

**ITEM 6: SASIG SUBMISSION TO AIRPORTS COMMISSION – ‘ASSESSMENT CRITERIA’  
(submitted 15 March 2013).**

**Recommendation**

That this SASIG report be applied and publicised at all relevant opportunities by the SASIG membership, to maximise application of the group’s work and attract new member Authorities.

**Introduction**

- 1 This report informs the SASIG membership of the consultation response to the Airports Commission’s call for criteria that might be used to identify the most plausible options for aviation development proposals.

**Discussion**

- 2 In this consultation response, SASIG supports the Commission’s indication that a successful aviation proposal will satisfactorily meet criteria under the following general headings: economic factors; social factors; climate change impacts; local environmental impacts; accessibility; feasibility considerations.

**Conclusion**

- 3 SASIG recommended to the Commission that these general criteria headings – for development at existing as well as new facilities – be applied according to the detailed context set out in the full submission.
- 4 SASIG also recommended that the Commission consult on the draft preferred criteria in time to incorporate the final criteria in the Commission’s interim report.

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## SASIG Submission to the Airports Commission

### Assessment Criteria for Aviation Development Proposals

#### Introduction

- 1 SASIG – the Strategic Aviation Special Interest Group of the Local Government Association - represents Local Authorities with an interest in strategic aviation issues.
- 2 These Local Authorities neighbour or contain an airport, forming the only major alliance in the country that brings together communities comprising airport users and non-users, airport and airline staff, and encompassing all political parties. This gives SASIG an authoritative voice on airport policy that no other group can claim.
- 3 SASIG is hereby responding to the Airports Commission's call<sup>1</sup> for criteria that might be used to identify the most plausible options for aviation development proposals.
- 4 We support the Commission's indication that a successful aviation proposal will satisfactorily meet criteria under the following general headings: economic factors; social factors; climate change impacts; local environmental impacts; accessibility; feasibility considerations.
- 5 We commend to the Commission that these general criteria headings – for development at existing as well as new facilities - be applied according to the detailed context set out in this submission.
- 6 As the Commission is receiving submissions in advance of the 'Aviation Policy Framework' being published, development of assessment criteria must be reviewed in light of that high-level strategy document.
- 7 SASIG also recommends that the Commission consults on the draft preferred criteria in time to incorporate the final criteria in the Commissions' interim report.

#### Executive Summary

- 8 Assessment criteria must inform **interactions at the national level** – the consequences of selecting one/some options on those areas where options are not progressed.
- 9 Assessment criteria must be applied to **developments at existing and new facilities**.
- 10 Consideration of development options for existing and new facilities must incorporate **high quality public engagement** resourced by the developer(s)/scheme proposer(s) from an early stage in consideration of such developments.
- 11 Such assessment must be predicated on an **improved economic assessment** such that a comprehensive, agreed methodology for **calculating** the economic value of connectivity – in its full context, yields robust output for **capturing** the assessed economic gain.

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<sup>1</sup> 'Guidance Document 01: Submitting evidence and proposals to the Airports Commission', Airports Commission, February 2013, par. 1.19, pg. 10.

- 12 Such an improved economic methodology would inform the extent to which economic benefits can be maximised as it would have taken account of:
- compulsory purchase of properties, along with the associated loss of community and impacts of blight;
  - opportunity costs of sterilised land, i.e. reduced or zero development potential, compulsory safeguarding of land for future airport development;
  - mitigation & compensation payments for noise impacts;
  - social cost of noise-induced health and welfare impacts;
  - provision of associated surface access;
  - actions to manage associated air quality emissions;
  - market price of emissions embedded in energy consumption/fuel usage;
  - net labour market effects, clearly differentiated into jobs that are essential for safe provision of aviation operations, and those that are ancillary to this core purpose, in the context of local provision;
  - impact on the UK's tourism deficit;
  - availability of land for business development attracted to the airport; and
  - associated social provision (housing, health, education & recreation).
- 13 In order to capture the economic benefits of aviation it is vital to consider **the role of airports in local economies**, not just the national economy. Any economic evaluation and assessment of aviation developments needs to reflect the complex relationship between developments and the potential gains in terms of job creation, business attraction and regeneration in each locality. Aviation developments do not automatically lead to the projected gains being delivered.
- 14 The provision of health impact assessments would support an improved economic assessment on the basis that an effective way to improve a person's health is to ensure they are employed, in concert with achieving satisfactory conditions in terms of noise and air quality.
- 15 Such an assessment must incorporate the full **costs of mitigation and compensation schemes**, the impacts of **blight**, and the export of economic value in terms of the **tourism deficit**.
- 16 These assessment criteria must inform interactions nationally, in support of **operations at regional airports**, not just those in and around London.
- 17 Furthermore, assessment criteria must inform the extent to which existing and improved surface access provides **connections to nearby economic centres**.
- 18 As **air quality on and around airports is closely linked to surface transport**, airport operators, Local Authorities and central Government must continue to work together to implement low emission surface access strategies.

