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| REPORT TO: | FINANCE AND MANAGEMENT COMMITTEE | AGENDA ITEM: 14 |
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| REPORT FROM: | DEPUTY CHIEF EXECUTIVE | OPEN |
| MEMBERS' CONTACT POINT: | RICHARD GROVES (EXTN. 5738) | DOC: |
| SUBJECT: | NOTTINGHAM EAST MIDLANDS AIRPORT DRAFT MASTER PLAN CONSULTATION | REF: u:/richard/committees/FM14 |
| WARD(S) AFFECTED: | ALL | TERMS OF REFERENCE: FM14 |

1.0 Recommendations

1.1 It is recommended that the Airport be informed of the views of the Working Panel as listed below and supported by the conclusions set out in Annexe A of this report and that copies also be sent to the Member of Parliament for South Derbyshire and the Government Office for the East Midlands:

- (1) The presence of the Airport yields substantial economic benefits both for the region and for South Derbyshire and it is therefore recognised that there is a need to accommodate controlled growth in air transport.
- (2) The intention to locate new Airport related employment in urban centres and to improve public transport access to the Airport site from areas in need of regeneration, such as the Swadlincote urban area, is welcomed. New public transport services or changes to existing services should not be introduced without prior consultation and should have regard to the need to protect local amenity in settlements such as Melbourne and Kings Newton.
- (3) The following aircraft noise mitigation proposals are welcomed:
 - The introduction of Continuous Descent Approaches to assist in reducing noise disturbance.
 - The extension of the current night ban on scheduled QC8 and QC16 aircraft to include ad hoc cargo operations
 - The use of noise preferential departure routings
 - The proposal to submit noise and track keeping data to independent scrutiny and to make it available to the public via the Nottingham East Midlands Airport website
- (4) The commitment to improved consultation and the increased contribution to the Community Fund are welcomed. However, it is considered that the Airport should make a contribution of £50,000 per year from its own funds and that the contribution of any fines levied on aircraft operators to the Community Fund should be additional to this sum. It is further considered that the Airport Company should make a commitment in the Master Plan

to ensuring that its contributions to the Community Fund will be commensurate with future air traffic growth.

- (5) The Council's planning service will continue to liaise with NEMA in respect of development proposals that may have implications for Airport operations including any new noise sensitive development.
- (6) The acknowledgement of the need to make substantial improvements on the Airport's present very low public transport usage is welcomed. It is considered that a substantial proportion of the funding for off-site infrastructure needed to encourage modal shift away from the private car should be secured through Section 106 agreements associated with new developments on the airport site, including the proposed new passenger terminal. As also mentioned under point (2) new public transport services or changes to existing services should have regard to the need to protect local amenity and should not be introduced without prior consultation.
- (7) The Airport's assumption that the rate of growth in cargo traffic will accelerate such that the White Paper target for 2016 will be met is questioned and it is considered that it may be appropriate to revise the forecast downward. The case for doing so is further reinforced by points (8) and (9) below.
- (8) The development of more long haul cargo services to connect to short haul routes to other European destinations would appear to offer less potential benefit to the East Midlands economy than would freight routes beginning or ending at NEMA. The loss of amenity to local residents caused by such flights may therefore be less justifiable particularly since the aircraft referred to in the Draft Master Plan generate far more noise than most other types.
- (9) The transfer of freight operations from the South East would involve the movement of freight over greater distances by land-based transport to reach the Airport. Furthermore the White Paper proposed additional airport capacity for the South East to assist in accommodating the requirements of that region. Relocation of freight operators is therefore considered both unsustainable and unnecessary.
- (10) The Council remains firmly opposed to the provision of a second runway at Nottingham East Midlands Airport.
- (11) The suggestion that a second runway may be required toward the end of the period ending in 2030 does not accord with stance taken in the White Paper and should be deleted. The White Paper did not accept the case for a second runway at NEMA within this period and added that the decision should be reviewed only if growth at the Airport proves to be more rapid than was expected. Growth to date has not been more rapid than forecast.
- (12) Any reconsideration of the second runway proposal must be a matter for a future White Paper.
- (13) Rather than expand the established storage and distribution facilities at the Airport site to accommodate growth in air freight requirements it is considered that whatever part of the existing capacity is not used for that

purpose should be reallocated and that additional facilities for non-air freight use should be established in more sustainable locations better related to urban centres and served by rail freight facilities.

