, also those who served in the RAF by flying and maintaining the type, also family members and very often young people who are inspired to either join the RAF, or civil aviation, or engineering, as a result of seeing our aircraft and what we do with it.

It would be nothing short of a tragedy if aviation was to cease at Wellesbourne Airfield; the raison d'être of our activity with the Vulcan is to keep it operational for the benefit of all – that means having the facilities and the runway to be able to do so. Further, although 655 MaPS is the organisation dedicated to looking after XM655, it is actually the owners of the airfield who legally own our Vulcan. It is therefore almost certain that the airfield owners would have the aircraft scrapped if they are allowed to cease airfield operations and have the land turned into a housing estate – what housing developer would want a large bomber aircraft taking up valuable housing space? This would be nothing short of legal vandalism; it would be an insult to everyone touched by what we do, and it would result in the wanton destruction of a unique piece of British aviation heritage and history purely in the interests of those wishing to leverage the airfield into money. Not only would we be deprived of our Vulcan; the local economy, heritage interests, historical interests and tourism will all be the poorer without Wellesbourne Airfield and, in particular, the Wellesbourne Vulcan.

Wellesbourne Matters



It Matters to Wellesbourne Market.

A personal Statement from Gary Platt, operator of Wellesbourne Market

Wellesbourne market is the largest outdoor Saturday market in the country and the number of regular traders who attend the market each week is around 250. They mostly come from a radius of 30 miles, yet there are also traders who travel from as far afield as Manchester, Skegness, the South coast and the greater London area. There are also casual traders who attend the market less frequently depending on the time of year and the weather forecast for the day. This number would fluctuate anywhere between 15 & 60.

Markets in general have been in decline since the 2008 recession began. However, Wellesbourne market has remained strong and still attracts new traders. As the other markets have closed, the opportunity for traders to work has decreased. There are no other viable alternatives to Wellesbourne market within a 100 miles radius. If the market was forced to close, I anticipate that around 1500 people would be placed in the hands of state support, with the associated costs that persons on benefits bring to the state system. It is also worth mentioning that over the past 5 years, I have seen a year on year increase in the percentage of traders working at Wellesbourne Market that have come from countries within the EEC. These migrants are forging a livelihood for themselves and their families, and are not, as we would be led to believe by some sections of the media, benefit scroungers. This ethnic diversity is a policy to be heralded by the market and is something of which I am very proud.

The market raises tens of thousands of pounds each year for various charities and its donations to many local community clubs and venues is essential for their survival.

Stratford upon Avon attracts around 5,000,000 visitors a year. The market attracts an average of 15,000 each time it trades. This is an annual figure of 840,000 persons per year. The benefits that these persons bring to the local community are huge. It is also known from the surveys and conversations my staff have had with the persons attending the market is that around 50% of our visitors nearly 420,000 (over 8% of people who visit Stratford upon Avon) either have come from or go on to Stratford upon Avon to either complete their shopping in the stores there, or become 'tourists'.

Wellesbourne Matters



Wellesbourne Matters to the Touchdown Inn

A personal statement from the proprietor of the Touchdown Inn, Wellesbourne Airfield:

"My name is Terence Timms and I am the owner of a catering business trading as The Touchdown Inn which is situated within the confines of Wellesbourne Aerodrome. I took over the Touchdown Inn in the year of 2000 and since that time we have made a number of improvements to the business and watched it grow in its popularity with the local community. The restaurant is well favoured by local families who are able to come and sit on the terrace and enjoy a meal with the whole family whilst watching from close quarters the aviation activities such as helicopters and aeroplanes arriving and departing from the airfield.

The Touchdown Inn enjoys a particularly special reputation with both children and disabled persons for having a friendly and relaxed atmosphere and easy access to the facilities. We have visitors from all over the country which includes motorcyclist and cyclist as well as visiting police, fire and ambulance personnel on driving courses.

I employ twelve full and part time staff all from the surrounding area and where possible we support the local schools and nurseries etc by providing prizes for their fund raising events.

Wellesbourne Aerodrome has been in existence since circa 1941 and is now as then an important asset to the surrounding communities. The airfield is now under threat from planners for housing and I feel that should their application be allowed the local area will lose a very import facility that provides a haven for all to come and relax from the all too apparent troubles of everyday life.

