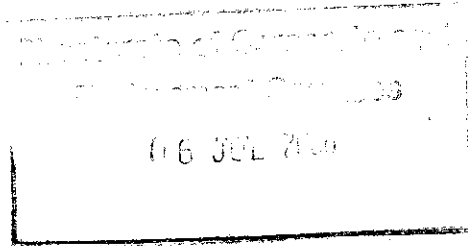


Mr Andrew Ashcroft
Head of Planning Services
Isle of Wight Council
Council Offices
Seaclose
Fairlee Road
Newport PO30 2QS



4 July 2006

Reference: 8AP/51/06/19/CS
Your Reference: P/01400/06 – TCP/27774 dated 12 June 2006

Dear Mr Ashcroft,

Wellow Wind Turbine Proposal – Planning Proposal

Thank you for your recent correspondence relating to the titled planning application upon which you sought Civil Aviation Authority comment. I trust the following meets the council's requirements.

Notwithstanding the advise that all associated documentation has been lodged on the Council's website, I have not been able to find an associated Environmental Impact Assessment (EIA). Therefore, in essence, this Directorate has little to add to the comment made in association with the development Environmental Impact Assessment Scoping Report (8AP/51/06/19/CP dated 4 April 2006). Whilst, in line with the comment of our earlier comment, a pre-planning consultation process aimed at establishing all related aviation issues was initiated, without sight of the EIA there is no evidence that the developers have indeed established the relative viewpoints of local aerodromes, MoD and NATS or that any concerns have been documented and addressed. Without sight of the EIA, I cannot comment further.

As stated previously:

- The Wellow project might have a potential impact upon operations associated with Bournemouth and Southampton Airports. Conversely, I think it is unlikely that the proposed development would have any aerodrome safeguarding impact upon the local airports at Bembridge and Sandown; the difference being the various airports' use, or non-use, of radar.
- There might be a need to install aviation obstruction lighting to some or all of the associated wind turbines should this windfarm development be progressed.

This comment is made specifically if there were concerns expressed by other elements of the aviation industry; ie the operators. For example, if the Ministry of Defence or a local aerodrome had suggested such a need, we the Civil Aviation Authority (sponsor of policy for aviation obstruction lighting) would wish, in generic

terms, to support such a claim. We would do so if it could reasonably be argued that the structure(s), by nature of their location and nature, could be considered a significant navigational hazard. That said, if the claim was clearly outside credible limits (ie the proposed turbine(s) was/were many miles away from an any aerodrome or it/they were of a height that was unlikely to effect even military low flying) the Authority would play an 'honest-broker' role.

- There is a requirement in the UK for all structures over 300 feet high to be charted on aviation maps. Should this proposed wind turbine development progress and the 300 feet height be breached, to achieve this charting requirement, developers will need to provide details of the development to:

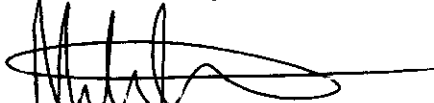
Defence Geographic Centre
AIS Information Centre
Jervis Building
Elmwood Avenue
Feltham
Middlesex
TW13 7AH

Telephone: 0208 818 2708

- The development-associated views NATS will need to be established.

Should you require further CAA comment, please do not hesitate to get in touch.

Yours sincerely



Mark Smailes
Off Route Airspace 5