- 19 Airport activities have a **profound effect over a far wider geographic area** than has historically been recognised – for noise impacts, land-use implications, impacts on surface access operations, and exacerbation of poor air quality. It should also be recognised that those affected by airport operations are not solely consumers of the service, but are the people on the ground too.
- 20 An appropriate policy threshold has yet to be derived for accurately representing the population negatively affected by aviation noise. Progress must continue in this respect such that the population negatively affected by aviation noise is appropriately protected. The criteria for both **noise and air quality** should state that **safe and healthy limits of these pollutants will not be breached**. Merely seeking to minimise the affected population in each respect is not adequate.
- 21 In order to address **climate change impacts** – on the domestic, European & international scales – there must be:
- regular assessment of the progress of the industry in meeting the objectives it sets itself, to act as a useful incentive to effect positive change and achieve improvements;
  - regular assessment of progression towards international and European emissions reduction programmes, to inform the likelihood of achievability;
  - recognition that maximising the efficiency of airspace will increase airspace capacity and therefore a commensurate increase in aviation's total carbon emissions (with reference to the Single European Sky (SES) programme);
  - recognition that inclusion of aviation in the EU Emissions Trading Scheme (ETS) will not automatically lead to a reduction in emissions from aviation as airline operators are expected to be net purchasers of emissions allowances from other sectors; and
  - Government analysis of how the EU ETS will impact on the aviation industry and emissions reductions once the period of free permits is complete.

#### Detailed context for assessment criteria

- 22 Building on the general criteria suggested by the Commission, we commend the application of these – for development of both existing and new facilities - according to the detailed context set out here.
- 23 Targets and measurements for achieving these criteria are supplied.

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| <p><b>CRITERION</b></p> <ul style="list-style-type: none"> <li>• <b>Economic factors</b></li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p><b>TARGETS/MEASUREMENTS</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>Impacts on the UK economy through the provision of <i>domestic and</i> international connectivity, both in terms of flights and surface access connections/provision.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p>Impacts on the local economy through the direct effects of airports:</p> <ul style="list-style-type: none"> <li>➤ Capacity for recipient area to accommodate incoming passengers and freight.</li> <li>➤ Capacity for local area to accommodate ancillary and attracted activities (off-airport, and on-airport), e.g. availability (existing and future) of suitable land and buildings (all uses).</li> <li>➤ Connectivity in the form of surface access associated with airports.</li> <li>➤ Provision of high quality surface access journeys for non-airport related travel.</li> <li>➤ Integration of non-airport related and airport-related surface journeys, recognising the opportunity for airports' role as integrated transport hubs, and addressing the transport needs of all sectors across a mixed economy.</li> <li>➤ Extent of connections to nearby economic centres.</li> <li>➤ Compulsory purchase of properties.</li> <li>➤ Net labour market effects, clearly differentiated into jobs that are essential for safe provision of aviation operations, and those that are ancillary to this core purpose; in the context of local provision.</li> <li>➤ Business relocations – those negatively impacted by loss or non-development of existing airport(s), as well as attraction of businesses moving in to an area.</li> <li>➤ Opportunity costs of sterilised land, i.e. reduced or zero development potential, compulsory safeguarding of land for future airport development.</li> </ul> |
| <p>The export of economic value in terms of the tourism deficit.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p>Please also see comments below related to 'Deliverability'.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>Consumer impacts:</p> <ul style="list-style-type: none"> <li>➤ Flight options provided from passengers' local airport(s).</li> <li>➤ Service quality at each airport.</li> <li>➤ Application of fiscal measures appropriate for the consumer to cover the impact costs of their activity (internalising external costs, &amp; 'polluter pays principle').</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