Should the airfield be allowed to disappear from existence then so will its history and its present function as a visitor centre disappear with It, along with the jobs of all those that are in gainful employment on the airfield. I was a serving police officer for thirty years and in some small way I feel that I can still serve the community by providing facilities and employment to the local area. Long may it continue?"

4 Full time and 8 Part time staff

Plus

A viable and profitable business

Will be lost

Wellesbourne Matters



It Matters to the Wellesbourne Wartime Museum.

The museum was set up in the late 1980's in the underground emergency wartime command and control bunker near the present day control tower. Displays cover the history of Wellesbourne Airfield, together with various aircraft components and memorabilia.

A personal statement from the Derek Powell of the Wellesbourne Aviation Museum:

Almost thirty years ago I joined a group of volunteers working towards creating a museum on the site of the old wartime Royal Air Force station at Wellesbourne Mountford. I had served in the RAF on the V Force and this seemed like a good way to keep in touch with an aviation related activity. I little realised what an important part of my life this simple decision was to play.

After several years of work we were in a position to open the small museum to the public and we waited to see if anyone would actually come to see us. They did, in small but steadily increasing numbers and this enabled us to gradually increase the size and scope of the museum.

For me, the visitors who arrived at the museum were really the icing on the cake of being in an aviation related environment, although this was an aspect to which I had given little thought when I started as a volunteer helper. Over the years I have had the opportunity to talk to many thousands of people who have come through the gate. They have ranged from young children to elderly veterans from the services, some of whom served at Wellesbourne Mountford during the war years and afterwards in peacetime. We also are privileged to receive visits from relatives of some of the Commonwealth aircrew who lost their lives while operating from Wellesbourne Mountford. The museum is of course dedicated to their memory.

All are different and all have questions to ask and information to share with us. Particularly gratifying to me has been the appreciation shown to us by the people who served at Wellesbourne. They are pleased that we remember their contribution to the conflict and extremely pleased that we are still looking after THEIR station.

I have derived an enormous amount of pleasure and gained a huge amount of information from our visitors and from my work at the museum with the other volunteers. I hope that our visitors have gained a little from their time with us. - Derek Powell

Wellesbourne Matters



It Matters to South Warwickshire Flying School.

South Warwickshire Flying School offers flying training at all levels from a full European (EASA) Private Pilots Licence (Aeroplanes) (PPL(A)), a Light Aircraft Pilot's Licence (LAPL), an Instrument Meteorological Conditions (IMC) rating, Night Rating, Flight Radio-Telephony Operators Licence (FRTOL), all on either a full or part-time basis. They operate seven days a week for flight crew training and aeroplane hire.

3 Full time and 1 Part time staff

Plus

A viable and profitable business

Will be lost

Wellesbourne Matters



Wellesbourne Matters to Warwickshire Aviation.

Warwickshire Aviation is fully licenced and EASA Part 145 approved aircraft maintenance and repair company for General Aviation aeroplanes including those made of wood and fabric.

5 Full time, 1 Part time and 5 Contract staff

Plus

A viable and profitable business

Will be lost

Wellesbourne Matters



Wellesbourne Matters to Take Flight Aviation

Take Flight Aviation Limited is a Private flying club with unrivalled facilities, providing its members with general aviation aircraft hire without the limits imposed by many flying schools, the hassle associated with flying groups or the financial burden of ownership. Members enjoy the use of modern pilot lounge facilities and preferential aircraft hire rates.

The resident Instructors and Examiners are on hand for flying lessons and advanced PPL (Private Pilots Licence) flight training, instruction on night and IMC ratings, flight reviews and skills tests.

A personal statement from the proprietor of Take Flight Aviation

Take Flight now Take Flight Aviation Limited, was originally formed in 1985 as a flying school. As well as offering training for the private pilot's licence the business identified the need of qualified pilots who had obtained a licence to be able to hire aircraft. Traditionally flying schools put restrictions on the hiring of aircraft as an aircraft away from the airfield would obviously prevent its use for flight training.

Take Flight developed a unique formula (now emulated in other parts of the country) offering members to its 'private aviators club' the chance to hire aircraft, relaxing the normal traditional hire restrictions in return for a monthly membership subscription. In effect it offers the member the use of a fleet of aircraft to use as if they were their own.

