



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

**Prepared for
West Midlands International Airport Ltd**

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**COVENTRY AIRPORT
NEW PASSENGER TERMINAL**

**ENVIRONMENTAL STATEMENT
NON TECHNICAL SUMMARY**

West Midlands International Airports Ltd.

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Figure 2.1 Site Location

Figure 2.2 Phase 1 2006

Figure 2.3 Phase 2 2009/10

1. Introduction

- 1.1 This document provides in non-technical language a summary of the Environmental Impact Assessment (EIA) of the New Passenger Terminal at Coventry Airport (the Airport).
- 1.2 The New Passenger Terminal is designed to accommodate up to 2 million passengers per annum (mppa). Subject to planning permission, the Terminal will be constructed in two phases, the first phase in 2006 and the second phase in 2010. The results of the EIA are presented in the Environmental Statement (ES).
- 1.3 The EIA has been carried out under the terms of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. West Midlands International Airport Limited (WMIAL) commissioned Scott Wilson to co-ordinate the ES, which has been prepared by a number of independent specialists.
- 1.4 The ES describes the assessment of the likely environmental effects arising as a result of the proposed development.
- 1.5 The EIA process is a formalised procedure for the identification of the potential impacts of a proposed development. The EIA also seeks to identify means of reducing adverse effects by mitigation measures. The ES presents information in a form that provides an opportunity for public scrutiny and assists the local planning authority and the First Secretary of State in the evaluation of the effects of the development.
- 1.6 Key issues relevant to the EIA were determined from the Council's scoping opinion on the ES that accompanied the planning application for a New Passenger Terminal made in March 2003 (which was subsequently refused), as well as the professional experience of Scott Wilson and topic specialists. The ES includes the following specialist chapters, which are summarised in this 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.

1.7 Environmental effects predicted to result from the New Passenger Terminal are measured against baseline environmental conditions in order to illustrate the change as a result of the development. The assessment scenarios considered are:

- Baseline Conditions (2003) – the environmental conditions at the Airport before any passenger facilities were opened;
- Future Baseline (2012) – expected future environmental conditions at the Airport if no passenger facilities are in operation;
- Operational Year (2012) – expected future conditions when the New Passenger Terminal is in operation with a maximum passenger through of 2 million passengers per annum (mppa), the ‘cap’ set by the Government’s White Paper ‘The Future of Air Transport’ (2003);
- Construction Year (2006) – the first phase of construction of the New Passenger Terminal;
- Construction Year (2010) – the completion of the second phase of the New Passenger Terminal.

2. The Project Site and the Development

The Site

- 2.1 The location of the Airport is shown in Figure 2.1.
- 2.2 The Airport is situated entirely within Warwick District, Warwickshire, but the boundary with Coventry City Council lies immediately to the north-east and north-west.
- 2.3 Coventry City Centre is approximately 4.5 km to the north-west. Baginton village lies immediately to the north-west of the Airport. Other nearby residential areas are located beyond Baginton to the north-west, and within the Tollbar End and Willenhall suburbs of Coventry. A number of other villages are situated further afield, including Ryton-on-Dunsmore, Bubbenhall, Stareton and Stoneleigh, and individual properties are scattered between.
- 2.4 At present there are three areas within the Airport: Airport South, Airport West and Airport North.
- 2.5 Airport South comprises a Business Aviation Centre, two parcel freight operations and cargo warehousing. Vehicular access is via Tollbar End roundabout through the Middlemarch Business Park. The existing Interim Passenger Facility (IPF) is also located at Airport South and is currently used to serve the Thomsonfly operation.
- 2.6 General aviation, business aviation, aircraft maintenance and engineering, emergency and maritime protection services and other airport operations have operated at Airport West over many decades. The General Aviation Terminal, seven aircraft hangars and associated airport infrastructure at Airport West are accessed via Coventry Road, Baginton.