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| <p><b>CRITERION</b></p> <ul style="list-style-type: none"> <li>• <b>Social factors</b></li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p><b>TARGETS/MEASUREMENTS</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <p>Social &amp; community impacts:</p> <ul style="list-style-type: none"> <li>➤ Opportunity to travel for leisure, business and visiting family/friends.</li> <li>➤ Net labour market effects, clearly differentiated into jobs that are essential for safe provision of aviation operations, and those that are ancillary to this core purpose; in the context of local provision.</li> <li>➤ Management of blight associated with planning proposals.</li> <li>➤ Provision of mitigation and compensation schemes relating to noise burden (sleep deprivation, health impacts, etc.), poor air quality, and loss of property value.</li> <li>➤ Loss of homes &amp; business premises through compulsory purchase.</li> <li>➤ Additional urbanisation and infrastructure pressures – housing; social provision – health, education, leisure; transport; water; energy; communications.</li> </ul> |
| <p>Noise burden, in terms of population affected, land area &amp; land type:</p> <ul style="list-style-type: none"> <li>➤ Use of appropriate metrics to accurately represent the noise-impacted population.</li> <li>➤ Consistent application of metrics in order to make comparisons.</li> <li>➤ Activity set so as to not breach acceptable thresholds of noise impact.</li> <li>➤ Tranquillity preserved, and enhanced where possible.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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| <p><b>CRITERION</b></p> <ul style="list-style-type: none"> <li>• <b>Climate change impacts</b></li> </ul>                                                                                                                       |
| <p><b>TARGETS/MEASUREMENTS</b></p>                                                                                                                                                                                              |
| <ul style="list-style-type: none"> <li>➤ Compatibility with UK domestic climate change targets, addressing all UK economic sectors.</li> <li>➤ Compatibility with European and international climate change targets.</li> </ul> |
| <p>Inclusion of aviation's non-CO<sub>2</sub> emissions impacts in accordance with latest scientific analysis. NB This will require the Government to invest urgently in such research in order to inform policy measures.</p>  |
| <p>Calculation and achievement of carbon emission reductions that can be delivered through projects to reduce the need to travel (e.g. superfast broadband, videoconferencing) and investment in cleaner modes of travel.</p>   |
| <p>Minimisation of climate change impacts related to changes in airspace design and usage.</p>                                                                                                                                  |
| <p>Market price of emissions embedded in energy consumption/fuel usage.</p>                                                                                                                                                     |

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| <p><b>CRITERION</b></p> <ul style="list-style-type: none"> <li>• <b>Local environmental impacts</b></li> </ul>                                                                                                                                                                                                                                                                                                               |
| <p><b>TARGETS/MEASUREMENTS</b></p>                                                                                                                                                                                                                                                                                                                                                                                           |
| <p>Noise burden, in terms of population affected and land area covered:</p> <ul style="list-style-type: none"> <li>➤ Using appropriate metrics to accurately represent the noise-impacted population.</li> <li>➤ Applying metrics consistently in order to make comparisons.</li> <li>➤ Activity set so as to not breach acceptable thresholds of noise impact.</li> <li>➤ Inclusion in health impact assessment.</li> </ul> |
| <p>Air quality:</p> <ul style="list-style-type: none"> <li>➤ Safe and healthy air quality limits not breached, e.g. compliance with EU limits for local air quality.</li> <li>➤ Inclusion in health impact assessment.</li> </ul>                                                                                                                                                                                            |
| <p>Other local environmental impacts:</p> <ul style="list-style-type: none"> <li>➤ Land take.</li> <li>➤ Property take.</li> <li>➤ Heritage – impacts on land &amp; buildings.</li> <li>➤ Ecology - impacts on habitat, water &amp; nature.</li> </ul>                                                                                                                                                                       |