The club was purchased in 2006 by its current owner (a private pilot) and formed into a limited company and has rapidly expanded and now operates 12 aircraft. The club membership is expanding by the rate of around 25 new members per annum and currently offers aircraft hire to 190 members (approximately 100 qualified pilots and 90 student pilots).

It's estimated that Take Flight has trained over 500 pilots in its history. The club currently employs a dozen freelance instructors. All have a commercial pilot's licence with an instructor rating. Currently 4 of the instructors rely on Take Flight for the majority of their income and another 3 are professional airline pilots who offer their expertise on a part time basis. The rest are part-time instructors. The company provides

Wellesbourne Matters

further employment to part time accounts and marketing specialists and spends around £58,000 per annum on maintenance and aircraft leasing from the on-site maintenance facility.

In addition to training for the private pilot's licence Take Flight Aviation also offer advance training for instrument flying, night qualifications and aerobatic training. The business has also been heavily promoted by the use of discount vouchers via sites like Group-on and Amazon and has provided more than a 1000 voucher experiences in the last two years bringing an estimated 2500 visitors to the area.

The business until recently also offered its facility to another company which offered scenic tours around Stratford upon Avon and the Cotswolds. This business had an Air Operators Certificate (AOC) which is a separate licensing requirement to offer air passenger transport which differs from pilot training. It is hoped that once the airfields future is secure that Take Flight will expand its operation to include an AOC offering both A-A (scenic tours) and eventually A-B (charter air taxi work).

Based on past explanation Take Flight Aviation forecasts that it will have 250 members and a turnover of between £500,000 and £1,000,000 within the next two years financial years offering continued employment to its current team and more. The company has invested heavily in expansion in the last nine years in premises, aircraft and marketing.

2 Full time and 15 Part time staff

Plus

A viable and profitable business

Will be lost

Wellesbourne Matters



Wellesbourne Matters to the Airfield operating company

Responsible for the provision of air traffic services, fire cover, fuel and the general maintenance and upkeep of the runways and airfield infrastructure.

3 Full time and 10 Part time staff

Plus

A viable and profitable business

Will be lost

Wellesbourne Matters



Wellesbourne Matters to the Aero's Group.

Aero's has been recognised for many years as one of the leading flight training schools in the UK. With a reputation for high quality instruction, delivered in purpose built modern training facilities and with an unsurpassed commercial flight test pass rate.

3 Full-time and 3 Part-time Staff

Plus

A viable and profitable business

Will be lost

Wellesbourne Matters



Wellesbourne Matters to On-Track Aviation

On-Track Aviation Limited is a specialist in training for professional pilot qualifications. Instructor Training including Instructor Refresher Seminars offer a combined CPL and FI course for those individuals aiming to become career instructors. On-Track Aviation is a well respected EASA Approved Training Organisation (ATO) and has a reputation amongst students for first class training with an above average first time pass rate.

1 Full-time and 13 Part-time staff

Plus

A viable and profitable business

Will be lost

Wellesbourne Matters



It Matters to West Midlands Ambulance Service

As part of West Midlands Ambulance Service's 'Make Ready' plans, five Community Paramedics are now based at Wellesbourne Airfield and are dedicated to the immediate surrounding area.

The Make Ready programme is seeing the creation of two 24/7 fleet maintenance hubs where dedicated teams of Ambulance Fleet Assistants and mechanics prepare, service and maintain the fleet of ambulances. When completed, the two hubs will serve a network of 19 Community Ambulance Stations in Coventry and Warwickshire. Ambulances prepared at the hubs will disperse to the new stations from where they will respond to 999 calls. The new Community Ambulance Stations are in the process of being established or, where a site has been found, refurbished. They are already established in Canley, Kenilworth, Stratford, **Wellesbourne Airfield**, Southam and Alcester and within fire stations in Atherstone, Leamington, Nuneaton, Binley, Foleshill, Bedworth and in Radford Road in Coventry.

By being smaller, lower maintenance and therefore lower cost than the Trust's traditional ambulance stations, there can be more of them to further improve response times.

Traditionally owned stations are to be sold and the new stations will be lower maintenance with resultant lower running costs and will be greater in number.

In addition to responding to 999 calls, the role of the Community Paramedics will be to liaise with other areas of health and social care and ensure the population they serve receive the best health service possible, while ensuring the ambulance service through 999 is used appropriately.

