

# 9. Safeguarding, Risk Assessment and Land Acquisition

## Safeguarding

- 9.1. The safe operation of Exeter International Airport and aircraft that use it, is of overriding importance. This affects the operation of Exeter International Airport in a number of ways. The Airport regularly reviews safeguarding measures that seek to protect flight paths and airspace around the Airport from potential hazards. It undertakes risk assessments of all operational activities and maintains a public safety zone in accordance with regulatory requirements. All of these aspects have been taken into account in the generation of this Master Plan.
- 9.2. Exeter International Airport is a safeguarded airport meaning that it must be consulted on proposals that may lead to an increased chance of aircraft enduring bird strikes or tall structures that could effect aircraft movements. The joint circular Department for Transport/Office of the Deputy Prime Minister Circular 1/2003 (2003) identifies the arrangements for safeguarding aerodromes:
- 9.3. Civil airports, because of their importance to the national air transport system, are therefore officially safeguarded in order to ensure their operation and development are not inhibited by buildings, structures, erections or works which infringe protected surfaces, obscure runway approach lights or have potential to impair the performance of aerodrome navigation aids, radio aids or telecommunications systems; by lighting which has the potential to distract pilots, or by developments which have the potential to increase the number of birds or bird hazard risk.
- 9.4. The safeguarded area extends for a radius of 15km from the centre point of the aerodrome. Any development of the above type which falls into the 15km safeguarded area must be notified to the Airport Authority.
- 9.5. An extended safeguarding area has been established for wind turbine development. This area is a 30km radius from the aerodrome.
- 9.6. The local planning authorities (LPA), of whom there is more than one, will ensure all such applications are presented to Exeter International Airport for their consideration. Exeter International Airport has the power to accept, reject or request modification to any such application.
- 9.7. In addition to the ongoing checks on LPA applications, Exeter International Airport has also contracted an outside company to carry out an annual survey of all

protected surfaces. Civil Aviation Authority policy on wind turbines is found in CAP 764<sup>1</sup>. The Airport follows the guidelines laid down by this publication.

- 9.8. The safeguarded area of Exeter International Airport takes in the main conurbation of the City of Exeter, Exmouth and smaller surrounding villages.
- 9.9. The circular also identifies the requirement for local planning authorities to consult an airport operator for development that may affect aerodrome safeguarding. It identifies at paragraph 28 that development plans should:
- 9.10. Include a policy stating that officially safeguarded areas have been established for a particular airport, that certain planning applications will be the subject of consultation with the operator of that aerodrome and that there may be restrictions on the height or detailed design of buildings or on development that may create a bird hazard.
- 9.11. The circular further advises local planning authorities that the outer boundaries of safeguarded areas should also be shown on proposals maps.

## Public Safety Zones

- 9.12. Public Safety Zones (PSZ) are areas of land at the ends of the runway within which development is restricted in order to control the number of people on the ground at risk in the event of an aircraft accident on take off or landing. The policy objective governing the restriction on development near to civil airports is that there should be no increase in the number of people living, working or congregating in the PSZ and that over time, the number should if possible be reduced.
- 9.13. The area of the PSZ represents a simplified version of the 1 in 100,000 risk contour based on the number and type of aircraft movements predicted for 2015. They are characterised in shape as an elongated isosceles triangle with its base centred at the end of the runway and extending outwards centred on the extended runway centreline, decreasing in width with distance from the end of the runway. The dimensions of the Exeter International Airport PSZs are:

<sup>1</sup> Provides assistance to aviation stakeholders when addressing wind energy related issues, thereby ensuring greater consistency across the whole aviation industry in the consideration of the potential impact of proposed wind turbine development.



Location	Length (m)	Initial Width (m)	Area (Hectares)
East end of runway	1880	230	43.24
West end of runway	1860	225	41.85

Table 9.1 – Dimensions of the Airport PSZ

## Land Acquisition

- 9.14. Some proposals in this Master Plan cannot be developed on land currently owned by the Airport, albeit much of that required is already within the ownership of the Airport. An amount of land and property owned by other individuals will be required.
- 9.15. The Airport has purchased land and agreed future options to acquire land to the south east of the Airport. Some of this land will be contained within a revised and extended operational boundary and the remainder will be used for other developments of the Flybe Training Academy and Airport Hotel.
- 9.16. Where further land may be required and acquisition by agreement is not practicable, or cannot be reached

on acceptable terms, the Airport and the relevant Highways Authority, do have powers of compulsory acquisition. However, there are set procedures that must be followed and compulsory purchase is always subject to Ministerial confirmation.

- 9.17. For the property needed exclusively for airport facilities other than roads, the Airport would be responsible for the compulsory purchase procedures. However, at this stage in the development of the proposals, it has not been determined whether the Airport, or the Highways Authority, would promote a Compulsory Purchase Order for the property needed exclusively for road access.
- 9.18. The Airport's powers of compulsory purchase, for any purpose connected with the performance of its functions, are enshrined in the Airports Act 1986 and the Civil Aviation Act 1982. The Highways Authority's powers of compulsory purchase stem from the Highways Act 1980. In either case, the Acquisition of Land Act 1981 governs the procedures by which a Compulsory Purchase Order is published and confirmed.

