

AGENDA ITEM NO.

TO: **PLANNING COMMITTEE – 1 NOVEMBER 2006**

SUBJECT: **COVENTRY AIRPORT – CONSULTATION ON THE PROPOSALS BY THE DEPARTMENT OF TRANSPORT TO ESTABLISH PUBLIC SAFETY ZONES (PSZs)**

FROM: **HEAD OF PLANNING AND ENGINEERING**

INTRODUCTION

The Department of Transport has recently published a local consultation paper inviting comments on a proposal to establish public safety zones at Coventry Airport. Public Safety Zones (PSZs) are areas of land at the ends of the runways where new development is restricted in order to minimize 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.

Warwick District Council has been consulted as a local stakeholder. The consultation exercise has also involved residents and businesses with postal addresses within the proposed Public Safety Zones, Coventry City Council, Highways Agency, the County Council, MPs for the area, and Rugby Borough Council. The consultation period ends on Friday 17 November 2006.

KEY POINTS

The runway has a south-west, north-east orientation, and for departures which take off south bound it is known as Runway 23, and when departures are north bound it is known as Runway 05. It is aircraft departing to the south, or approaching from the south-west which fly over parts of Warwick District.

Assessment of risk: This is based on objective assessments of individual risk to people on the ground in the vicinity of the airport being considered. The data used is from a computer model using worldwide data on crash frequency/crash location/ crash consequence. The level of individual risk depends on a person's location and how much time they spend in the PSZ.

Area of PSZ: The general shape of all PSZs is triangular, projecting out from the end of the runway and adjacent airport land. This is an area within which there is a 1 in 100,000 individual risk per year. The calculation is based upon forecasts of the number and type of aircraft expected to use the runway in 15 years time. Air traffic forecasts at the airport are supplied by the airport operator, broken down into different classes of aircrafts. The DfT employs independent specialists to carry out the risk modeling to determine the size and shape of the PSZs.

Boundary of area subject to individual risk of 1 in 10,000 per year or greater.

Within each PSZ there is a much smaller triangular area immediately adjacent to the end of the runway where there is considered to be an individual risk of 1 in 10000 per year risk or greater of being killed as result of an aircraft accident. It is in this smaller area, to accord with national advice as contained in DOE Circular 1/2002, that there should be no built development.

At Coventry Airport – Runway 05 Approach the proposed red ‘high risk’ area affects pasture land located between Bubbenhall Road and Stoneleigh Road where there is already no built development. The PSZ area extends to just south of the Stoneleigh Bridge and within its boundary includes two isolated residential properties to the west of Stoneleigh Road.

At Coventry Airport – Runway 23 Approach the proposed ‘high risk’ area is shown to extend down to the A45 immediately to the east of the Tollbar End roundabout. The consultation document states the following:

“...Short sections of Siskin Drive and Rowley Road are also within the 1 in 1000 individual risk contour and the easternmost tip of this contour reaches the Tollbar End roundabout. However, people using these roads will be exposed to much lower levels of risk from an aircraft accident than 1 in 10000 per year because they will normally be in the area for brief periods of time...”

As stated earlier the Highways Agency has been consulted about the designation of the PSZ and the DfT document indicates that:

“...The Highways Agency will take the 1 in 10000 risk contour into account when redeveloping the A45/A46 junction and the Tollbar End roundabout, with the aim of designing the scheme so that queuing traffic normally forms outside the 1 in 10000 risk contour...”

The consultation exercise has also included Coventry City Council and Rugby Borough Council because of the location of the administrative boundaries in the vicinity of the airport and the Runway 23 Approach proposed PSZ.

REPRESENTATIONS RECEIVED

There has been a single written representation received from a local Baginton resident. The concern raised is that the PSZ’s serve to illustrate risks only in terms of individual risk, and that the public is being hidden from the true societal risk. PSZ’s would also suppress the development of the area and do not accurately reflect the true risk from the airport’s existing and proposed development.

POLICY CONTEXT

The national guidance on the ‘Control of Development in Airport Public Safety Zones’ is contained in DfT Circular 1/2002 dated 10 July 2002.

The circular sets out that there is a general presumption against development within Public Safety Zones, and that there are some types of developments which can be permitted.

The type of developments not permitted in a PSZ include:

- New or replacement dwellings, residential caravans or other residential buildings.

The type of developments which are permitted in a PSZ include:

- Extensions to an existing dwelling*
- Change of use of a building/land where there is likely to be no increase in the number of people living/working or congregating in or at the property*
- Some forms of development which attract few or no people to the site(e.g. agricultural buildings); or involve either a low density of people congregating e.g golf courses (but not club houses)*

COMMENT

The basic policy objective as set out in DfT Circular 1/2002 is as follows:

“...Public Safety Zones are areas of land at the ends of the runways at the busiest airports, 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. 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 Public Safety Zones and that, over time, the number should be reduced as circumstances allow.”

The issue is of individual risk of death or injury to people on the ground in the vicinity of an airport. The consultation is not concerned with any aspect of the airport's operator's plans for future development.

The exact size of PSZs' is as stated above, a highly technical exercise and one that it is very difficult for any District Planning Authority to challenge. To assess their "reasonableness" at Coventry Airport comparisons have been made to the size of approved PSZs at other modest UK airports which are located close to urban areas. This assessment included Aberdeen, Liverpool, Leeds-Bradford, and Southampton.