Wellesbourne Matters



Wellesbourne Matters to Heliair

Established in 1985, Heliair is one of the most experienced helicopter operating companies in the UK as well as being the largest Robinson distributor. Heliair provide everything from helicopter sales and maintenance through to training for PPL (H) and CPL (H). Heliair also have a contract with Scottish Gas Networks to provide pipeline surveying in the UK.

24 Full-time and 5 Part-time staff

Plus

A viable and profitable business

Will be lost

Wellesbourne Matters



Wellesbourne Matters to the Airlines

Alumni of the various flying clubs at Wellesbourne can be found on the flight decks of all the major airlines and many of the corporate flight departments operating in the UK today. The air transport industry needs a constant supply pilots due to the fact that they require seven crews for each aeroplane they operate and they look to General Aviation to supply those pilots.

Wellesbourne Matters because the country can't afford to lose airfields at this rate.

A list of GA Airfields that have been lost to the UK economy over the past 20 years makes for worrying reading. Filton, Ipswich, Derby, Plymouth, Hatfield, Manston, Leavesden, Bembridge, Hanley, Sheffield, Hucknall, Woodford the list goes on and on. Not only is there a very long list of airfields that have already closed but a significant number of current active airfields are also under threat of closure Panshanger, Long Marston, Leicester, Redlands (Swindon), Shoreham

The German Government treats all extant airfields as *critical infrastructure* in the same way as we would treat a road or rail link.

Wellesbourne Matters



Wellesbourne Matters to the International Civil Aviation Authority

It has been recognized by the international aviation community that there will be an anticipated shortage of skilled aviation professionals in the near future. In order to address this important issue, ICAO (a specialised agency of the United Nations) launched the Next Generation of Aviation Professionals (NGAP) initiative to ensure that enough qualified and competent aviation professionals are available to operate, manage and maintain the future international air transport system.

This is critical as a large contingent of the current generation of aviation professionals will retire, access to affordable training and education is increasingly problematic, and aviation competes with other industry sectors for highly skilled professionals. The lack of harmonized competencies in some aviation disciplines and a lack of awareness by the “next generation” of the types of aviation jobs available further compounds the problem.

The statistics are chilling as in the next 20 years it is predicted that airlines will add 25,000 new aircraft to the current 17,000-strong commercial fleet and by 2026, there will be a need for **480,000** new technicians to maintain these aircraft and over **350,000** pilots to fly them.

Wellesbourne Matters

Wellesbourne Matters to aircraft requiring an immediate emergency diversion.

Because of its position right in the centre of the UK's most popular airspace, Wellesbourne is a key airfield in the Strasser Scheme. This is a scheme which was borne out of a CAA Review of General Aviation Fatal Accidents 1985-1994 which included the following: -

"There were a number of fatal accidents where a timely diversion or precautionary landing could have avoided an accident. In the UK there is a 'culture' of pressing on and hoping for the best rather accepting the inconvenience and cost of a diversion. This 'culture' needs to be changed, firstly by educating pilots and secondly by persuading aerodrome owners that there should be no charge for emergency landings or diversions. It is recommended that all aerodrome owners be persuaded to adopt a policy that there should be no charges for emergency landings or diversions by general aviation aircraft."

Since then the scheme (named after Charles Strasser, Vice President of AOPA UK)

Wellesbourne Matters to all the private aircraft owners based there

There are over 50 private aircraft and helicopters that have Wellesbourne as their permanent base. They are located at Wellesbourne because that is the most convenient place for the owners to keep them. Relocating all these aircraft to the nearest equivalent airfields would be both very expensive and extremely difficult for the individuals concerned due to possible movement restrictions, available hangarage and parking space.



Wellesbourne Matters to Munster Joinery

Wellesbourne Matters

Munster Joinery is a significant employer in the area with their UK manufacturing facility actually based at Wellesbourne. Their use of a Cessna Citation aircraft to move key staff between their plant at Wellesbourne and their facilities over in Ireland made the airfield a key factor in their decision to base themselves there.

Wellesbourne Matters to visiting overseas pilots.