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| <p><b>CRITERION</b></p> <ul style="list-style-type: none"> <li>• <b>Accessibility</b></li> </ul>                                                                                                                         |
| <p><b>TARGETS/MEASUREMENTS</b></p>                                                                                                                                                                                       |
| <p>Impacts on access to aviation connectivity.</p> <p>See comments above in 'Economic factors' section relating to impacts on the local economy through the direct effects of airports.</p>                              |
| <p>Surface transport integration and associated infrastructure development.</p> <p>See comments above in 'Economic factors' section relating to impacts on the local economy through the direct effects of airports.</p> |
| <p>Relationship with existing, and known future, surface access options (e.g. new high-speed rail provision).</p>                                                                                                        |
| <p>Consideration of and provision for (i) existing trips to be made by another mode - 'substitution', and (ii) additional surface trips - 'complementarity'.</p>                                                         |



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| <p><b>CRITERION</b></p> <ul style="list-style-type: none"> <li>• <b>Feasibility considerations</b></li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p><b>TARGETS/MEASUREMENTS</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p>Affordability &amp; financeability:</p> <ul style="list-style-type: none"> <li>➤ mix of private and public funding, agreement being reached through appropriate channels to approve spend from the public purse.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p>Deliverability:</p> <ul style="list-style-type: none"> <li>➤ High quality public engagement programme, undertaken by scheme proposer/developer in conjunction with interested stakeholders.</li> <li>➤ Blight management programme, undertaken by scheme proposer/developer in conjunction with interested stakeholders, recognising that blight impacts take effect at a very early stage in the discussion of proposals.</li> <li>➤ Package of mitigation and compensation measures, agreed as part of planning approval and in place in advance of negative impacts being experienced.</li> <li>➤ Changes to existing airport operations that have a negative impact on communities to be preceded by development and provision of acceptable compensation arrangements.</li> <li>➤ Compatibility with planning policy &amp; guidance.</li> </ul> |
| <p>Operational feasibility &amp; safety:</p> <ul style="list-style-type: none"> <li>➤ Application of Public Safety Zone (PSZ) policy.</li> <li>➤ Extent of peak hour operations – indication of safe maximum operational capacity.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p>Infrastructure provision and capacity on-airport:</p> <ul style="list-style-type: none"> <li>➤ number &amp; capacity (passenger numbers and air transport movements) of runways;</li> <li>➤ number &amp; capacity (passenger numbers) of terminals;</li> <li>➤ hours of operation;</li> <li>➤ net labour market effects – clearly differentiated into jobs that are essential for safe provision of aviation operations, and those that are ancillary to this core purpose; in the context of local provision;</li> <li>➤ water risk (runoff; flood protection; groundwater); and</li> <li>➤ construction costs.</li> </ul>                                                                                                                                                                                                                          |
| <p>Infrastructure provision and capacity off-airport, both for aviation-related and non-aviation related activities, supporting all sectors of the economy, covering:</p> <ul style="list-style-type: none"> <li>➤ surface access by all relevant modes;</li> <li>➤ employment – clearly differentiated into direct &amp; indirect jobs lost and gained;</li> <li>➤ land take;</li> <li>➤ property take;</li> <li>➤ local air quality impacts;</li> <li>➤ heritage - impacts on land &amp; buildings; and</li> <li>➤ ecology - impacts on habitat, water &amp; nature.</li> </ul> <p style="text-align: right;"><i>.....continues.....</i></p>                                                                                                                                                                                                          |

Adaptability to future demand.

Facilitating and blocking effects of fifth freedom rights & bilateral agreements.

Airspace implications, reflecting timescale required for designing and implementing revised airspace usage and recognition that maximising the efficiency and/or capacity of airspace can result in a commensurate increase in aviation's total carbon emissions.

## Supporting case studies

### Comprehensive economic assessment methodology

#### CASE STUDY – Independent expert panel to produce *transparent, accepted methodology*

The Department for Transport (DfT) 'Air Quality (AQ) Technical Panel' agreed a methodology and part of the process for the air quality dispersion model used to assess proposals for a third runway at Heathrow Airport. The value of this process was having an independent group of experts collaborate on the methodology, set the parameters, agree the inputs and explain the assumptions used in the model. A similar process would lend itself to development of an improved economic assessment of the aviation sector.

The purpose of such collaboration would be to provide an agreed transparent methodology. The group would need to be kept in place throughout the assessment process to ensure application of the methodology was subjected to the same transparent process.

