



Bickerdike Allen Partners

# **Coventry Airport New Passenger Terminal Supplemental Environmental Statement – Non-Technical Summary**

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**Prepared for  
West Midlands International Airport Ltd**

**August 2005**

**COVENTRY AIRPORT  
NEW PASSENGER TERMINAL**

**SUPPLEMENTAL ENVIRONMENTAL STATEMENT  
NON-TECHNICAL SUMMARY**

**West Midlands International Airport Ltd.**

Job No. D108908

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**Figure S2.1            Site Location Plan**

**Figure S2.2            Phase 1 2007**

**Figure S2.3            Phase 2 2009/10**

**Figure S2.4            Masterplan 2014**

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## 1. Introduction

- 1.1 An Environmental Statement ('ES') was prepared in October 2004 to support a planning application ('the Application') for a New Passenger Terminal at Coventry Airport ('the Airport'). Since then, the Application has been amended – the extent of the Application site has been reduced and there is now provision for a multi-storey car park instead of only surface level parking.
- 1.2 This document provides in non-technical language a summary of the Supplemental ES that has been prepared to report any updates or amendments to the ES as a result of the revised Application. It should be read in conjunction with the ES and Non Technical Summary for the ES, which this document refers to regularly. Information which remains unchanged from the ES is not repeated in this document.
- 1.3 The Environmental Impact Assessment ('EIA') process is summarised in the Non Technical Summary for the ES. The Supplemental ES considers the same key issues relevant to the Development that were considered in the ES, and these are summarised in this Supplemental Non Technical Summary:
- Planning Policy;
  - Land Use;
  - Surface Access;
  - Noise;
  - Air Quality;
  - Ecology & Nature Conservation;
  - Landscape & Visual Effects;
  - Cultural Heritage;
  - Water Resources and Quality;
  - Ground Contamination and Soil Quality;
  - Waste Management;
  - Construction Effects;
  - Risk Assessment; and
  - Socio-Economics.
- 1.4 Scott Wilson was commissioned on behalf of West Midlands International Airport Limited ('WMIAL') to coordinate the Supplemental ES, but the specialist assessments have been conducted by a team of independent and experienced environmental consultants (as for the ES), as shown in Table S1.1 below.

**Table S1.1: The consultant team**

<b>Consultant</b>	<b>Role</b>	<b>Location</b>
Scott Wilson	Environmental Statement (including Non-Technical Summary) Land Use Ecology and Nature Conservation Cultural Heritage Water Resources and Quality Construction Effects Waste Management	Leeds       (Peterborough)
Ground Solutions Group	Ground Contamination and Soil Quality	Leeds
APD Limited	Air Space Management	Leeds
Air Quality Consultants Limited	Air Quality	Bristol
Bickerdike Allen Partners	Noise	London
CSa Environmental Planning	Landscape and Visual Effects	Ashwell, Herts
DNV Consulting	Risk Assessment	London
Regeneris	Socio-Economics	Manchester
TTHC	Surface Access	Manchester
Armstrong McCaul Biological Consultants	Bird Strike Assessment	Wigton, Cumbria
The Littman Partnership	Planning Policy	London

1.5 Given that the Development has been delayed, and that the maximum number of passengers (2 million passengers per annum ('mppa')) is not now expected to be reached until 2014, the Supplemental ES has used an updated future assessment year of 2014 to consider the environmental effects of the revised Development. The first construction year has also been delayed but the baseline year from which impacts are predicted remains the same.

- Baseline Conditions (2003) – the environmental conditions at the Airport before any passenger facilities were opened;
- Future Baseline (2014) – expected future environmental conditions at the Airport if no passenger facilities are in operation;
- Operational Year (2014) – expected future conditions when the New Passenger Terminal is in operation with a maximum passenger throughput of 2 million passengers per annum (mppa);
- Construction Year (2007) – the first phase of construction of the New Passenger Terminal;
- Construction Year (2010) – the completion of the second phase of the New Passenger Terminal.

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## **2. The Project Site and the Development**

2.1 The location of the Airport is shown on Figure S2.1.

### **Description of the Development**

2.2 The extent of the revised Development area is shown on Figures S2.2-2.4.

2.3 The New Passenger Terminal itself remains unchanged since the ES was published.

2.4 The location and layout of the car parking and internal access roads have been amended. 3,825 car parking spaces have been calculated to be required to serve 2 mppa, and all are provided at Airport South under the revised proposals.

2.5 Vehicles will travel around the Development using a one-way system, entering Airport South at the existing access point on Siskin Parkway West and leaving either to the roundabout (at the east) or to Siskin Parkway West (at the west) (see Figure S2.4).

2.6 All car parking will be constructed during Phase 1 but the use of spaces will be restricted during Phase 1.

2.7 The proposed extension to the Airport South apron (the area for aircraft to park) has also been amended and is now approximately 4,100 m<sup>2</sup> smaller.