- 2.7 Airport North is accessed via Rowley Road and comprises WMIAL Air Traffic Control, Engineering Services and Rescue and Fire Fighting Services including Bird Control and Fire Training. Freight forwarding/ handling agents, business aviation and flight training also occupy buildings in this area.

Site History

- 2.8 WMIAL is the operator of the Airport, which is held on a long-term lease from Coventry City Council.
- 2.9 The Airport has a long history of aviation activity dating prior to the commencement of the planning system in 1947, and has been in continuous use since this time. Passenger flight activity was at its highest in summer 1984, with 86 passenger aircraft movements per week.
- 2.10 An outline planning application was made and approved for a new Airport terminal and associated development in 1990 on land adjacent to the Coventry Trading Estate on Siskin Drive. This application was renewed in 1993 and 1998. An application to extend the period for submission of reserved matters was made in 2002 by WMIAL and then subsequently withdrawn, and the permission has now lapsed.
- 2.11 Planning consent for a new passenger terminal, apron extension and car parking facilities was refused on 11th September 2004 following a planning application and accompanying ES that was submitted in March 2003. In addition to the Highway Agency's Direction to refuse planning permission, four other reasons were given for refusal, which relate broadly to noise, air quality, bird strike and character of the surrounding area. WMIAL will appeal against this decision.

Site Operations

- 2.12 Due to its long established use, the Airport is lawfully allowed to operate without any planning restriction on the time, type and frequency of aircraft movements. It also benefits from permitted development rights under Part 18 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995.
- 2.13 In addition to passenger flight operations, other general flight movements take place at the Airport. These include scheduled night-time freight, *ad hoc* freight operators, pilot training flights, executive aviation and other general aviation.

Description of the Development

- 2.14 Phase 1 of the New Passenger Terminal (see Figure 2.2), which will be constructed in 2006, will comprise a single storey building to the north-east of the aircraft apron. The building will be capable of handling up to 1 mppa. Merlin House will be used as an Arrivals Hall.
- 2.15 Phase 2, to be completed in 2009/10 (see Figure 2.3), will be a two storey building on the site of Merlin House, which will be demolished. When this phase is completed the Terminal will be capable of handling up to 2 mppa.

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- 2.16 The Terminal will be a modern steel framed structure of similar external appearance to other buildings in the Middlemarch Business Park.
 - 2.17 Vehicles will travel around the development using a one-way system, entering Airport South from an existing spur on the Siskin Parkway West roundabout, and leaving using the existing access point to the south of the roundabout.
 - 2.18 Additional passenger car parking is proposed at Airport South and adjacent to the Tollbar End Roundabout up to 3,350 spaces.

Existing Public Transport and Pedestrian/Cycle Catchments

- 2.19 There is no railway station at the Airport and currently no dedicated bus services. However, a number of bus services serve the Middlemarch Business Park during peak hours and other services pass through Tollbar End throughout the day.
- 2.20 Cycle /pedestrian routes are provided through Middlemarch Business Park, around the Tollbar End junction and along the A45(T).

Passenger Flights and Other Aviation

- 2.21 Thomsonfly commenced commercial passenger flights from the Airport on 31st March 2004, and four passenger jets are currently based at the Airport. The summer 2004 schedule includes flights to Naples, Nice, Rome, Jersey, Valencia, Palma, Venice, Pisa, Malaga, Marseilles and Ibiza. The winter 2004/5 schedule will also include Shannon, Cork, Amsterdam, Alicante, Salzburg and Grenoble.
- 2.22 Annual passenger numbers are forecast to reach 1,054,332 in 2006 and 1,952,643 in 2012.
- 2.23 Even with the New Passenger Terminal, freight flights will continue to increase steadily at the Airport, at an estimated 1.5% per year. Training/club flights, general and business aviation and survey marine unit flights are also predicted to show marginal increases.

Additional Related Development

- 2.24 In addition to the New Passenger Terminal, the Airport proposes to extend the existing aircraft apron and widen the taxiway at Airport South under its Permitted Development Rights.
- 2.25 The Highways Agency proposes to undertake improvement works to the Tollbar End A45(T)/A46(T) junction in 2008/09, in order to ease congestion and improve safety.