In order to obtain an accepted methodology, it is essential that no one party is involved more than another, as this jeopardises the transparency of the process and fosters mistrust.

#### CASE STUDY – Broadland DC & Norwich Airport

##### Improved economic assessment of aviation - *calculating economic costs & benefits*

Significant expansion in the form of an urban extension to the northeast of Norwich is proposed in the Council's adopted Core Strategy. The Core Strategy was prepared jointly with neighbouring Authorities and represents a considered and shared view of the way to meet development pressures in the area. However, the presence of Norwich Airport in the northern urban fringe will have some restrictive effects on the scope and nature of development in this area. The public safety zone (PSZ) will clearly prevent development within its defined area, however, there are areas outside the PSZ that might well have been considered for development had the PSZ not disrupted their connectivity with the urban fringe.

The foregone development opportunities will impact on the landowners not on the airport operator, and compromise the ability of Local Authorities to allocate land for appropriate development. In many ways, this is a disguised economic cost.

## CASE STUDY – Uttlesford DC & Stansted Airport

### Improved economic assessment of aviation - capturing economic benefits

In 2001, BAA Stansted Ltd. submitted an outline planning application to expand the airport from 15 million passengers per annum (mppa) to 25 mppa. The supporting material stated that in 1999 there were 8,770 direct on-airport employees for a throughput of about 9.4 mppa. In the same document, it was estimated that the number of direct on-airport employees would be 16,000 in 2010 for a 25 mppa throughput.

On the basis of this anticipated near doubling of the number of direct on-airport employees by 2010, the outline application included a second office building near to the terminal for airport staff and cabin crew, and a second office building for airline staff and other support functions. Provision was also made for additional flight catering and airline support accommodation a third phase of the industrial development previously permitted in that location. The outline application was approved.

It was anticipated that all this extra accommodation would be required to support throughput of 25 mppa by 2010, and that long-haul passengers would be 17% of the passenger market mix at 25 mppa in 2010. The reality has proved very different.

In 2006, when passenger throughput reached 23.7 mppa, direct on-airport employment was only 11,500. This represented 2,060 passengers/employee compared with the figure of 1,562 anticipated for 2010 in the 2001 application, and reflected 2 main factors. Firstly, a considerable leap in the efficiency of airport operations, brought about to a large degree by the way that low fares airlines operate and, secondly, the almost total absence of long-haul services, reducing the need for cabin crew and on-aircraft catering staff.

Even as 25 mppa was approached, no further applications were submitted by BAA Stansted Ltd. for use of the extra accommodation for airport and airline staff and support functions. However, applications have been submitted by the operator to temporarily lift airport occupancy conditions, which were refused by Uttlesford Council.

Throughput has now dropped to about 18.4 mppa in the economic recession. The on-going lack of demand for aviation related office and industrial accommodation is evidenced by the long-term vacant floorspace in office and support accommodation.

In summary, the employment uplift anticipated back in 2001 has not been realised due to market conditions and the way in which Stansted Airport now operates compared to how it was envisaged it would operate.

## CASE STUDY: Doncaster MBC & Robin Hood Airport Doncaster Sheffield (RHADS) Improved economic assessment of aviation - capturing economic benefits

Robin Hood Airport Doncaster Sheffield (RHADS) opened as a new international airport in 2005. The conversion of the former RAF Finningley base into civilian use included the opportunity to redevelop the airport camp adjacent to the new passenger terminal for a range of business uses including air related, office, training and marketing, residential and general business parks.

Doncaster MBC in partnership with the airport owner, Peel Holdings Ltd., and the Regional Development Agency, Yorkshire Forward, has been proactive in establishing RHADS as a major catalyst for regeneration based around three themes:

- 1) skills and training;
- 2) marketing and inward investment; and
- 3) improving infrastructure.

## 1) Skills and training

As part of the planning agreement when the airport opened there was a requirement for the airport operator to support activity designed to capture the local economic and social benefits of the airport.

Peel Holdings Ltd. agreed to lease former RAF offices to support this initiative and an informal partnership of key employment and training providers was established in order to respond effectively to the emerging employment and training opportunities arising from the development of RHADS. The initiative was branded 'Directions Finningley'.

