Airport Safeguarding is the process established to ensure that all appropriate measures are taken to secure the safety of aircraft when taking off, landing or flying within the vicinity of an airport.

In order to ensure that an airport’s operation is not restrained by development in the vicinity of the airport, the airport operator is responsible for producing a safeguarding map and providing this to all Local Planning Authorities whose boundaries fall within a 15km radius of the airport. The Local Planning Authority will use this safeguarding map to determine the implications of development for the airport.

Airport safeguarding is specifically concerned with:

**Physical safeguarding** – Ensuring that buildings, structures or works do not infringe protected surfaces / airspace, obscure runway approach lights or contain lighting which has the potential to distract pilots. This does not just include buildings but also other structures such as transmitter towers and tall cranes on construction sites, therefore it is not just permanent development requiring planning permission that should be identified but also temporary equipment on construction sites.

**Technical safeguarding** – Ensuring that developments, including wind farms does not have the potential to impair the performance of aircraft / airport navigation aids, radio aids or telecommunication systems such as the Instrument Landing System (ILS) and Distance Measuring Equipment (DME).

**Birdstrike** – controlling developments (e.g. water features and waste disposal sites) which have the potential to increase the number of birds or the bird hazard risk.

Responsibility for safeguarding at Biggin Hill Airport was transferred from the Civil Aviation Authority (CAA) to London Biggin Hill Airport in February 2003.

The current arrangements for airport safeguarding are contained within a joint ODPM / DfT Circular 1/2003 which includes at Annex 1 the text of the Town and Country Planning (Safeguarding Aerodrome, Technical Sites and Military Explosives Storage Areas) Direction 2002.

The Airport is, as a result, a statutory consultee on all planning applications in respect of airport safeguarding over a wide area.
DEFINING THE SAFEGUARDING AREA

The safeguarding process is based on a site-specific safeguarding map (see pages attached) with colour-coded areas showing the extent of the safeguarded area (please note that the level of detail necessitates a large file and may take some time to download). The map has been issued to the London Boroughs of Bromley, Croydon, Bexley, Lewisham, Tandridge and Sevenoaks District Councils. The purpose of the safeguarding map is to indicate to a Local Planning Authority the types of development where consultation with the Airport is required.

The Local Planning Authority is required to consult the Airport, when considering developments where the height of a proposed building or structure would exceed the level indicated on the safeguarding map.

The map also includes a dotted circle with a 13km radius, around Biggin Hill Airport to indicate the area within which developments likely to attract birds require consultation of the Airport. Such applications include: facilities for handling compaction, treatment or disposal of household or commercial wastes, the creation or modification of areas of water such as reservoirs, lakes, ponds, wetlands and marshes, nature reserves and bird sanctuaries, and sewage disposal and treatment plant. Applications for development of this nature should be accompanied by a Birdstrike Hazard Assessment.

The Airport also has a separate safeguarding map for wind farm developments (see pages attached) showing a circle with a 30km radius around the Airport within which applications for a proposed wind turbine development must be notified to the Airport.

Consultation is required not just on full or outline planning applications, but for an application for the amendment of an outline planning permission or an application for the removal or modification of conditions imposed on a previous planning permission.

When consulted on the type of proposed developments outlined above, the Airport considers whether the proposals could compromise the safe operation of the Airport, impair the performance of aircraft, airport navigation or Instrument Flight Procedures or cause a birdstrike hazard. The Airport will respond in writing to the relevant Local Planning Authority accordingly. If the Airport has insufficient information to consider the proposed development they will submit a holding objection to the Local Planning Authority requesting further information. This could delay the determination of a planning application.

If the Local Planning Authority propose to grant planning permission contrary to the advice of the Airport or do not attach conditions which the Airport has requested, then it will be necessary for the CAA to assess the planning application. The CAA have a period of 28 days to consider the application and can request the Secretary of State to issue a direction under Section 77 of the Town and Country Planning Act (1990) to call in the application for determination by the Secretary of State.
PUBLIC SAFETY ZONES

Public Safety Zones (PSZs) are the areas of land at the ends of the runways within which development is restricted in order to control the number of people on the ground at risk of death or injury in the event of an aircraft accident on take-off or landing.

Government guidance on PSZs is contained within DfT Circular 1/2002 Control of Development in Airport Public Safety Zones. The basic policy objective governing the restriction on development near civil airports is that there should be no increase in the number of people living, working or congregating in PSZs and that, over time, the number should be reduced as circumstances allow.

There should be a general presumption against new or replacement development, or changes of use of existing buildings, within the PSZs. No new or replacement dwellinghouses, mobile homes, caravan sites or other residential buildings should be permitted. Nor should new or replacement non-residential development be permitted. Exceptions to this presumption are set out in paragraphs 12 and 13 of the Circular.

The DfT amended the PSZs at Biggin Hill Airport in 2004 and the current PSZs are shown on the attached page.

FURTHER QUERIES

The Airport would advise developers and others proposing development within the area covered by the safeguarding map to take account of safeguarding issues prior to finalising their proposals and submitting planning applications. The Airport is happy to provide pre-application advice on proposed developments, and if necessary seek the assistance of the National Air Traffic Services who look after air traffic control and the navigational aids at the Airport.

If you have any further general queries regarding safeguarding or the Public Safety Zones please do not hesitate to contact Katy Woolcott – Estate Manager, based at the Airport 01959 578500.
CURRENT PSZs

Pages 16, 19, 20, 22, 24 & Biggin Hill - Public Safety Zone map in 1st Deposit Draft Proposals Map Book (March 2001)

Site - Biggin Hill Airport
Change - Updating of the Public Safety Zone boundary

Key
- Biggin Hill Airport Public Safety Zone - 1st Deposit Draft
- Boundary of area subject to individual risk of 1 in 10,000 per year or greater - 1st Deposit Draft
- Biggin Hill Airport Public Safety Zone - As directed by Dept of Transport 23rd March 2004
- Boundary of area subject to individual risk of 1 in 10,000 per year or greater - As directed by Dept of Transport 23rd March 2004

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