Wellesbourne Matters to our Members of Parliament

At DCLG Oral Questions on the 30th of June, Mr Zahawi asked:

"Stratford-on-Avon district council is about to submit its core strategy to the Planning Inspectorate for approval. Will the Minister confirm that, after submission but before adoption, the strategy will be given weight in planning decisions and provide protection for my constituents, while delivering much-needed housing?"

In his reply, the planning Minister highlighted Mr Zahawi's campaign to modify the NPPF and guidance to ensure better protection against unwanted development, and confirmed that a plan [core strategy] that has been submitted but not yet inspected can carry material weight in future planning decisions

"I congratulate Stratford-on-Avon district council on reaching that important point and thank my hon. Friend for everything that he has done to help it get there. We recently clarified in guidance, not least as a result of his interventions and advice, that once a plan has been submitted to the inspectorate for examination, it can carry material weight in any decision about planning applications, even before it has formally been found to be sound."

Wellesbourne Matters to the local Parish Councils.

The Wellesbourne Parish Council voted on whether to stay as village status or move to town status and overwhelmingly, Councillors voted to retain village status. A development of the size proposed for Wellesbourne Airfield would run counter to the direct wishes of the locally elected representatives.

The content of a letter from the Parish Councils to the Stratford District Council fully explains their position on the proposed housing development.

I have been asked by the members of Loxley Parish Council to write to you in connection with the proposed development of 1600 houses on Wellesbourne Airfield.

Along with our sister parish councils in Charlecote, Hampton Lucy and Wellesbourne, we should like to object most strongly to what is being proposed.

The whole area would be transformed by such a large development and it would quickly lead to an unacceptably large increase in traffic volumes on roads in and around Loxley, which would no longer be a quiet Warwickshire village.

Wellesbourne Matters

Whilst we have accepted the far smaller proposal for 99 houses and a Sainsbury's supermarket on the edge of Wellesbourne Airfield, 1600 houses is of a completely different order of magnitude.

We hope therefore that Stratford District Council totally rejects this proposal.

Wellesbourne Matters to ALL these people and more.

To counter the proposals for a housing development on Wellesbourne Airfield and the destruction of many viable and valuable businesses and Association was formed called Wellesbourne Matters. Many people from the local area and from far afield were keen to be able to make their voice heard in opposition to the development proposals.

Wellesbourne Matters because it's sustainable

Wellesbourne Matters because it's a link in a chain

Wellesbourne Matters because it sustains significant employment.

Wellesbourne Matters because it's valuable to the national as well as the local economy.

Wellesbourne Matters because it has a future.

Wellesbourne Matters

From this



to this



and finally to this



Scrapping the Vulcan would be a crime.

