

**Report to**

Scrutiny Co-ordination Committee  
Cabinet  
Council

25th October 2006  
31st October 2006  
31st October 2006

**Report of**

Director of City Development

**Title**

Public Safety Zones at Coventry Airport

**1 Purpose of the Report**

- 1.1 The purpose of this report is to advise you of the proposal of the Department for Transport (DfT) to establish Public Safety Zones (PSZs) for Coventry Airport and to recommend your support for their establishment.

**2 Recommendations**

- 2.1 Scrutiny Co-ordination Committee are requested to consider and support the establishment of Public Safety Zones for Coventry Airport as indicated in the Department for Transport document and make appropriate recommendations to Cabinet.
- 2.2 Cabinet are requested to consider recommendations from Scrutiny Co-ordination Committee and recommend the Council to support the establishment of Public Safety Zones for Coventry Airport as indicated in the Department for Transport document.
- 2.3 The Council are requested to support the establishment of Public Safety Zones for Coventry Airport as indicated in the Department for Transport document.

**3 Information/Background**

- 3.1 During the course of the Public Inquiries into the Interim Passenger Facility and the permanent terminal development at Coventry Airport over the last two years, comments have been made regarding the lack of PSZs at the Airport. Earlier this year, City Council officers were approached informally by officers of the DfT and site meetings were held to examine the parts of the City that were likely to be affected prior to a formal proposal document being issued.
- 3.2 The formal proposal document was issued for consultation by the DfT in August 2006 with a closing date for responses of 17th November 2006. It was sent to a number of key stakeholders, including the City Council, and any residents or businesses within the proposed PSZs. It sets out:

- general information about PSZs;
- details of the PSZs for Coventry;
- the extent of development that is permitted within PSZs; and
- the 1994 crash at Willenhall Wood.

### 3.3 The document explains generally that:

- PSZs are areas of land at the ends of 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;
- the risk to people on the ground as a result of an aircraft accident is very low;
- there should be no increase in the number of people living, working or congregating within the PSZs and that, over time, this number should be reduced as circumstances allow;
- the risks are assessed using a computer model which takes into account 1) the numbers and types of aircraft predicted to be using a runway in 15 years time 2) the likely location of any crash and 3) the probable size of any crash site. This model is then applied to both ends of the runway at Coventry Airport;
- the DfT believe that the model overstates the actual risk because it is based on world-wide accident data rather than UK specific accident data. It therefore includes some considerably more risky locations than the generally tightly controlled situations in the UK;
- the PSZs indicate the 1 in 100,000 annual risk of an individual being killed as a result of an aircraft accident. For comparison, the annual risk of being killed in the home is assessed at 1 in 13,000 (about 8 times more likely) and on the road at 1 in 17,000 (about 6 times more likely);
- a higher risk area of the 1 in 10,000 chance of an individual being killed as a result of an aircraft accident in a year is also established. This is the same standard as that generally used by the Health and Safety Executive and, until recently, was the risk of being killed on the road;
- around 30 airports in the UK already have established PSZs;
- PSZs are reviewed about every 7 years.

### 3.4 The document states that Coventry Airport now requires the establishment of PSZs because of the level of traffic using the airport. This is based on the airport operator's figures of 84,725 aircraft movements (ie landings and take-offs) per year by 2014. This will reflect the current use of the Interim Passenger Facility with its throughput of up to 0.98 million passengers per annum (mppa) and the current proposal for a permanent passenger terminal and its throughput of up to 2 mppa, intended to be achieved by 2014.

3.5 Plans for the PSZs at either end of the runway are included in the document. That to the south west (Runway 05) does not cover any land within the City's administrative area nor any land within the City Council's ownership. That to the north east (Runway 23) covers parts of Willenhall and runs as far as the southern end of the Binley Industrial Estate. All of this is within the City's administrative area, some of the land is within the City Council's ownership and about 50 dwellings and 10 small industrial units are within the PSZ. A plan of the PSZ for Runway 23 is attached to this report.

3.6 The document concludes that:

- there are short lengths of Siskin Drive, Rowleys Lane and the Toll Bar End roundabout but no buildings within the higher risk 1 in 10,000 area;
- there is no need for people living or working within the PSZ to move away;
- there is no significant risk to people travelling along the A45, A46 or across the Toll Bar End roundabout as they will only be within the high risk area for short periods of time;
- it is not necessary to modify these roads or limit their use; and
- the Highways Agency should take the PSZ into account in the design of the replacement junction to ensure that there is no queuing within the higher risk 1 in 10,000 area.

3.7 The document quotes the relevant DfT Circular (1/2002) which makes it clear that there should be a presumption against any form of new or replacement development or change of use that increases the number of people living, working or congregating within the PSZ. Certain forms of development which do not increase the number of people living, working or congregating in them are, however, allowed. Examples of such development given in the Circular include:

- domestic extensions;
- small extensions to non-domestic premises;
- long stay/employee car parking;
- open storage;
- certain types of warehousing; and
- public open space where there will not be large numbers of people.

3.8 This would restrict the development or redevelopment of:

- houses just south of the Toll Bar End junction on London Road;
- the southern edge of the Orchards Retail Park and the site behind it;

- some houses/flats in the Middle Ride area:
- parts of the open land both south and north of the Coventry-Rugby railway line including open space at Grange Avenue; and
- the southern edge of the Binley Industrial Estate.

3.9 When the PSZ is established, it will become a material consideration in the determination of planning applications. The Circular states that an appropriate Policy referring to PSZs should be included in Local Development Plans and restrictions on development should be set out. If a planning application were to be refused solely on the basis of the PSZ, it is possible that a claim for compensation or a purchase notice could be served on the City Council. Your officers consider, however, that currently this is very unlikely as there will inevitably be other substantive reasons for refusal.

