

13<sup>th</sup> November 2014

14/00049/SCOP

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**Dear Roger,**

Please find below the response to the physical safeguarding study undertaken. This study has been conducted using current information which has been made available and has been conducted "subject to no material change". Should material change occur the study will require to be repeated.

As you know there are two elements to airport safeguarding, these being physical and technical. The physical study is detailed below by item with guidance attached where appropriate.

The Technical Safeguarding study has not been undertaken due to lack of information, this will be completed as and when the detailed information of the development are submitted to the airport.

Other items to consider are listed at the end of the document these relate to noise pollution due to overflights of the development by aircraft and helicopters and the general security of the airport.

## **Safeguarding Study**

### **Physical Safeguarding Study**

#### **Runway 01-19 Safeguarding**

There is no effect on the transitional surface, approach surface, take-off climb surface or inner horizontal surface.

#### **Runway 11-29 Safeguarding**

There is no effect on the transitional surface, approach surface, take-off climb surface or inner horizontal surface.

#### **Trees**

Any trees planted must not be of a species not likely to attract large numbers of birds, including berry-bearing species and those likely to grow to over 15m in height which may encourage a rookery. See advice notice <http://www.aoa.org.uk/wp-content/uploads/2014/02/AN03-Birds-Landscaping-August-2006.pdf>.

### **Floodlighting**

There is no effect on any obstacle limitation surfaces; the floodlights have been quoted as being 15m to 18m high. The lights should be hooded and angled downwards.

### **Lighting Pattern**

Street lighting and floodlighting should be angled downward and 'hooded' to ensure there is no confusion with aeronautical lighting. Lighting columns will have no effect on the OLS. See advice notice <http://www.aoa.org.uk/wp-content/uploads/2014/02/AN02-Lighting-August-2006.pdf>

### **Solar Panels**

Should any solar panels be installed, these shall be of a matte, non-reflective material which doesn't cause a 'glare' hazard to pilots of aircraft in flight.

### **Excavations and Waste Control**

The developer should submit to the airport an acceptable Bird Control Management Plan to demonstrate how they will control bird attractants such as excavations, skips, waste etc. See advice notice <http://www.aoa.org.uk/wp-content/uploads/2014/02/AN03-Birds-Landscaping-August-2006.pdf>.

### **Cranes**

If cranes are used during construction, there will be a need for the developer to liaise with the Airport in accordance with the British Standard Institute Code of Practice for the Safe Use of Cranes (BS 7121). See advice notice <http://www.aoa.org.uk/wp-content/uploads/2014/02/AN04-Cranes-August-2006.pdf>.

### **Public Safety Zones**

It is not considered that a PSZ is necessary as these are historically only given to runways with over 45,000 movements a year or with an accident profile of greater than 1:100,000. The minimal number of movements on this runway (~200/annum) would not justify a PSZ.

### **Open Water**

The site plans do not appear to show any large bodies of open water, however should these be incorporated at a later date, or large pools of water form in excavations, the developer should submit a Bird Control Management Plan.

### **Other Material Considerations**

#### **Noise**

Whilst not strictly a safeguarding topic, the developer and new residents should be warned of the noise pollution from Oxford Airport and we should take no responsibility for the noise caused by existing flight or ground activities at the airport.

#### **Security**

Given the scale of the development security of the airport infrastructure and the potential increase in the use of the public footpath inside the airport boundary, the physical security of the airport and risks to persons using the footpath and the risks of persons potentially gaining access to the airport and runways should be considered. The airport may require enhanced security features as a result of the risk.

## Results

Physical Safeguarding Outcome

Result: No objection, but with conditions'

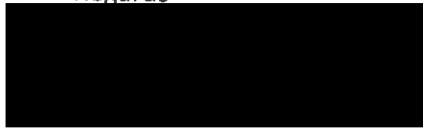
Technical Safeguarding

Result: Objection

A full technical safeguarding study required to be undertaken, there current is not enough detailed information to undertake a study on the effects of airport navigation aids and radar equipment.

If you have any further question please contact me in the first instance

Kind Regards



Mike Sparrow  
*Airport Manager*