Project Programme

- 2.26 Phase 1 construction works are planned for 2006, subject to planning permission. The existing IPF will cease to operate when the New Passenger Terminal is opened. Merlin House will continue to be used for Arrivals facilities.

- 2.27 Phase 2 construction works are programmed for 2009/10, after the Highways Agency improvement works at Tollbar End Roundabout.

Consideration of Alternatives

- 2.28 The alternative to the New Passenger Terminal at Airport South is to retain and expand the existing businesses at the Airport, including cargo, business aviation, general aviation and flight training. None of these current aviation activities are subject to planning restrictions on flights or new buildings.

3. Planning Policy

- 3.1 Planning and land use policy have been assessed at the national, regional and local levels. The purpose of this assessment is to determine whether the New Passenger Terminal is consistent with current policy and Government objectives.
- 3.2 At a national level, Government sets out policy and provides guidance on future development schemes and how environmental issues should be addressed. The Government's White Paper 'The Future of Air Transport' identifies Coventry Airport as serving a specialist role within the region with a maximum 2 mppa passenger throughput.
- 3.3 At a regional level, guidance is provided in the form of a series of Regional Planning Guidance (RPG) notes. RPG 11 (June 2004) provides guidance for the West Midlands. Key aspects of the RPG relevant to the development relate to improving transport choice, reducing the need to travel, and improvement of journey reliability.
- 3.4 At the local level, consideration is given to local development plans. For the New Passenger Terminal, the relevant plans are the Warwickshire Structure Plan, the Warwick District Local Plan and the West Midlands Local Transport Plan. The development is consistent with the broad policies contained in these plans, including maintaining Coventry Airport as a provider of complementary services to Birmingham International Airport.

4. Land Use

- 4.1 The land use assessment considers the effects of the New Passenger Terminal on surrounding land uses. The major land uses in the area are commerce, warehousing and light industry, including the Middlemarch Business Park, agriculture and housing.
- 4.2 There is no land take outside the Airport boundary and there will be no direct impacts on adjacent land uses. Indirect impacts arising as a result of the New Passenger Terminal, such as noise and air quality, are discussed in the relevant specialist chapters.

5. Surface Access

- 5.1 The findings of the Traffic Assessment undertaken by RPS Consultants have been used to assess the impacts of traffic growth on the local road network that may result as a consequence of the New Passenger Terminal.
- 5.2 Access to Airport South is via Siskin Drive and Siskin Parkway West through the Middlemarch Business Park. The Airport is linked to the trunk road network at Tollbar End roundabout, where the A45(T) and A46(T) meet. The A45(T) links with the M40 to the west and the A46(T) links with the M69 to the north-east. The Highways Agency proposes to make improvements to the Tollbar End A45(T)/A46(T) junction in 2008/09.
- 5.3 There is no railway station near to the Airport so public transport links are limited to bus and coach services for the foreseeable future. Bus services currently serving Middleton Business Park and the Tollbar End junction provide public transport access, but no dedicated Airport service is currently in operation.
- 5.4 Formal cycle/ pedestrian pathways are provided along the approaches to the Tollbar End junction with pedestrian routes available along Siskin Drive and Siskin Parkway West.
- 5.5 Predicted percentage traffic increases on local roads have been considered for 2007 and 2012. Impacts of traffic generated by the New Passenger Terminal on the Tollbar End junction are not significant. All traffic to the New Passenger Terminal will use Siskin Drive, but this is easily accommodated by the existing road, and there are no significant increases in traffic through Baginton.