Wellesbourne Matters

Appendix

Breakdown of visiting flights and passenger numbers at Wellesbourne Airfield

Statement from Wellesbourne Parish Council

Wellesbourne Matters

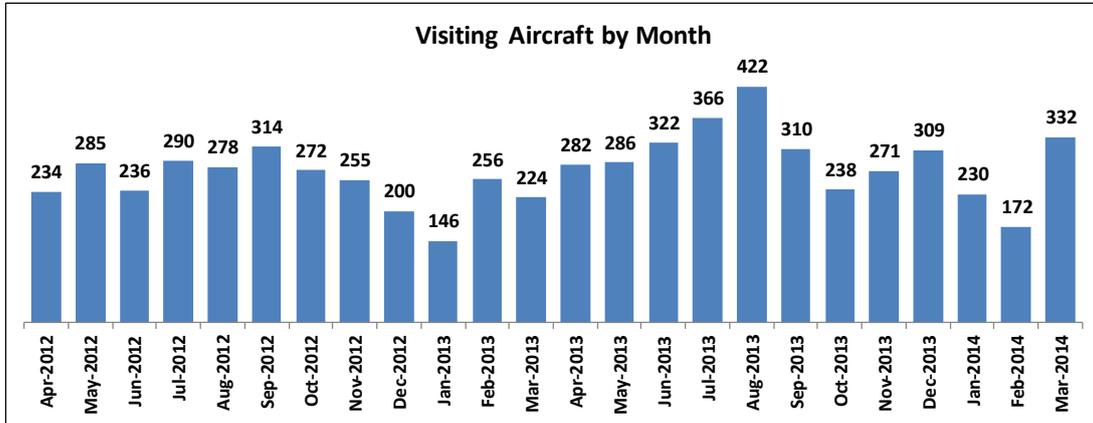
Wellesbourne Airfield

Visiting Flights and Passenger Numbers

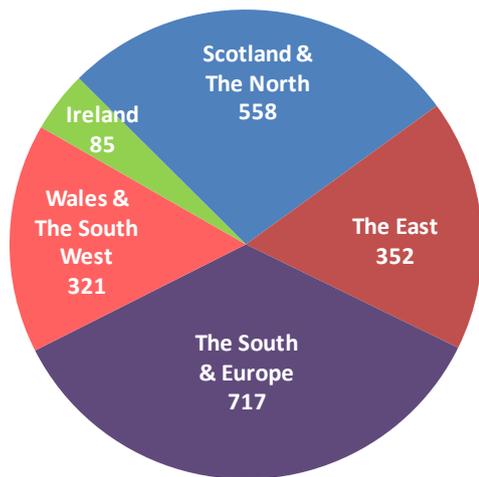
From 01-Apr-2012 To 31-Mar-2014

Total Visiting Aircraft 6,530

Monthly Average 272



Arrivals by Region Aug 2013 - Mar 2014

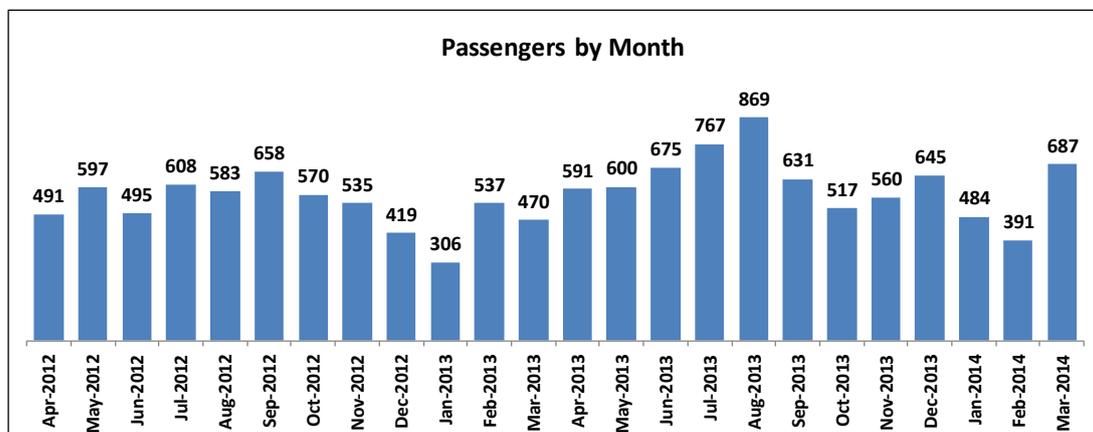


2,033 Arrivals*
4,784 Passengers
171 different airports

*excludes 251 arrivals from private sites
source data: tower log sheets

Total Passengers 13,686

Monthly Average 570



Wellesbourne Matters

Statement from Wellesbourne Parish Council

Issue

1. Overdevelopment of Wellesbourne Village, current and future building proposals are not supported by capacity of infrastructure and disregard the rural character and history.

Recommendations

2. No further land within Wellesbourne & Walton parish and adjacent to the boundary is allocated for development during the remainder of the Core Strategy period, without the necessary investment in supporting infrastructure. To include:

- a. Highways
- b. Traffic Management
- c. Sewage
- d. Waste Treatment
- e. Drainage
- f. Education
- g. Health
- h. Local employment

3. No further developments should disrupt existing wildlife habitats or detract from the rural character.

4. No further develops should erode the notable history and standing.

5. There would be a considerable additional strain on health services such as the doctor and dentist surgeries, when it is already difficult to secure an appointment with a regular GP due to the amount of patients registered

Background

6. The Parish Council made a strong objection to large developments planned for Wellesbourne given the number of proposed properties already exceeds the Core Strategy which made clear that as Wellesbourne had already experienced a population increase of 46% since 1981 – 2011 and an increase in housing stock of 74% over the same period. It stated that no further land is allocated for housing development during the remainder of the plan period.

