



AIRPORT PROJECT

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SUBJECT: AIRPORT DEVELOPMENT AREA (ADA)

This circular is issued to Directorates as a reminder of the Airport Development Areas Order (2008). This Order defines the Airport Development Area (ADA) i.e. the parcels of land that the Airport Project will be implemented within. For ease of reference, these parcels of land are listed in full at Appendix 1 and are shaded green on the map attached at Appendix 2.

It is essential that works or developments within or adjacent to the ADA are closely co-ordinated with the Airport Project.

Recent examples include:

- a new construction adjacent to the ADA may be sufficiently tall that it impinges upon the Airport Obstacle Limitation Area. This could put the discussions currently underway on Certification of the Airport at risk, resulting in significant cost to the Airport Project.
- subdividing one of the parcels of land within the ADA (or alternatively merging it with another parcel of land) means that the boundaries are no longer as defined by the Airport Development Areas Order. It takes time and therefore money – possibly resulting in intent to claim by Basil Read – for us to work out where the boundary should be.
- a proposal to lease land for development, which fortunately recognised in time that the land is within the ADA and that the haul road runs through this area.

SHG has given a commitment to making the Airport Project a priority. We do not want to hold up other development taking place in the ADA but neither would we wish for it to clash with the Airport Project.

The Access Office should therefore be consulted upon any proposed works or developments within or adjacent to the ADA.

This does not need to be an onerous process – an email or even a phone call will suffice. We will do our best to advise on whether there are potential implications in light of the Airport Project and to co-ordinate our approach.

Janet Lawrence
Airport Project Director

Land Registry Parcels included within the Airport Development Area
As per the Airport Development Areas Order (2008) and subsequent updates

Area No.	Description of area
1.	Deadwood: Parcels Nos. 41, 94, 100, 101 and 143 ¹
2.	Longwood North: Parcels Nos. 254, 269, 273, 313, 369, 370, 383 and 391
3.	Longwood South: Parcels Nos. 36, 37, 38, 123 and 456
4.	Prosperous Bay: Parcels Nos. 4, 10, 13, 14 and 15
5.	Rupert's Valley: Parcels Nos. 25, 31, 32, 33, 35, 36, 46, 47, 54, 57, 63, 65 ² and 79
6.	Rupert's Bay: The water covered area of Rupert's Bay within a radius of 500 meters from the point where the boundary between parcels 31 and 65 touches the waterline
7.	Silver Hill: Parcels Nos. 35, 36, 37, 329, 341 ³ , 348, 380, 381
8.	The Barn: Parcel No. 1
9.	White Hill: Parcels Nos. 1, 3 and 4
10.	Jamestown: Block 17, Parcel 74
11.	Inshore waters: A radius of 500 meters of inshore waters measured from the waterline along the coast from Bay Point located in Prosperous Bay, Parcel No. 2 to Gill Point located in White Hill, Parcel No. 3.

¹ This parcel has since been subdivided. Revised parcel numbers are Deadwood 158 and 159. See the map at Appendix 1.

² This parcel has since been subdivided. Revised parcel numbers are Ruperts Valley 75, 76, and part of 77. See the map at Appendix 1.

³ This parcel has since been subdivided. Revised parcel numbers are Silver Hill 400 and part of 410. See the map at Appendix 1.