The conclusion reached is that the scope of the proposed PSZs at Coventry Airport is of similar proportions to those present elsewhere and reasonable taking into account the number and range of aircraft using the airport now and likely in the future. The impact of the PSZ upon proposals for planning permission at the Runway 05 Approach between the end of the runway and Stoneleigh is very limited. This is because the whole of the affected land is within a rural Green Belt area and outside a recognized settlement.

With regard to the Runway 23 Approach adjacent to the Tollbar End junction the PSZ is likely to affect land outside the administrative boundary of Warwick District. It is therefore for Coventry City Council and Rugby Borough Council to make their comments known to the Department of Transport.

RECOMMENDATION

That Department of Transport be informed that where within the boundary of Warwick District, there is no objection to the proposed Public Safety Zones at Coventry Airport, as set out in the consultation document dated August 2006.

Appendix

Coventry Airport – Runway 05 Approach PSZ

Coventry Airport – Runway 23 Approach PSZ

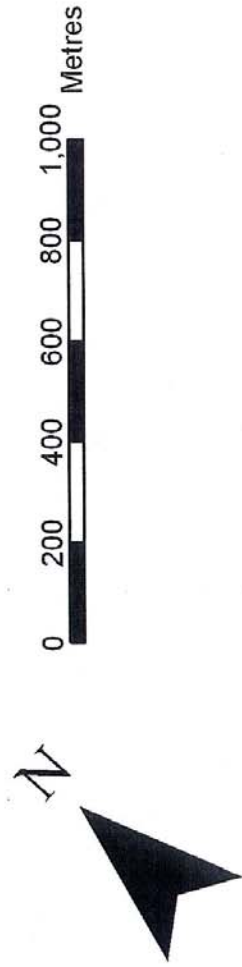
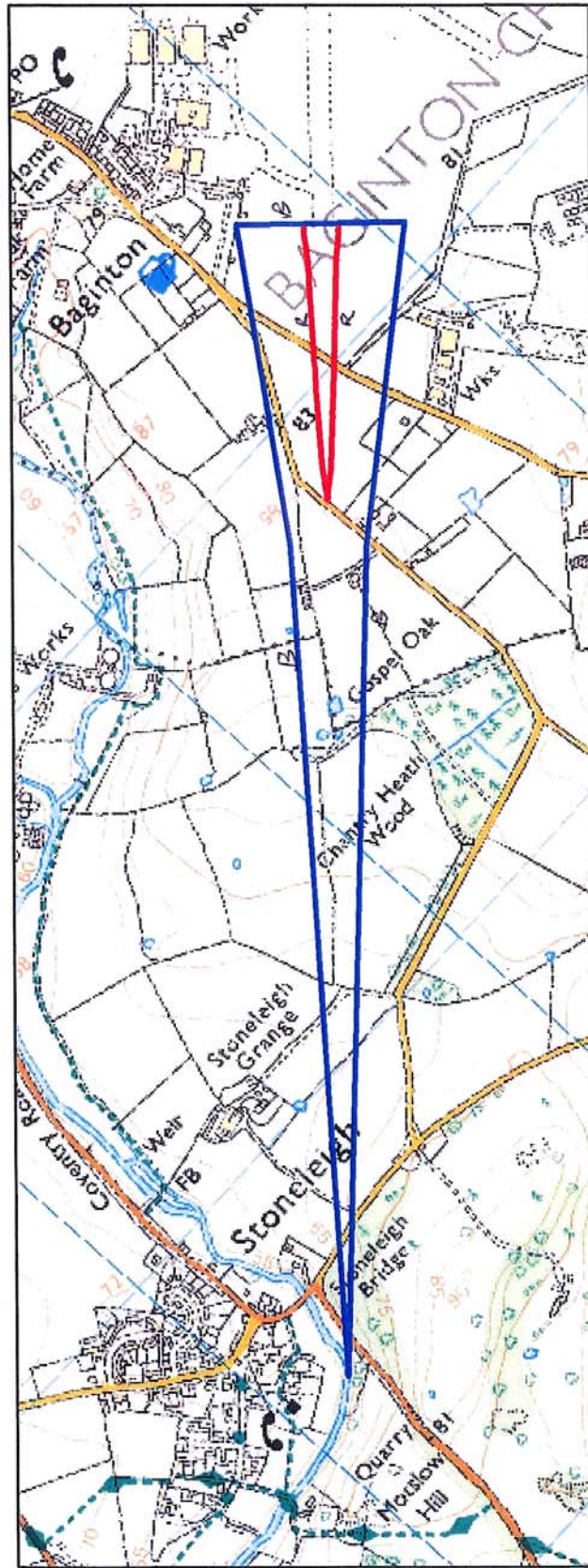
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Coventry Airport - Runway 05 Approach Public Safety Zone Map

 Boundary of area subject to individual risk of 1 in 10,000 per yr or greater
 Boundary of Public Safety Zone



Coventry Airport - Runway 23 Approach Public Safety Zone Map

 Boundary of area subject to individual risk of 1 in 10,000 per yr or greater
 Boundary of Public Safety Zone