With £750,000 of funding provided by Yorkshire Forward the office was remodelled to provide an operational base for the jobs and training facility, which included a common reception area, meeting, seminar and training rooms.

The broad range of services provided included information, advice and guidance, initial handling of all employment enquiries, matching enquiries to notified vacancies, customised recruitment services for employers, access to on- and off-site training provision, work experience and placement opportunities.

'Directions Finningley' established strong relationships between the airport operator, airport-related employers and key delivery agencies. This placed them in a unique position to gain intelligence in relation to new and emerging economic development opportunities within aviation and to make connections with relevant agencies and initiatives beyond the initial employment and training focus for which 'Directions' had been established.

Through one such connection with Marshall Aerospace, 'Directions' became aware of skills shortages within the aviation sector, particularly in relation to qualified certifying engineers and other aspects of aviation engineering. The developing relationship with Marshall Aerospace and others gave RHADS a specific opportunity to redevelop a derelict hangar to provide a specialist environment for the training of aviation engineers in parallel with the creation of a 'live' aircraft maintenance, repair and overhaul operation (MRO).

This concept, funded by the Regional Development Agency, embraced aviation education and training within a setting capable of providing high-level operational experience within an expanding industrial sector. The concept evolved into what became a National Aviation Training Academy, supported by 'Directions' originally in partnership with Marshall Aerospace and now operated by BAE Systems, who have established their national training centre at RHADS and are putting all their apprentices through the facility prior to being seconded to military air bases throughout the UK.

## 2) Marketing and inward investment

Since its initial inception, Doncaster MBC, has always recognised Robin Hood Airport as a strategically important catalyst for the future economic prosperity of Doncaster with the aviation sector being an important driver for new employment and training opportunities.

In 2008, the Council launched a funded programme called 'Take off at the Airport'. This programme was a three-year investment and supply chain initiative aimed at bringing new inward investment into the 100 acres of 'aviation-related' development land surrounding Robin Hood Airport and ensuring that Doncaster businesses and residents benefit from these new investments.

A team was formed, headed up by professionals recruited from within the aviation industry who worked proactively to bring forward new aviation-focused companies on-site at RHADS. The team travelled and exhibited world-wide and made contact with many key individuals within the aviation sector including the British Aviation Group, a number of regional aerospace alliances and key businesses.

The team managed to land a number of key successes on-site including 'Bespoke Training Services', 'Redline Aviation', 'Kinch Aviation', 'ACT Technicians Ltd', 'BAE Systems', and the 'Vulcan to the Skies Trust', all forward-thinking aviation-related companies who have seen Robin Hood Airport as an ideal location to support their future growth. In addition, the team - although not concentrating activity on new route development - have supported the airport operator, Peel Airports Ltd., with funding and route development activities that resulted in new routes and increased business from Easyjet and Air Lingus.

Robin Hood Airport is an airport that right from its inception has been developed in partnership between the airport operator and local support agencies. Based on the above it can clearly be seen that airports can act as a catalyst for significant public and private sector investment and regeneration.

## 3) Improving infrastructure

Recognising the role of RHADS as a catalyst for growth in the Sheffield City Region, a submission was made to the Government's first round of Regional Growth Fund (RGF) bidding for the 'Gateway to the Sheffield City Region' project, which along with opportunities at the airport will deliver:

- a new strategic road/rail interchange adjacent to the M18 motorway;
- expansion of business parks adjacent to the airport;
- regeneration of a major brownfield former colliery site; and
- new residential developments.

The City Region was able to put forward such a comprehensive package because of the interest and confidence of national private sector companies to commit to major regeneration in this area on the back of the commitments made at the airport.

Collectively these investments are planned to create:

- one million square metres of business space;
- 24,000 private sector jobs;
- 5,000 new homes;
- £1.7bn of private sector investment; and

- £1.1bn added to the region's GVA economic value by 2030 – an uplift of 3% from 2009.

In recognition of the above outputs, the Department for Business, Innovation & Skills (BIS) has conditionally offered Doncaster Council and its private sector partners £18m of funding for transport infrastructure to connect the airport to the national motorway network.