- (14) Aircraft take-off and landing should be included as potential sources of Carbon Dioxide within the Master Plan.
- (15) The Airport Company should review the ratio of day-time to night-time use in favour of greater day-time use and prevent the night-time 57 dBLAeq 8 hour noise footprint achieved in 2004 from growing any further and thereby breaching the Airport's cited intent to "bear down on noise". This commitment should be embodied both in the Draft Master Plan and in the revised version of the Airport's "Ten Point Plan" on night noise.
- (16) Aircraft operator incentives and penalty schemes should be independently set and audited. The penalty levels should be published and the Community Fund into which fines are paid should be open to public scrutiny. The level of penalty should be set at a level that discourages infringements.
- (17) The Airport Company's noise infringement levels and enforcement locations and their effect on noise exposure should be independently reviewed on an annual basis.
- (18) The prohibition of training flights at night must be maintained.
- (19) The noise benefits of the proposed runway extension should be explicitly quantified in the final version of the Master Plan.
- (20) Whilst the Council welcomes in principle the proposed increase in the levels of noise insulation grants, a review of the costs incurred should be undertaken by the Airport and published to allow an assessment to be made of the adequacy of the level of assistance provided.
- (21) The Sound Insulation Grant Scheme should be available to all dwellings within the 54dBLAeq 8hr noise contour and the affected properties should be clearly identified in the Master Plan.
- (22) The public transport usage target for air passengers should exclude travel by taxi.
- (23) The Master Plan should set a sufficiently challenging target (10-15%) for public transport usage, which should be monitored and reassessed on a regular basis.
- (24) The Airport Company should promote and take forward the concept of an Airport-based green travel plan aimed at all employees on the Airport site.
- (25) Dedicated bus lanes and other priority measures should be introduced on sections of bus route where traffic congestion regularly occurs thereby improving reliability in relation to private car access. The Airport should provide funding to support these measures.
- (26) The Airport Company's support for the investigation of the potential for a light rail link to the proposed Parkway facility is supported. However

Regional Spatial Strategy Policy 55 indicates that land should be identified and safeguarded for the purpose of identifying and establishing a heavy rail link in the long term and it is considered that the Master Plan should incorporate a firm commitment to meeting this requirement.

- (27) The potential of the Parkway Station to serve Airport passengers would be greatly enhanced through the establishment of a continuous passenger rail loop linking the facility to Leicester, Coalville, Swadlincote, Burton and Derby and incorporating the proposed National Forest Line. The desirability of such provision should be acknowledged in the Draft Master Plan.
- (28) The establishment of public transport links between NEMA and the Swadlincote Urban Area, including demand responsive services, is welcomed both in terms of providing sustainable access to the facility for passengers and staff and opening employment opportunities for local residents who may have no viable alternative means of gaining access to the site. It is nevertheless considered that services in South Derbyshire should be further developed in terms of routes and frequency of service, taking full account of the need to protect the amenity of South Derbyshire residents and following prior consultation. The Airport should make a long term commitment to supporting such services, particularly to meet the needs of employees during less popular travelling times. It may be appropriate to secure such funding by negotiating contributions through Section 106 agreements in association with new development at the Airport site. Consideration should also be given to extending the Swadlincote service to Burton upon Trent.
- (29) The Master Plan should recognise the clear link between car parking demand and public transport provision with a view to reducing the need for additional parking space at the Airport.
- (30) The impact of vehicles accessing the airport through villages such as Melbourne and Kings Newton continues to be a cause for concern in South Derbyshire, particularly during times of congestion on the trunk road network. This further demonstrates the need for the Master Plan to set challenging modal-shift targets and for trunk road capacity constraints to be addressed at the earliest opportunity. The environmental impact of traffic accessing the Airport using sensitive routes should be among the factors to be taken into account in negotiating the level of contributions the Airport should make towards trunk road capacity improvements.
- (31) The attention given to the issue of freight in the Surface Access Strategy is considered to be inadequate in relation to five of the seven action points relating to the Airport set out in the East Midlands Regional Freight Strategy, published in 2005, and reproduced at Annexe J of this report. These are considered in turn as follows:
- 6.1 The Strategy fails to identify the surface access implications of the proposed growth in air freight.
- 6.2 No reference is made to any measures required to satisfactorily resolve the environmental implications of surface access needs in relation to freight.

- 6.3 The Strategy does not address the issue of the transfer of surface freight from road to rail and pays no regard to the potential for the establishment of direct rail freight connection.
- 6.4 No regard is paid to the pursuit of opportunities for the transfer of freight from air to rail.
- 6.7 The Strategy fails to identify opportunities for modal shift from air/road where speed is not a key factor for the customer and where other packages could be both viable and deliver environmental benefits.

