

APPENDIX A: ANALYSIS, RESPONSES AND PREFERRED APPROACH ON AIRPORT PUBLIC SAFETY ZONE AND SAFEGUARDING ZONES, PLUS SUMMARIES OF REPRESENTATIONS RECEIVED

ISSUE: CAMBRIDGE AIRPORT PUBLIC SAFETY ZONE AND SAFEGUARDING ZONES

Total representations: 20	
Object: 10	Support: 10

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 75: Cambridge Airport Public Safety Zone and Safeguarding Zones	<ul style="list-style-type: none"> • The air navigation orders must already deal adequately with this part of the city; • Government advice requires an appropriate policy regarding the public safety zone; • This policy is unnecessary, a number of buildings that exceed the safety zone restriction have been built in the city in recent years; • The policy is needed, there is a strong likelihood that air traffic at the airport will increase over the plan period.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No new options were suggested during consultation.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
This option is likely to have a positive effect on the health and well-being of Cambridge residents. This is likely to have a particularly positive effect in the centre and south of the city where there are currently public safety zones in place. In these areas the zones could contribute to safety and to the success of communities.

KEY EVIDENCE
<ul style="list-style-type: none"> • DfT Circular 01/2010. Control of development in Airport Public Safety Zones • DfT Circular 01/03 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas. • Letter dated 23 July 2003 from the Office of the Deputy Prime Minister to local authorities in Cambridgeshire, Essex, Suffolk, Hertfordshire and Bedfordshire.

CURRENT POLICY TO BE REPLACED
<ul style="list-style-type: none"> • Policy 8/13 (Cambridge Airport Public Safety Zone)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

Option 75 of the Issues and Options Report on Airport Public Safety Zones and Air Safeguarding Zones addresses two slightly different issues on safety. These issues are discussed below. Both matters are the subject of specific Government circulars (DfT Circular 01/2010. Control of development in Airport Public Safety Zones and Circular 01/03 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas). In addition, paragraph 44 of the National Planning Policy Framework makes reference to the need to ensure that telecommunications equipment does not cause significant and irremediable interference with air traffic services.

Airport Public Safety Zones

Public Safety Zones are areas of land at the ends of airport 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. Public Safety Zones are worked out from studies of aircraft accidents to assess the risk to people on the ground around airports. The area of the Public Safety Zone therefore corresponds to the 1 in 100,000 individual risk calculated for the airport. The Government declared a Public Safety Zone at Cambridge Airport in 2002, following a period of consultation with the local authorities that began in 1999. In Cambridge and South Cambridgeshire, the Public Safety Zone comprises a narrow triangle of land extending approximately 1,300 metres (0.8 miles) from each end of the runway.

Policy 8/13 Cambridge Airport Public Safety Zone within the Cambridge Local Plan 2006 refers to the Public Safety Zone shown on the Proposals Map (October 2009) as a cone (with a corresponding cone in South Cambridgeshire). The policy in the 2006 Local Plan on the Public Safety Zone was aligned to Department for Transport (DfT) Circular 1/2002, which was then replaced by DfT Circular 01/2010.

The Council must take the Public Safety Zone into account when taking decisions about planning applications. The Government advises there should be a general presumption against new or replacement development, or changes of use of existing buildings, within Public Safety Zones. However, there are exceptions including some extensions and changes of use and new or replacement development involving a low density of people living or working there. The Council consults Cambridge Airport and the Ministry of Defence on any planning applications, which fall within the Public Safety Zone. It remains necessary to indicate the extent of the Public Safety Zone on the Proposals Map, with a corresponding policy within the Local Plan.

Air Safeguarding Zones

In addition to the Cambridge Airport Public Safety Zone extending from the airport runway to Radegund Road, there are five Air Safeguarding Zones, which radiate out from the airport and potentially restrict the height of new buildings in Cambridge to varying extents (from all structures through to any structure greater than 90 metres above ground level). These Air Safeguarding Zones are mentioned in paragraph 8.33 of the supporting text to the policy in the Cambridge Local Plan 2006.

Ongoing safeguarding of the airport can be achieved by assessing proposed developments within the Air Safeguarding Zones to ensure that there is:

- Protection of the blocks of air through which aircraft fly;
- Protection of radar and other electronic aids to aircraft navigation, by preventing reflection and diffraction of radio signals;
- Protection of approach and runway lighting, by preventing them from being obscured. Other lighting may need consideration in order to ensure that it is not mistaken for approach or runway lighting;
- Avoidance of any increase in the risk of birdstrike.

All military airfields are statutorily safeguarded. As Cambridge Airport is a contractor for the Ministry of Defence, it is subject to statutory safeguarding. This safeguarding order was confirmed by letter dated 23 July 2003 from the Office of the Deputy Prime Minister to a number of local authorities in Cambridgeshire, Essex, Suffolk, Hertfordshire and Bedfordshire.

