

The plans above will be reviewed against the HSE's consultation zones surrounding the fuel storage facility at Manchester Airport.

Discussion

The development for Argosy Drive, which constitutes 3 separate units may be located within the HSE's consultation zones around the fuel storage site due to its proximity to the site, and if so, the HSE will review the development and give advice based on their guidance set out in the HSE land use planning methodology, also known as PADHI+ (Planning Advice for Developments near Hazardous Installations).

A PADHI assessment requires two key pieces of information:

- the consultation zone in which the proposed development is located; and
- the sensitivity level of the proposed development.

Based on the guidance on the HSE's website, the development would fall within sensitivity level one (SL1), which is based on the 'normal working population'. SL1 is believed to be appropriate as there are expected to be less than 100 occupants in each of the buildings that comprise the development, and there are less than three occupied stories to the buildings. Based on this, no increase to SL2 would be expected.

As the development is SL1, regardless of which of the three consultation zones the site fell within (inner, middle or outer), the HSE's planning advice would be expected to be Don't Advise Against (DAA). However, the zone will be reviewed to ensure that the development is clear on its level of risk.

The fuel storage facility is currently in the process of expanding its storage facilities, and therefore its consultation zones will have been extended accordingly. RAS Ltd have not been provided with these updated zones, but these can be estimated based on the existing site's consultation zones.

The figure below shows the expected worst case extents of the site's inner zone in relation to the Argosy Drive development. The inner zone has been plotted as the risks and hazards from the major hazard are greatest in the inner zone and the restrictions on development are strictest within that zone.

This has been estimated based on the current zone extending approximately 110 m from the site's storage bund, therefore the leftmost red circle in the figure below shows 110 m distance from the closest point of the new bund.

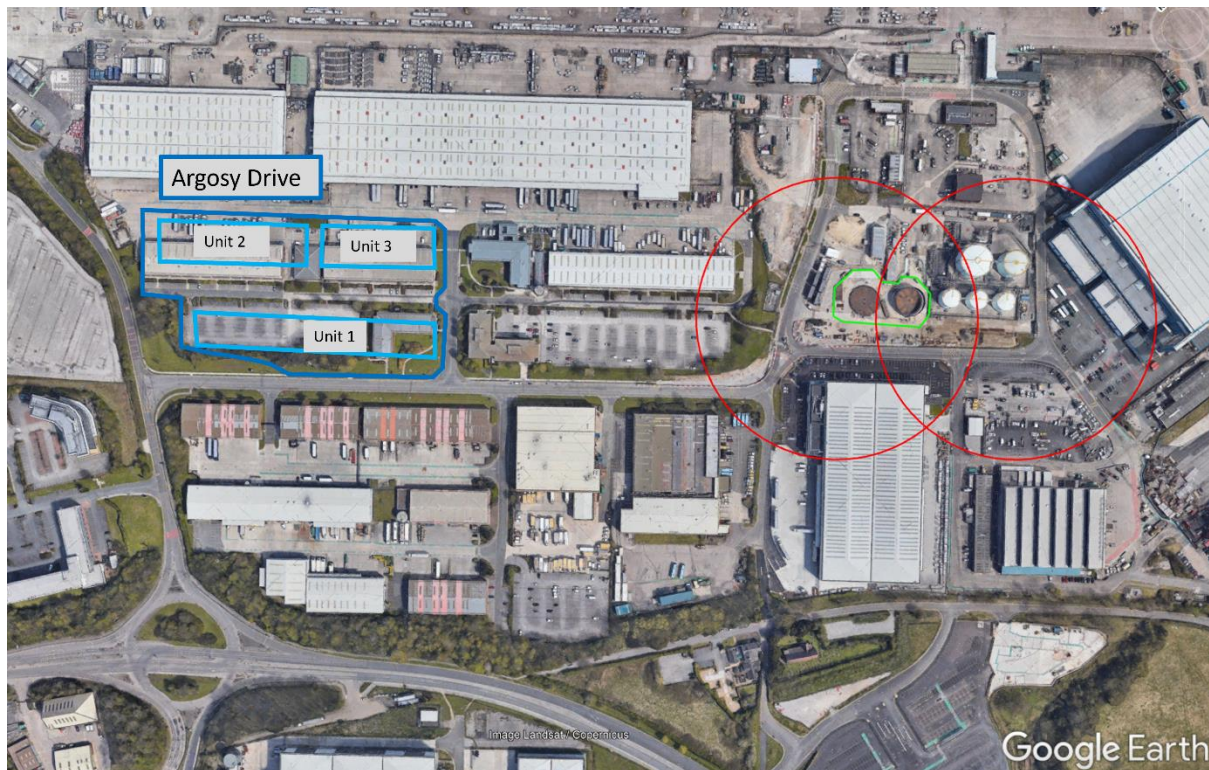


Figure 2 Expected extents of the updated inner consultation zone around the fuel storage site in relation to the three units of the Argosy Drive development

The figure above shows that the planned development on Argosy Drive lies beyond the fuel storage facility's expected inner zone, which is the zone in which the risks and hazards are greatest.

However, regardless of which zone the HSE deem the development to fall within (i.e., it could fall within the middle or outer zone), as stated above, based on the sensitivity level of the development being level 1, DAA would be expected.

Conclusion

Based on the review above, the development would be expected to be sensitivity level 1 (SL1), and therefore the HSE's consultation advice would be expected to be Don't Advise Against (DAA), regardless of which consultation zone it was within.