6. Noise

- 6.1 Noise impacts arising from the New Passenger Terminal been considered, including those arising from airborne aircraft, increased levels of road access traffic and on-site physical developments. Noise is mainly assessed with respect to its effect on local people.
- 6.2 The operation of the New Passenger Terminal results in a significant change in the types of aircraft used at the Airport, an increase in annual Air Traffic Movements (ATMs) and use of quieter jet aircraft.
- 6.3 The daytime aircraft noise produced by operations at the Airport during the baseline scenario year of 2003 was small. No local residents were subject to high or moderate ‘annoyance’ levels and only 50 individuals were exposed to low ‘annoyance’ levels of noise.
- 6.4 With the New Passenger Terminal in operation, noise generated during the daytime increases by approximately 5 dB and the number of people exposed to low ‘annoyance’ levels of noise is 2124. This impact is small when compared with the populations so exposed near other long established UK airports, and compared with the general exposure in UK to environmental noise. Only nine

houses are exposed to moderate ‘annoyance’ levels. Using standard guidance, the noise impact is considered to be minimal.

- 6.5 The proposed development is predicted to result in an increase in night-time noise in the area of the southern part of Baginton of 7 dB, and a lower increase in the area of Willenhall (where the majority of properties exposed to night-time noise exist) of 2 dB. The number of properties affected by night-time noise is predicted to increase from 21 properties during 2003 to 278 properties with the New Passenger Terminal in full usage. Suitable mitigation measures to minimise night-time noise should be implemented.
- 6.6 Increased traffic levels due to the New Passenger Terminal will give rise to imperceptible increases in noise levels at properties. The New Passenger Terminal will reduce the impact of ground noise levels at the Airport due to the introduction of quieter aircraft. The daytime and night-time ground noise levels will generally be acceptable.
- 6.7 A Noise Management scheme will be implemented at the Airport in order to reduce the impact of the New Passenger Terminal. Measures will include the use of Preferential Noise Routes, noise monitoring, prohibiting the use of noisy aircraft at night and the operation of a Public Noise Complaints Handling Service.
- 6.8 Due to the large separation between the proposed New Passenger Terminal and the nearest residential properties no significant impact is predicted due to its construction.

7. Air Quality

- 7.1 Government guidance to local authorities suggests that small airports with less than 5 mppa do not need to take account of potential air pollutants during assessment of impacts. If throughput is greater than 5 mppa then assessment is required for nitrogen dioxide, and if greater than 10 mppa, assessment needs to consider both nitrogen dioxide and fine particulates. Studies have shown that aircraft above 100 m altitude make a negligible contribution to ground level air quality. The ES assesses impacts on air quality as a result of the New Passenger Terminal, focusing on the impacts of road traffic but also considering impacts arising from aircraft. Potential pollutants assessed include nitrogen oxides, nitrogen dioxide, fine particulates (from both vehicle and aircraft emissions) and odour from aviation fuel.
- 7.2 Baseline air quality monitoring data has been obtained from Coventry City Council and Warwick District Council.
- 7.3 Forty sensitive receptors for air quality are identified, including properties within 30 m of roads and sensitive locations close to runways and take-off/approach areas.
- 7.4 Concentrations of pollutants are estimated for 2012 both with and without the New Passenger Terminal, and compared with 2003 baseline concentrations.

- 7.5 Predicted total emissions of nitrogen oxides and fine particulates for 2012 show that the operation of the New Passenger Terminal will cause an increase in total emissions but in the context of district-wide emissions these changes are small. The predicted change in emissions will lead to a small increase in nitrogen dioxide and PM₁₀ concentrations in 2012, however concentrations at sensitive receptors will be within statutory objectives.
- 7.6 There will be a reduced risk of odours from aircraft due to the introduction of newer freight aircraft as a consequence of the proposed mitigation contained in the Section 106 Agreement, if planning permission is granted for the New Passenger Terminal.