Marshall has provided up to date information on necessary height constraints to the Council and this is mapped by the Council as a constraint layer for use in relation to planning applications. The map titled Airport Safeguarding Zones Heights for Referral indicates the areas where restriction on building heights may be required in order to allow the airport to continue to operate safely. This map is attached as Appendix G and will be included within the Local Plan. The map is also provided on the Council's website (under Constraints on applications). In the light of the data held by the Council on height restrictions, Marshall is consulted on planning applications as a matter of course. In the event of their objection to any planning application, this is taken into account in decision-making.

RECOMMENDATION FOR PREFERRED APPROACH

The recommendation is to pursue Option 75 to restrict the type of development permitted within the area around the airport, and will require anyone looking to develop within the zone to:

- Consult with Marshall and the Ministry of Defence; and
- Consider the proposed building height of the new development in the context of the safety and safeguarding zones.

APPENDIX A - CHAPTER 8: PROTECTING AND ENHANCING THE NATURAL ENVIRONMENT (PARAGRAPH 8.18 TO QUESTION 8.20)

8 - Conserving and Enhancing the Historic & Natural Environment **8.18**

9257 Support

Summary:

Public safety must surely continue to restrict development where there is a high enough risk of aircraft accident.

8 - Conserving and Enhancing the Historic & Natural Environment **8.19**

12472 Object

Summary:

Does this not rule out development of land for residential use south of the airport? I was under the impression that this was being considered?

8 - Conserving and Enhancing the Historic & Natural Environment **8.19**

15241 Object

Summary:

The word 'greater' looks as though it is applied to '10,000' whereas grammatically it is qualifying 'risk' so should be 'less'.

8 - Conserving and Enhancing the Historic & Natural Environment **8.21**

12473 Object

Summary:

Is it really possible to predict where an aircraft will ditch if it experiences difficulties after take-off? Given they travel so fast even a small difference in time could put it over a totally different part of the city?

8 - Conserving and Enhancing the Historic & Natural Environment **Option 75 - Cambridge Airport Public Safety Zone and Safeguarding Zones**

7164 Support

Summary:

The advice in Circulars 1/2003 and 1/2010, and the Direction at Annex 1 of 1/2003 require an appropriate policy regarding the Public Safety Zone and airport safeguarding.

8 - Conserving and Enhancing the Historic & Natural Environment **Option 75 - Cambridge Airport Public Safety Zone and Safeguarding Zones**

13530 Object

Summary:

Deal with tall buildings on a case-by-case basis. The Air Navigation Orders must already deal adequately with this area of the City?

8 - Conserving and Enhancing the Historic & Natural Environment **Option 75 - Cambridge Airport Public Safety Zone and Safeguarding Zones**

15242 Support

Summary:

Necessary

8 - Conserving and Enhancing the Historic & Natural Environment **Question 8.18**

11122 Object

Summary:

This policy is entirely unnecessary. A significant number of buildings which exceed the safety zone restriction have been built in the city in recent years.

8 - Conserving and Enhancing the Historic & Natural Environment **Question 8.18**

11723 Support

Summary:

Yes, policy along existing lines is still needed. There is a strong likelihood that air traffic at Marshalls will increase substantially over the period of the plan. This could well be of economic benefit to Cambridge, but would re-inforce the need for a clear policy and may also lead to the need to provide additional infrastructure

8 - Conserving and Enhancing the Historic & Natural Environment **Question 8.18**

13090 Object

Summary:

This policy is entirely unnecessary and does not relate to the fact that a significant number of buildings which exceed the safety zone restriction have been built in the city in recent years.

8 - Conserving and Enhancing the Historic & Natural Environment **Question 8.18**

13456 Object

Summary:

This policy is entirely unnecessary. A significant number of buildings which exceed the safety zone restriction have been built in the city in recent years.

8 - Conserving and Enhancing the Historic & Natural Environment **Question 8.18**

13994 Support

Summary:

Yes

8 - Conserving and Enhancing the Historic & Natural Environment **Question 8.18**

14311 Support

Summary:

Yes, we also don't want the airport to expand any further

8 - Conserving and Enhancing the Historic & Natural Environment **Question 8.18**

16479 Support

Summary:

Yes.

**8 - Conserving and Enhancing the
Historic & Natural Environment**

Question 8.18

17881 Support

Summary:

Yes - as suggested

**8 - Conserving and Enhancing the
Historic & Natural Environment**

Question 8.18

18136 Support

Summary:

Yes

**8 - Conserving and Enhancing the
Historic & Natural Environment**

Question 8.18

18607 Object

Summary:

This Policy is unnecessary

**8 - Conserving and Enhancing the
Historic & Natural Environment**

Question 8.19

9174 Support

Summary:

It should be remembered that national policy on relieving the load on Heathrow and other major airports may, within the period covered by the plan, lead to an expansion in the use of the airport. This in turn could bring enhanced economic benefits to the city but could well require the provision of additional infrastructure.

**8 - Conserving and Enhancing the
Historic & Natural Environment**

Question 8.19

18137 Object

Summary:

No

**8 - Conserving and Enhancing the
Historic & Natural Environment**

Question 8.20

18139 Object

Summary:

No