7. Following the approval of the Ettington Road development, a 50 bed care home at Stratford Road and 99 dwellings at the airfield on Loxley making a total

Wellesbourne Matters

of 324 residential units and is already 65% above the 210 units for Wellesbourne identified in policy CS17 of the Core Strategy at July 2013. Making Wellesbourne already over subscribed for new residential development over the Core Strategy period of 2008 – 2031. Thus Wellesbourne has made its contribution to the new housing demand.

8. The proposed development is not sustainable development in the context of NPPF para 5. The Ministerial foreword to NPPF states “sustainable” means ensuring that better lives for ourselves but this does not mean worse lives for future generations.

9. NPPF para 7 identifies three dimension to “sustainable development” including an environmental role – contributing to protecting and enhancing our natural build and historic environment – the proposed development does not contribute to protecting the natural environment.

10. The proposal fails the Core Planning principles detailed in NPPF para 17, planning should “be genuinely plan-led, empowering local people to shape their surroundings, contribute to conserving and enhancing the natural environment and reducing pollution”. NPPF is guidance not based on law. It is only guidance. The existing ‘saved’ policies of current SDC local plan do carry weight, more so than the NPPF.

11. The remaining capacity at the Severn Trent Water Waste Treatment Plant at Wellesbourne is for no more than 120 additional dwellings and has therefore already been exceeded until such time as it is upgraded; planning has already been given for 324 dwellings in recent months which will put considerable strain on the waste water systems in the parish. Walton Waste Water Treatment Plant is already over subscribed for the number of homes it provides service and any further burden would cause immediate problems.

12. Cumulative effect on traffic generation from the sites together with that of the other committed sites of Ettington Road and Loxley Road to Stratford or through Tiddington on B4086 is of concern. SDC proposals for the suggested Eastern bypass including the new alignment for the B4086 from Tiddington to the A429 Wellesbourne, will also attract significant new traffic flow to Wellesbourne. A development of this size would encourage a significant rise in vehicle movements, overloading of the already stretched parking facilities, and increased traffic to the school.

13. Disruption of wildlife habitats for both animals and a wide range of birds would result if the development were to go ahead, with loss of green open space and farm land. A development of this size would hugely overload local facilities and potentially add to the increased risk of flooding; local news reports have recently highlighted that tank and pond systems (known sometimes as SUDS) are not effective and do not achieve the anticipated benefits. In depth consideration would be required of the airfield drainage receptor’s efficiency.

Wellesbourne Matters

14. The Parish Council voted on whether to stay as village status or move to town status, overwhelmingly, Councillors voted to retain village status. The Parish Council were so concerned about the proposals for development and potential for development of the airfield that they submitted an article in the Wellesbourne and Walton News and also a press release to local papers.



**A Future Vision of
Wellesbourne Airfield as a
Centre of Aviation
Excellence**

Wellesbourne Matters

Increase the amount of hangarage available.

Hangarage is currently very limited and yet there is a significant demand for hangarage space

Enlarge the maintenance centre and increase the size of the maintenance apron.

The maintenance operation is entirely constrained by the size of the hangar that it currently occupies. An increase in the number and size of maintenance hangars will generate a commensurate increase in the number and size of aircraft that could be maintained simultaneously.

Renovation of the café/restaurant and improvements to the outside public viewing area.

The popularity of the Café means that it is forever running out of seating space. A larger Café with a bigger viewing area will allow more people to visit in comfort.

Increase the amount of hard standing for larger aircraft and new taxiway exit at hold B.

Long-term parking and parking for larger aircraft is severely restricted and is often at capacity.

Increase the size of the apron to accommodate more visiting aircraft.

The amount of hard standing in proximity to the tower is extremely limited which leaves only grass areas available for short-term parking. Many aircraft owners would prefer to park on hard standing so the lack of it is discouraging visitors.

Construction of offices and education centre to house flying schools.

All the flying schools are currently located in what are no more than glorified wooden sheds. The thin walls make flight briefings difficult when aircraft are starting/taxying directly outside.

Combined Vulcan visitor centre and museum.

The Vulcan is an amazing visitor attraction, but the service infrastructure surrounding it is very poor. By having a dedicated centre to house the Vulcan the number of visitors could be significantly increased.

Executive aviation reception centre and apron.

Wellesbourne Matters

Larger aircraft up to and including small jet transports will only go where there are facilities that meet certain standards. Creating and improving the facilities to handle these slightly larger aircraft will lead to a significant increase in the number of these types using the airfield as a base.