8. Ecology and Nature Conservation

- 8.1 Potential impacts on features of importance for ecology and nature conservation are considered in this chapter. The features, including designated sites of importance for nature conservation and protected species are identified through both a desk-based study and field surveys. The results of a badger survey and assessment of any impacts on badger are detailed in a confidential badger report. As is usual, this report is issued separately to the main Environmental Statement in order to minimise the risk of illegal persecution of any badgers that might be present.
- 8.2 Impacts may arise as a result of habitat loss, habitat fragmentation and indirect effects such as disturbance from increased noise, vibration and dust.
- 8.3 There are no designated sites of nature conservation importance associated with land to be affected by the New Passenger Terminal. Two non-statutory sites (Ecosites) lie approximately 500 m and 750 m from Airport South, but will not be affected by the operation of the development.
- 8.4 Whilst any issues associated with badger are dealt with in a confidential appendix, no other protected species have been recorded on site or in areas that have the potential to be affected by the New Passenger Terminal. Although often common where it exists, the lesser marsh grasshopper has a relatively limited distribution within the UK. This species is understood to be widely present on the Airport site. In the context of the proposed development, it is considered to be of local importance to nature conservation. However, the New Passenger Terminal is predicted to have a negligible effect on the population present.
- 8.5 The value of the site to birds is limited because the site is already an active Airport, and bird scaring and bird dispersal measures are a routine and effective part of the Airport's operation.
- 8.6 Habitats present are dominated by a mixture of improved and semi-improved neutral grassland, tall herbs and scrub. In places, hedgerow and woodland are also present.
- 8.7 All ecological features affected by the New Passenger Terminal development are evaluated to be of local or less than local importance for nature conservation, and any predicted impacts are of low or no significance.

9. Landscape and Visual Effects

- 9.1 The assessment of landscape and visual effects focuses on three principal areas of concern:
- the general landscape and visual effects of the New Passenger Terminal and car parking;
 - the effects of lighting associated with the New Passenger Terminal and car parking; and
 - the visibility of the increased frequency of low-level aircraft during ascent and descent.
- 9.2 Effects are considered in terms of impacts on the landscape character and impacts on views from sensitive local receptors, such as residential properties and public spaces.
- 9.3 The Airport lies within the Dunsmore landscape character area defined by the Countryside Agency, which comprises the low ridges and valleys lying around Leamington Spa, Coventry and Rugby.
- 9.4 Visual receptors (e.g. local housing / footpaths) in the vicinity of Airport South are very few due to the plateau location and screening provided by large buildings at Middlemarch Business Park.
- 9.5 The New Passenger Terminal and car parking at Siskin Parkway West is assessed to have a negligible impact on the local landscape character and visual receptors. Parking to the west of the Parcelforce building will have a low adverse effect on landscape character and visual receptors.
- 9.6 The assessment of lighting concludes that there will be a negligible impact on local visual receptors and additional lighting using flat glass lanterns with a very low ULR (Upward Light Ratio) will make a negligible contribution to sky glow.
- 9.7 Increased numbers of low-flying aircraft are assessed to have a minor/moderate adverse impact on visual receptors within Willenhall, Baginton and Stoneleigh.
- 9.8 Construction impacts are considered to be of negligible significance for landscape and visual receptors.
- 9.9 Mitigation will be provided in the form of a hard and soft landscaping scheme around the entrance, car parking and New Passenger Terminal at Siskin Parkway West. Certain types of lanterns (flat glass) are recommended to minimise the contribution of the development to sky glow, and lighting columns should be 6 m or less.

10. Cultural Heritage

- 10.1 An archaeological desktop study and walkover survey were undertaken in order to identify sites of importance for archaeology and cultural heritage within 1.5 km.
- 10.2 Relatively little archaeological investigation has been undertaken in the area since it lies in an area developed as a military airfield in 1934. Investigations that have been undertaken in the vicinity of Baginton found evidence of prehistoric, Roman and Anglo-Saxon settlements.
- 10.3 Ground investigations were undertaken at Airport South in 1989 on behalf of Coventry City Council but the logs were unavailable for review at the time of the assessment. However, the New Passenger Terminal buildings are located on disturbed ground with low potential for significant archaeological remains and impacts are considered to be minimal. The proposed car park to the west of Parcelforce lies on an area of land, part of which is likely to have been subject to previous disturbance, however the potential for archaeological remains is unknown and further investigation is recommended prior to construction.
- 10.4 There are seventeen listed buildings within a 2 km radius of Airport South, mainly within the villages of Baginton and Bubbenhall. Impacts on these built heritage features are negligible due to visual screening provided by other buildings and landscape features.