1D Local area has the necessary resource capacity. The target/metrics associated with this criterion tie in very closely with those related to criterion 1B. Likewise, the target/metrics attached to criterion 1D must be broader in order to inform consideration of whether or not an area has the necessary resource capacity, taking into account not only associated social provision - housing, health, education & recreation – but also:

- capacity to accommodate more surface transport journeys associated with airport operations – airport & airline staff, passengers, and freight carriers – in terms of infrastructure availability, air quality, and successful continuation of non-aviation related activities in the area;
- actual reduction of local unemployment; and
- availability of land for business development attracted to an airport.

The local opportunities and need for surface access must be provided for alongside the top-level ambition set out in these criteria. Any new aviation provision - particularly at the outset - will need to accommodate local travel in order for services to reach a viable number of passengers. As activity on-airport increases, the local travel to and from the airport must be continued in order to support reliable, efficient local networks around the airport. Successful examples of public transport provision at airports show that viable public transport services are valuable for those travellers who have no connection with the airport other than using it as an integrated transport location, yielding an airport better integrated into its locality than in the absence of such services.

## Compatibility with planning policy & guidance

CASE STUDY: Hillingdon LB & Heathrow Airport  
National planning policy for aviation - strategic planning

Extracts from Planning Witness Statement, Hillingdon LB, in relation to the proposed third runway at Heathrow Airport

“1. The decision, instead of having one outcome as anticipated from the consultation, gives rise to three possible outcomes:

- a. Partial implementation of the third runway, despite its marginal economic benefit;
- b. Full implementation of the third runway with additional noise, air quality and surface access impacts; or
- c. Non-implementation of the decision due to the failure of BAA to meet environmental pre-conditions, or a decision by BAA that it would be uneconomic, given the significant restrictions that are apparently to be placed on the facility by the decision.



It is difficult to tell what will happen at Heathrow, not least because of the long history of “broken promises” referred to in other witness statements. However, the decision introduces a huge amount of additional uncertainty. If (a) transpires then the areas will suffer all the disbenefit in terms of demolition and blight, but significantly reduced “benefits” in the terms of the Consultation Document. If (c) transpires then huge areas will be blighted for long periods with no certainty as to what happens next. It will, however, result in significant regeneration costs, that will have to be borne, at least in part, by local communities.”

“18. The Government’s failure to consult has also meant that local planning authorities have been unable to give proper consideration to the impact of this decision, which has effectively blighted areas of Hillingdon and other West London Boroughs, despite the fact that this development may never go ahead.

19. Whilst in Hillingdon a ‘business as usual’ approach has been adopted to dealing with planning applications in the decision area, it is our view that the area is now blighted. The level of blight extends well beyond those houses and land directly located in the areas set aside by the Government for a third runway.

20. Of particular concern, is the impact the decision will have on planned improvements to local schools as part of the programme for *Building Schools for the 21<sup>st</sup> Century* as well as other local infrastructure improvements to parks and open space, and other local community facilities. This makes it difficult to deliver on existing local policies let alone achieve the anticipated vibrant local communities anticipated through the delivery of the Community Strategy and Local Development Framework.

21. Had Hillingdon Council been consulted, the potential regeneration costs in this blighted area if BAA fails to meet the preconditions set out in the decision, could have been taken account in the decision-making process. As we were not given this opportunity, it raises concerns as to whether proper weighting has been given to the environmental impacts of the decision.”

## CASE STUDY – Cornwall Council and Newquay Cornwall Airport National planning policy for aviation - strategic planning

A national strategic plan for UK aviation should take into account the characteristics, pressures and needs of peripheral areas of the country. As a Local Authority in one such area, Cornwall Council is seeking to maximise upon the potential of the Council-owned airport at Newquay, to address some of the existing limitations experienced as a ‘peripheral area’.

Some features of peripheral areas are:

- poor connectivity in terms of transport and communications;
- low population densities, leading to ‘thin’ catchment areas for transport development; and
- poor economic performance.

There is capacity at Newquay Cornwall Airport to take advantage of growth potential in the aerospace industry. To this end, an application for Enterprise Zone (EZ) status was submitted, approval for which was received in August 2011. The associated proposal for ‘Newquay Aerohub Enterprise Zone’ focuses on job creation and economic growth in support of the Local Enterprise Partnership (LEP) priorities.