3.10 The 1994 air crash is referred to in the document and it is noted that this is an accident that was taken into account in assessing overall risks.

#### 4 Proposal and Other Option(s) to be Considered

4.1 The PSZs have been drawn up in accordance with the DfT's normal procedures and answer the point made in the past that a risk assessment of Coventry Airport's operations ought to be carried out. There is no logical reason not to support the establishment of the PSZs.

4.2 In spite of the publicity afforded the exercise in the local papers, City Council officers are only aware of one approach from a member of the public, a resident of Binley Woods, who supports the proposal. There has also been some correspondence with Cllr Lakha explaining the exercise.

#### 5 Other specific implications

5.1

	<b>Implications (See below)</b>	<b>No Implications</b>
Neighbourhood Management		√
Best Value		√
Children and Young People		√
Comparable Benchmark Data		√
Corporate Parenting		√
Coventry Community Plan		√
Crime and Disorder		√
Equal Opportunities		√
Finance		√
Health and Safety		√
Human Resources		√

	<b>Implications (See below)</b>	<b>No Implications</b>
Human Rights Act		√
Impact on Partner Organisations		√
Information and Communications Technology		√
Legal Implications		√
Neighbourhood Management		√
Property Implications	√	
Race Equality Scheme		√
Risk Management		√
Sustainable Development		√
Trade Union Consultation		√
Voluntary Sector – The Coventry Compact		√

#### Property Implications

- 5.2 There are some implications for the City Council's land ownership and these have been discussed with the City Council's Head of Property Management. They are not considered significant in view of the restrictions that are already in place on Willenhall Wood and Claybrooks Marsh (Local Nature Reserves) and the open space at Grange Avenue.

## **6 Monitoring**

- 6.1 The City Council will be advised as and when the PSZs come into operation.

## **7 Timescale and expected outcomes**

- 7.1 There is no indication in the DfT document of any timescale for the establishment of the PSZs.

	<b>Yes</b>	<b>No</b>
<b>Key Decision</b>	√	
<b>Scrutiny Consideration (if yes, which Scrutiny meeting and date)</b>	√ <b>Scrutiny Co-ordination Committee 25<sup>th</sup> October 2006</b>	
<b>Council Consideration (if yes, date of Council meeting)</b>	√ <b>31<sup>st</sup> October 2006</b>	

List of background papers

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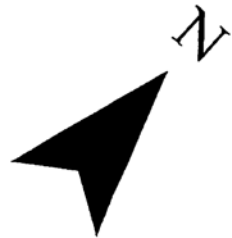
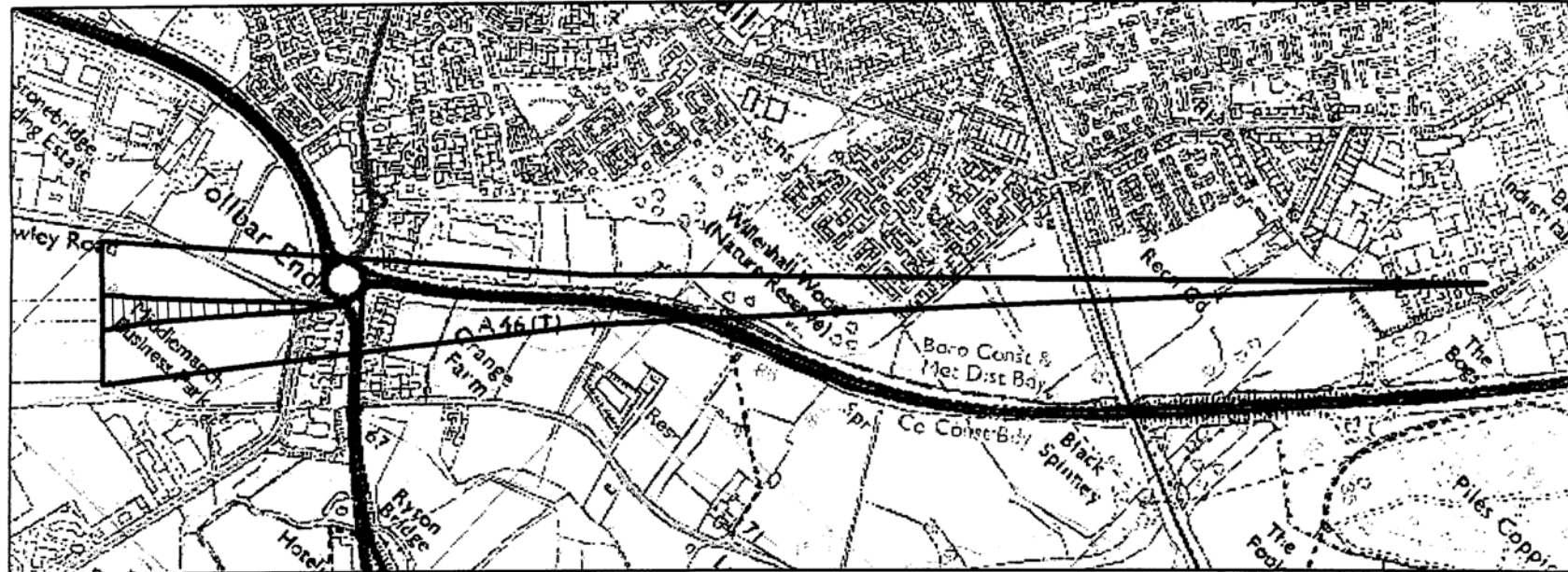
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**Location: CC4 6.03**

# 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



0 200 400 600 800 1,000 Metres