11. Water Resources and Quality

- 11.1 The existing surface and groundwater conditions were determined through the completion of a desk-based study and site based investigation.
- 11.2 The River Avon and the River Sowe are the two main watercourses in the area. The water quality in both rivers has been continually improving since 1990. There are also a number of ponds within the study area including a private pond to the south, a series of landscaped ponds at the entrance to the Middlemarch Business Park and a number of lagoons associated with Rock Farm Sewage Treatment Works.
- 11.3 At present surface water from the site discharges to soakaways on Siskin Parkway West where passes into the ground through oil interceptors. The increased runoff from the development will be discharged in the same way. The foul water (sewage) from the site is transported via the foul sewer system to be treated at Finham Sewage Treatment Works. The increased volume of foul water from the New Passenger Terminal will be also discharged to Finham Sewage Treatment Works, which is large enough to deal with the larger volume.
- 11.4 The study area lies outside of the 1 in 100 year floodplain and the 1 in 200 year floodplain and is therefore considered to have little or no risk of flooding.
- 11.5 The study suggests that the potential for impacts on watercourses, waterbodies and groundwater within the area of the New Passenger Terminal is low and of

minimal significance. Groundwater monitoring will be undertaken near to and downstream of the soakaway to prevent impacts on groundwater quality. No mitigation is required in respect of the surface water or foul drainage.

12. Ground Contamination and Soil Quality

- 12.1 Previous land uses at the site have been considered by studying historic and other maps, limited data from previous investigations and a visual site inspection. These information sources do indicate the presence of potentially contaminated land at Airport South. However, the impacts to human health and the wider environment are generally assessed as not significant within the context of the proposed development.
- 12.2 In the small number of scenarios in which the potential impacts are identified as significant, for example the exposure of contaminated soils during construction works, then the adoption of appropriate mitigation measures would result in non-significant impacts.
- 12.3 The mitigation measures proposals include the use of dust suppression and drainage management during construction.

13. Waste Management

- 13.1 Solid waste will be produced as a result of the New Passenger Terminal, including aircraft waste, terminal waste, freight waste, office and administrative waste, apron waste and oil waste. Waste materials will also be generated during the construction phase, for example as a result of the excavation of the tunnel for car park access.
- 13.2 The volume of waste produced will increase as passenger numbers increase, however, the existing waste disposal facilities in the area have capacity to deal with the waste that will be produced. Construction waste can also be disposed of within the local area. By treating waste locally, the sustainable waste management principle of regional self-sufficiency is achieved.
- 13.3 Soil and rock produced during excavation work will be re-used on site wherever possible to minimise the volume of waste generated during construction. Waste minimisation schemes will be implemented during the operation of the New Passenger Terminal to encourage waste reduction, re-use and recycling.

14. Construction Effects

- 14.1 As detailed in Chapter 2 above, construction will occur in two phases – Phase 1 in 2006 and Phase 2 in 2010. The first construction phase is anticipated to last 9-12 months.
- 14.2 Construction will include topsoil stripping, excavation, demolition, earth moving and storage of materials – all of which have the potential to cause adverse environmental impacts without appropriate mitigation measures.

14.3 Mitigation proposals have been identified as part of the EIA process and the contractor will be required to prepare a Construction Management Plan detailing mitigation measures specific to the site and the activities involved in the construction of the New Passenger Terminal and car parks.

15. Risk Assessment

15.1 Risks associated with the New Passenger Terminal are considered in the form of contours of Individual Risk (IR), i.e. the annual risk of an individual at a particular location being killed as a result of an aircraft impact. Previous crash frequencies, locations and consequences are combined to calculate the IR. Risks due to an aircraft crashing into a hazardous installation near the Airport are also considered.

