

## Homework item #23 Airport Public Safety Zones

1. Public safety zones (PSZs) are areas at the end of runways. Development within PSZs is restricted so as to control the number of people on the ground at risk of death or injury should an aircraft accident occur during take-off or landing.
2. On 8<sup>th</sup> October 2021, the Department for Transport published an updated policy paper 'Control of development in airport public safety zones'<sup>1</sup>.
3. The underlying policy objective remains the same as the previous Circular 01/2010 which informed Policy GEN 6 'Airport public safety zone':

*"The policy objective governing the restriction of PSZ development near civil airports is that there should be no increase in the number of people living, working or congregating. Plus that, over time, the number should be reduced as circumstances allow."*

4. There are other aspects of the updated guidance that differ from the previous Circular 01/2010.

### Public safety zone map

5. Airport PSZs were previously defined and mapping by the Civil Aviation Authority using a risk-based model profile. Under the updated policy paper, the zones are no longer defined by the Civil Aviation Authority and there is instead a standardised shape for zones that replaces the risk-based model profile. The standardised shape has been defined using the latest data on accidents shown to be located outside the aerodrome boundary (for all airports).
6. It is now the responsibility of the aerodrome operator to produce PSZ maps and provide them to the local planning authorities whose areas are affected by them.

### Development plans

7. The updated policy paper also includes specific requirements for incorporating PSZs into development plans:

*"Local plans should identify that:*

1. *PSZs have been established for a particular airport.*
2. *That there is a general presumption against most types of new development and against certain changes of use and extensions to existing properties within the zones as described.*
3. *The extent of PSZs should be indicated on local plan maps."*

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<sup>1</sup> <https://www.gov.uk/government/publications/control-of-development-in-airport-public-safety-zones/control-of-development-in-airport-public-safety-zones>

## General presumption

8. The updated policy paper states:

*“There should be a general presumption against:*

- *New or replacement development within PSZs*
- *Changes of use of existing buildings within PSZs*

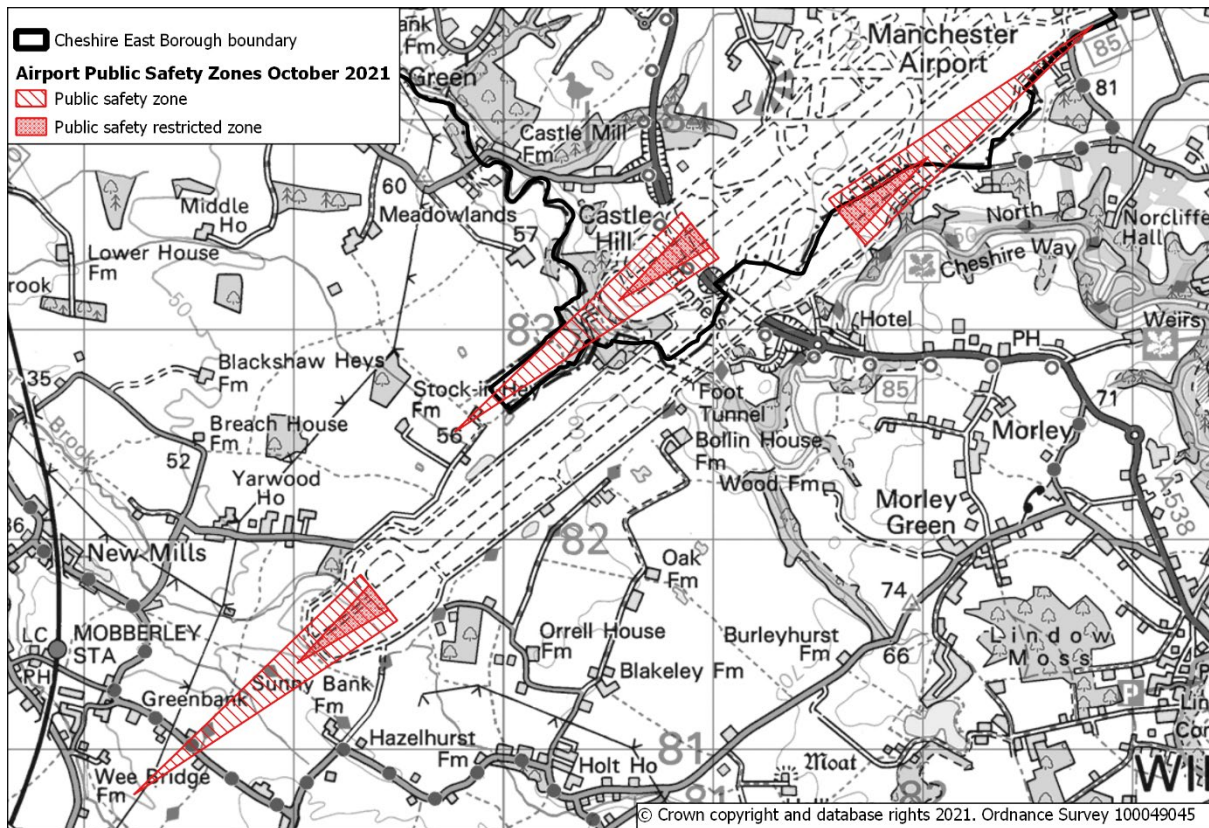
*In particular, this should not permit:*

- *New or replacement dwelling houses or non-residential development*
- *Mobile homes*
- *Caravan site*
- *Other residential buildings”*

9. There are a number of exceptions to this general presumption set out in the “Development permissible within PSZs” section of the updated policy paper.

## Risk zones

10. Within the PSZs, the level of risk in some areas within the zones may be much higher and the area closest to the runway is defined as the public safety restricted zone (PSRZ). Outside of the PSRZ, the remainder of the PSZ is defined as the public safety controlled zone (PSCZ).
11. The PSRZ does impose some additional requirements on airport operators (particularly in respect of purchasing properties within these areas). However, the general presumption against development remains the same, although the list of permitted exceptions set out in the updated guidance is more restrictive in the PSRZ.
12. The new PSZs, as defined by Manchester Airports Group are shown on Figure 1 below.



**Manchester Airport Public safety zone and Public safety restricted zone**

## Implications for the SADPD Policy GEN 6

13. As discussed at the hearing session on 21<sup>st</sup> October 2021, there may be some implications for Policy GEN 6 arising from the updated policy paper. These may include the following:
  - Add the revised extent of the PSZs to the policies map.
  - Add a new text to the supporting information to confirm that PSZs have been established for Manchester Airport and provide a brief explanation of the two different types of zone.
  - Reword the policy text to remove reference to the Civil Aviation Authority; change the reference to Circular 01/2010 and replace with the updated policy paper; amend the policy to refer to the general presumption against development (with exceptions) as referenced in the updated policy paper.
  - Update the related documents section to refer to the updated policy paper and also update Appendix A 'Related documents and links' accordingly.
  - Amend the policy title to "Manchester Airport public safety zone".
  
14. As discussed at the hearing session, the council will prepare some suggested wording in the potential main modifications log for the Inspector to consider, should he consider it necessary to recommend a main modification in this instance.