### **Flight Forecasts**

2.8 The passenger flight forecasts have been revised for the Supplemental ES to reflect the fact that the maximum passenger throughput is not expected to be reached until 2014, instead of 2012 as previously assumed. Annual passenger numbers are now forecast to reach 985,012 in 2007 and 1,958,318 in 2014.

2.9 The 2003 non-passenger flight data has also been revised using updated information, and the non-passenger flight forecasts have been revised using this data.

### **Existing Public Transport**

2.10 Additional bus access is now provided between Coventry and the Airport by the 737 express service 7 days per week.

### **Project Programme**

2.11 Phase 1 construction is now expected to take place in 2007, subject to planning approval, and the New Passenger Terminal is expected to be in operation by the end of that year.

2.12 The Interim Passenger Facility ('IPF') will cease to be used for passenger operations when the New Passenger Terminal opens.

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### **3. Planning Policy**

- 3.1 Planning and land use policy have been assessed at the national, regional and local levels to determine whether the revised Development proposals are consistent with current policy and Government objectives.
- 3.2 Since the publication of the ES, some national guidance (formerly Planning Policy Guidance) has been revised (now known as Planning Policy Statements). However, there are no new issues arising from revised guidance statements.
- 3.3 At the regional level, the Regional Planning Guidance has been adopted as the Regional Spatial Strategy since the publication of the ES. The policies remain unchanged.
- 3.4 The second deposit revised Warwick District Local Plan was published in July 2005. This replaces the first deposit plan detailed in the ES. Policy SSP7 has been revised. It continues to support proposals for facilities for aviation activity at the Airport. It also seeks to: encourage development to be concentrated at Airport South; to ensure that development is properly assessed in terms of environmental impact; and to restrict the passenger numbers from the Airport to 2 mppa.
- 3.5 The remaining relevant policies in the second deposit plan do not differ substantially from those reviewed in the ES. The revised Development is still considered to comply with national, regional and local policy.

### **4. Land Use**

- 4.1 Changes to the land use assessment as a result of the revised Development have been considered.
- 4.2 There are no changes to the land use assessment due to the revised proposals and there are no significant updates since the ES was published.
- 4.3 Land take from the revised Development will be slightly less due to the provision of a multi-storey car park instead of only surface level parking.
- 4.4 Possible indirect impacts on adjacent areas of land, such as noise and air quality, are discussed under the relevant chapter headings.

### **5. Surface Access**

- 5.1 The assessment of impacts on traffic using the local road network has been revisited to consider any changes resulting from the revised Development.
- 5.2 No significant changes to the assessment presented in the ES have been identified, and there will be no significant impact on the local traffic network.

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## **6. Noise**

- 6.1 Changes to the assessment of noise arising from airborne aircraft, road traffic and on site developments have been considered in light of changes to the Development, the revised assessment years, the changes to the passenger and non-passenger flight forecasts, and changes to the assumptions about future aircraft types (namely that older non-passenger aircraft will not be replaced).
- 6.2 There are no major amendments to the assessment reported in the ES and the Development is still considered to result in an acceptable level of noise at local properties.
- 6.3 A package of noise controls and mitigation will be developed, as has already been agreed for the IPF.

## **7. Air Quality**

- 7.1 The air quality assessment has been revised to incorporate the changes made to the Development. In addition to the changes described in Section 1 of this document, the revised assessment has considered changes to assumptions about future aircraft types (that older aircraft will not be taken out of service).
- 7.2 The statutory objectives for relevant air pollutants, nitrogen dioxide and PM10 (particulates), will continue to be achieved in 2014, with or without the Development. The revised proposals will continue to have a small impact upon concentrations of these pollutants.
- 7.3 The New Passenger Terminal will result in slight increases in emissions of air pollutants (nitrogen oxide, PM10 and hydrocarbons) but in the context of the area and national emissions, the changes are minimal.

## **8. Ecology and Nature Conservation**

- 8.1 The changes to the Development have been considered in the context of the assessment of impacts on ecology and nature conservation presented in the ES.
- 8.2 Additional information relating to ecology has been provided by local residents, including records of reptiles and bats in areas surrounding the Airport. A recent badger survey has also been undertaken at Airport South.
- 8.3 Whilst the overall amount of landtake is reduced and less improved grassland will be directly affected as a result, an area of semi-improved grassland will be lost to the amended Scheme.
- 8.4 However, no significant changes to overall findings of the assessment contained in the ES are predicted, and predicted impacts are of low or no significance.