(32) The commitment to improved staff training is to be welcomed as is the Airport Company's involvement in local "job fairs". There is scope for further activity of this kind including the development of flexible employment opportunities, working with disadvantaged groups, training in basic skills, addressing employability (e.g. through work experience schemes) and assistance in overcoming other barriers in returning to work. It is considered that the Airport should make a long-term commitment to such activity.

(33) Creche facilities should be provided and made available for all Airport staff and all employees of businesses based at the Airport site to enable parents to return to work.

(34) Greater emphasis needs to be given to the attraction of tourist traffic, with links to local areas, including the National Forest, supported and promoted. It is considered that the Airport should play a more active role in this regard by contributing funding or expertise toward such initiatives as the National Forest and Beyond Partnership.

1.2 The Committee is asked to consider whether it would wish for other pollutants besides oxides of nitrogen (NO_x) to be monitored in the Melbourne and Kings Newton area, having regard to the advice set out in para. 24 of Annexe A.

2.0 Executive Summary

2.1 The report sets out the proposals contained in the Nottingham East Midlands Airport Draft Master Plan relating to growth forecasts for numbers of passenger and cargo flights, airport facility requirements, air quality, noise, surface access provision, economic development implications and consultation mechanisms. It draws conclusions in relation to issues of concern to South Derbyshire and sets out recommendations for a Council response.

3.0 Purpose of Report

3.1 To determine the Council's response to the Nottingham East Midlands Airport Draft Master Plan consultation exercise.

3.2 At Finance and Management Committee on 23rd March, it was resolved to establish a Working Panel to consider a response to the consultation exercise to be presented to this meeting of the Finance and Management Committee. The views of the Panel, which met on 29th March and 12th April, 2006, are reflected in the conclusions and recommendations of this report.

4.0 Detail

- 4.1 Nottingham East Midlands Airport has published a Draft Master Plan for consultation. A copy of the document along with two summary versions has been placed in the Members Room. The document may also be viewed at the airport's website at www.nottinghamema.com. The closing date for responses to the consultation exercise is 14 May 2006.
- 4.2 In December 2003 the Government published its policy for UK airports in a White Paper entitled "The Future of Air Transport". Publication of the White Paper followed a consultation exercise on "The Future Development of Air Transport in the UK" the Council's response to which was determined by Finance and Management Committee at its meeting of 28th November 2002 (minute FM/66 refers).
- 4.3 The White Paper encouraged airport operators to:
- Bring forward plans for increased airport capacity in the light of the policies and conclusions set out in the White Paper.
 - Produce new or revised airport master plans as quickly as possible. These should include details of the necessary environmental controls and mitigation plans, proposals for improved access, and, where appropriate, measures to address blight.
- 4.4 The Department for Transport (DfT) subsequently published guidance on the nature and purposes of airport master plans. These plans were expected to:
- Provide an indication of operator's plans for infrastructure development;
 - Inform long-term resource planning;
 - Provide useful tool for communication to stakeholders etc;
 - Identify key milestones;
 - Provide a means for assessing progress;
 - Demonstrate the range of costs and benefits; and
 - Assess local social and environmental impacts
- 4.5 The DfT suggested two time horizons:
- 2016: where significant proposals are expected and a detailed approach is needed; and
 - 2030: where things are less clear and a more general approach is appropriate.
- 4.6 The airport master plan is not a statutory plan but it can inform the preparation of the Local Development Framework and is also capable of being a material consideration in the determination of individual planning applications. It may also feed into other plans such as Local Transport Plans and Air Quality Management Plans.
- 4.7 Annexe A of this report summarises the information and main proposals contained in the Draft Master Plan and draws conclusions.

5.0 Financial Implications

- 5.1 None

6.0 Corporate Implications

6.1 The Draft Master Plan may have implications for the following Key Aims of the Council's Corporate Plan:

- Safeguard and enhance a sustainable environment
- Develop a vibrant and sustainable economy

7.0 Community Implications

7.1 The Draft Master Plan may have implications for the following themes of the South Derbyshire Community Strategy:

- Healthy communities
- A vibrant economy
- A sustainable environment

8.0 Conclusions

8.1 As set out at Annexe A..

9.0 Background Papers

Draft Master Plan Consultation
Document

Nottingham East Midlands Airport, 2006

The Future of Air Transport

Department for Transport, 2003