15.2 Government guidance indicates that people living inside the 1 in 10,000 per year risk contour should have their properties purchased by the Airport in question. The number of people living, working or congregating in areas within the 1 in 100,000 per year risk contour (around which the Public Safety Zone is defined) should be controlled in the long term through land planning restrictions; the presumption is against new developments within the PSZ, with a few low-density exceptions.

15.3 With the New Passenger Terminal in place in 2012, no residential locations are exposed to a level of individual risk as high as 1 in 10,000 per year. According to the criteria laid down by the Health and Safety Executive (HSE), this also means that there are no residential areas exposed to a risk that is unacceptable. This conclusion applies to the risk due to direct aircraft impact as well as to the risk due to the release of hazardous substances from installations near the airport as a result of aircraft impact.

15.4 Since there are some residential areas which, in 2012, will be exposed to a risk level of more than 1-in-a-million per year, it must be ensured that the risks are "As Low as Reasonably Practicable". This conclusion applies to all scenarios, including the present-day case – it is not the case that it is the introduction of the Passenger Terminal that imposes this condition. Measures to ensure that this is met would include the location of standard arrival and departure routes away from heavily populated areas and hazardous locations, if practicable. Thus, with the routes so arranged, it can be concluded that the risks are tolerable with respect to the HSE criteria.

15.5 A Public Safety Zone (PSZ) is presently being established for the Airport. It is to be expected that if the presence of the Passenger Terminal in 2012 is taken into account, this PSZ will extend about 2200m from either end of the runway.

15.6 The risks of vortex damage and fuel dumping are minimal owing to the low expected frequency and severity of such events as well as the small number of properties in the vicinity of the ends of the runway.

16. Socio-Economics

- 16.1 Effects on the economy are considered in terms of the local area (Warwick District and Coventry City Council) and the sub-region (Warwickshire County and Coventry City Council). Airports contribute to the economy in four main ways:
- direct impacts on or immediately off site;
 - indirect and induced impacts on the surrounding area;
 - temporary construction employment during construction; and
 - catalytic impacts, including attracting new firms, developing competitiveness of existing firms and attracting in-bound tourists.
- 16.2 Unemployment in Coventry is higher than other local areas and Coventry residents experience considerably lower wages levels than both other residents in Warwickshire and compared to the national average.
- 16.3 In 2003, the Airport employed approximately 515 people in around 30 firms, 72% of whom lived in the 'CV' postcode district. The total wages and salaries paid to Airport employees in 2003 was approximately £15.5 million and total employment supported by the Airport in the sub-region amounted to 670 jobs.
- 16.4 The expansion of the Airport has already boosted the economy of Warwick District and Coventry City, as well as the wider sub-region. By 2012 it is predicted that the growth of the Airport will create 1,600 new jobs in Coventry and Warwickshire, providing a boost to the local economy.
- 16.5 The Airport will work in future with local agencies in training and recruitment matters to enhance employment opportunities in the local area.

17. Air Space Management

- 17.1 Birmingham International Airport (BIA) has previously raised concerns relating to a perceived significant impact on the growth of BIA as outlined in the Government Air Transport White Paper, caused by the expansion of the Airport. However the Airport is considering a number of ways to improve airspace safety in the area with significant benefits to both the Airport and BIA.
- 17.2 The Airport is actively starting the submission process for the development of its own controlled airspace, a process that can take several years to implement. Noise Preferential Routes (aircraft approach and take-off routes which reduce the impacts of aircraft noise on sensitive areas) have been reviewed as part of current planning discussions with Warwick District Council in order to take account of sensitive land uses and major conurbations in the area surrounding the Airport.

18. Summary of Environmental Effects

- 18.1 The environmental assessment has not identified any major environmental impacts caused by the construction or operation of the New Passenger Terminal. This reflects the fact that the development site is located at Airport South, within the existing operational Airport boundary.
- 18.2 The Airport is at present investigating ways to decrease aircraft noise impacts through the voluntary introduction of a noise amelioration (improvement) scheme, including the adoption of Noise Preferential Routes and prohibition of noisy aircraft at night.