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## **9. Landscape and Visual Effects**

- 9.1 The assessment of landscape and visual effects has been updated to consider the revised Development proposals.
- 9.2 The Development site is relatively enclosed and is not out of character with the immediate urban/industrial setting within Middlemarch Business Park.
- 9.3 The effects of additional lighting for new car parking and apron areas will be mitigated by the use of flat glass lanterns, to minimise sky glow.
- 9.4 No significant changes to the assessment reported in the ES have been identified.

## **10. Cultural Heritage**

- 10.1 The cultural heritage impact assessment has been revisited to consider the changes to the Development.
- 10.2 The revised proposals include a new area of land immediately adjacent to the current Airport boundary at Airport South. This area has recently been the subject of a geophysical survey (a non-intrusive survey technique), which found nothing of archaeological significance.
- 10.3 All other parts of the Development site have been previously disturbed so the potential for archaeological resources to have survived in these areas is low.
- 10.4 In summary the impacts on archaeology will be minimal.
- 10.5 Impacts on the built heritage remain unchanged from the ES.

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**11. Water Resources and Quality**

- 11.1 The assessment of water resources and quality has been revisited and more detailed information has become available regarding the existing surface drainage system.
- 11.2 It is now apparent that the surface water runoff from the Airport South apron is handled separately to the landside areas. Contaminated runoff from the apron is tankered off-site for treatment and uncontaminated runoff passes to the River Avon. Landside runoff is uncontaminated and is infiltrated (passed to groundwater) locally. This will recharge the underlying groundwater.
- 11.3 When the Development is constructed, areas of hardstanding requiring drainage will be increased. The majority of the car parking areas are to be surfaced with gravel and runoff will pass directly to the ground. Roof drainage will also be infiltrated.
- 11.4 Surface runoff from the apron will be tested for quality and will pass either into the existing drainage system or to a nearby treatment facility.
- 11.5 Overall the assessment presented in the ES remains unchanged.

**12. Ground Contamination and Soil Quality**

- 12.1 Impacts relating to ground contamination and soils have been considered for the revised Development proposals.
- 12.2 More extensive earthworks will be required than previously considered because in addition to foundations for the New Passenger Terminal and work involving buried services, foundations will also be excavated for the multi-storey car park.
- 12.3 Potential impacts to human health and the wider environment were considered in the ES and remain unchanged by the amendments to the Development.

**13. Waste Management**

- 13.1 Calculations for the amounts of waste that will be produced at the Airport have been modified for the revised Development.
- 13.2 Changes were found to be minimal and existing waste facilities within the area have adequate capacity for the waste that will be generated.

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**14. Construction Effects**

- 14.1 Additional earthworks and excavations will be required to construct the foundations for the multi-storey car park. However, construction activities will be more localised, being all at Airport South.
- 14.2 A Construction Management Plan will be prepared detailing site-specific mitigation measures.

**15. Risk Assessment**

- 15.1 The assessment of risk, including the risk of aircraft impact at a particular location close to the Airport, has been recalculated using the revised passenger and non-passenger forecasts for 2014.
- 15.2 There are still no properties within the 1 in 10,000 per year risk contour (within which the Airport would have to offer to purchase the properties), although the area of that contour is increased in size very slightly.
- 15.3 The number of people living, working or congregating in areas within the 1 in 100,000 per year risk contour remains unchanged, although the area included within the contour is also increased in size very slightly.
- 15.4 In summary, the assessment of risk remains unchanged from the ES.

**16. Socio-Economics**

- 16.1 Effects on the local economy have been revised using the revised passenger and non-passenger forecasts and the delayed assessment year (2014).
- 16.2 The expansion of the Airport will continue to boost the local economy as well as the wider sub-region. By 2014 it is predicted that the Airport's growth will create approximately 1,500 new jobs in the area. This figure is slightly lower than previously predicted for 2012 because when considering 2014 compared to 2012, productivity is expected to be greater and because the end year passenger traffic forecasts are slightly lower.

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**17. Air Space Management**

- 17.1 Since the publication of the ES, updated information has become available regarding controlled airspace and Noise Preferential Routes (aircraft approach and take-off routes which reduce the impacts of aircraft noise on sensitive areas).
- 17.2 The design of the controlled airspace area for the Airport is now complete and extensive consultation will be underway shortly. Controlled airspace will further improve the existing airspace management between the Airport and Birmingham International Airport.

**18. Summary of Environmental Effects**

- 18.1 The EIA has not identified any significant adverse environmental impacts associated with the construction or operation of the revised Development proposals.
- 18.2 The land take for the revised Development will be slightly less than for the original Development due to the provision of multi-storey car parking. This will necessitate the excavation of additional foundations, but the tunnel included in the original proposals will not be required.
- 18.3 All car parking will now be located at Airport South, with perceived benefits to residents of Baginton in terms of traffic, noise and air quality due to the removal of car parking provision for terminal passengers and staff from Airport West.
- 18.4 There are no significant changes to the assessment presented in the ES.