## Integration with national rail network

### CASE STUDY: Cornwall Council and Newquay Cornwall Airport

The connectivity provided by an airport such as Newquay Cornwall Airport - located within the peripheral region of Cornwall – can be of significant importance in an area with otherwise poor transport infrastructure. This is further compromised by the distance from key markets, acting as a constraint on business and therefore growth, productivity and competitiveness.

In relation to those parts of the country that are proposed to be connected via a new high-speed rail line, this increased connectivity serves to further emphasise the general lack of connectivity – and hence importance of aviation services – in a region such as Cornwall.

The significant Government investment being put in to developing plans for high-speed rail (HSR) between London and Birmingham, with later extensions further north, will not actually help a peripheral region such as Cornwall. The extent to which HSR, as proposed, further exacerbates the region's lack of connectivity should be recognised.

### CASE STUDY: Manchester Airport

The integrated transport hub at Manchester Airport, 'The Station', links local and national coach, bus, train – and in 2016, tram – services. 'The Station' is linked to the terminal buildings by 'Skylink' moving walkways.

There is a network of local and regional buses running daily from early morning to late night, including weekends and Bank Holidays, providing a 24-hour bus service operating to/from Manchester Airport.

National Express, the UK's largest operator of scheduled coach services, operates direct to and from 'The Station'.

There are frequent, direct rail services running 24 hours a day, 7 days a week. Up to 9 trains an hour link the airport to Manchester Piccadilly station in the city centre, where connections can be made to fast rail services countrywide.

A metrolink to Manchester Airport also features in package of 15 transport schemes in Greater Manchester that were awarded a special fund of £1.5 billion in May 2009. This tram line is due to open in 2016 and will provide a tram every 12 minutes between Manchester Airport and Manchester City Centre. In addition to linking with rail services from Manchester Airport, improved links with bus services will be provided through the new interchange at Wythenshawe town centre.

<http://www.manchesterairport.co.uk/manweb.nsf/Content/Train>

<http://www.metrolink.co.uk/futuremetrolink/airport-line.asp>



## Provision and improvement of surface access connections with airports

### CASE STUDY: Hounslow LB, Hillingdon LB, Windsor & Maidenhead RB, Slough BC, Spelthorne BC & Heathrow Airport

In support of the Heathrow expansion proposals for a third runway and new terminal, a 6% increase in the modal share of non-transfer passengers using public transport was proposed (comparing 2004 levels with those forecast for 2030). This use of a target based on '% modal share' masks the huge number of non-transfer passengers forecast to be accessing the airport by car. Over the same time period, 28 million passengers accessed the airport by car in 2004, with this figure forecast to rise to 53 million passengers accessing the airport by car in 2030 accounting for a third runway and sixth terminal. The implications of this considerable impact on the road network were simply overlooked. How can the local road network be expected to cope with such an increase when there are existing congestion, delay and air pollution issues?

## Community involvement – Airport Consultative Committee (ACC) experience

### CASE STUDY: Broadland DC & Norwich Airport

The Norwich Airport Consultative Committee has been of value for engaging the local community through the Parish Councils and other stakeholders; however, the ACC has been of less value to the District Council. The airport spans administrative boundaries and on this basis a Norwich Airport Joint Advisory Committee has been set up, consisting of the airport operator, Broadland DC and Norwich City Council. It must be acknowledged that the advantage of this Joint Advisory Committee (JAC) derives from the involvement of both Local Authorities covered by the administrative overlap, and therefore their joint working with each other and the airport operator on common issues. Another benefit of this additional JAC is that regular dialogue is promoted.

### CASE STUDY: Tandridge DC & Gatwick Airport

Gatwick Airport Consultative Committee (GATCOM) membership has been increased yielding a higher number of representatives across the industry and locally. This obviously leads to a difficulty for the Secretariat in producing papers or responses to consultation that all would agree with. However, the presentation of such papers to this broad representation provides an opportunity for reactions and positions to be aired and discussed, even if consensus cannot be reached.

Good debate does ensue and there is often concord, particularly when it comes to treatment by the rail authorities of the Gatwick Express.

The Committee works well as the representatives try to balance the advantages of the airport against its disadvantages.

