



PORTFOLIO HOLDER DECISION NOTICE

INDIVIDUAL DECISION BY THE PORTFOLIO HOLDER FOR ENVIRONMENT

TOPIC - WINCHESTER CITY COUNCIL'S RESPONSE TO SOUTHAMPTON AIRPORT DRAFT MASTER PLAN CONSULTATION 2018

PROCEDURAL INFORMATION

The Access to Information Procedure Rules – Part 4, Section 22 of the Council's Constitution provides for a decision to be made by an individual member of Cabinet.

In accordance with the Procedure Rules, the Head of Legal Services (Interim), the Chief Executive and the Strategic Director: Resources are consulted together with Chairman and Vice Chairman of The Overview and Scrutiny Committee and any other relevant overview and scrutiny committee. In addition, all Members are notified.

If five or more Members from those informed so request, the Leader may require the matter to be referred to Cabinet for determination.

Contact Officers:

Case Officer: Abigail Toms atoms@winchester.gov.uk 01962 848598/ Simon Finch sfinch@winchester.gov.uk 01962 848271.

Democratic Services Officer: Matthew Watson mwatson@winchester.gov.uk

SUMMARY

Southampton Airport are currently consulting on a Draft Masterplan. This details their proposed expansion over the next 20 years.

In brief, the proposals are to allow additional larger aircraft/ aircraft with a greater weight (passengers/fuel) to take off from Southampton and travel to a wider variety of European destinations. Proposals include an expansion to the airport terminal, walkway, and an increase to car parking facilities and extension of the runway by 170m.

This will allow a forecasted increase in the number of passengers, from 2 million in 2017, to 5 million in 2037 and an additional number of aircraft movements from 39,300 in 2017 to 57,800 by 2037. The full Masterplan can be found on their website at <https://www.southamptonairport.com/about-us/our-vision>.

The draft consultation response from Cllr Jan Warwick, Portfolio Holder for Environment is shown in Appendix A. Members and Officers are invited to make comments before it is submitted on 30th October 2018.

In summary the proposed response supports in principle the growth of the airport set out in the master plan recognizing the importance of this facility to the District, particularly in terms of the local economy, as well as potentially offering our residents more travel destination options.

However, with the level of expansion planned, which will possibly see passenger numbers rise from 2 to 5 million a year with an increase in flight frequency, the Council would want to be see infrastructure provided to accommodate this growth taking into account potential impact on air quality, measures put in place to address the airport's increasing carbon footprint, and for more detailed information to be made available so that it can be shown that the amenities of Winchester's residents would not be unacceptably impacted by aircraft operating from the enlarged facility especially in terms of noise.

DECISION

That the consultation response as attached in Appendix A be sent to Southampton Airport within the deadline for responses (30th October)

REASON FOR THE DECISION AND OTHER ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

It is important for Winchester City Council to make comments to this important development proposal which will have an impact on Winchester local businesses and residents.

RESOURCE IMPLICATIONS:

None

DATA PROTECTION IMPACT ASSESSMENT (If none, state "None required")

None

CONSULTATION UNDERTAKEN ON THE DECISION

Officers from Finance, Legal, Economic Development, Tourism and Senior Leadership Team will be consulted on the draft response.
Members will be consulted via the Portfolio Holder Decision making process

**FURTHER ALTERNATIVE OPTIONS CONSIDERED AND REJECTED
FOLLOWING PUBLICATION OF THE DRAFT PORTFOLIO HOLDER DECISION
NOTICE**

None

**DECLARATION OF INTERESTS BY THE DECISION MAKER OR A MEMBER OR
OFFICER CONSULTED**

None

DISPENSATION GRANTED BY THE STANDARDS COMMITTEE

N/A

Approved by: (signature)

Date of Decision: 31 October 2018

Councillor JAN WARWICK – Portfolio Holder for ENVIRONMENT

APPENDICES:

A: Winchester City Council Draft Consultation Response letter to Southampton Airport Masterplan Consultation 2018.

FAO:
Mr N Garwood
Managing Director
Southampton Airport

Your ref:
Our Ref: JW/SF/AT
Contact: Cllr Jan Warwick
Portfolio Holder

Email: jwarwick@winchester.gov.uk

30th October 2018

By e-mail: consultation@southamptonairport.com

Dear Mr Garwood

RE: Winchester City Council's response to Southampton Airport Draft Master Plan Consultation 2018.

I have read the draft Master Plan in detail and have consulted with a range of Officers at the City Council / Winchester residents and would like to make the following comments on behalf of Winchester City Council.

It is noted that the Masterplan details the proposed extension of the airport from 2018-2037. The main changes include an extension to the terminal building, increase in car park provision, a new passenger walkway and an extension to the runway of 170m.

The proposals are to allow additional larger aircraft/ aircraft with a greater weight (passengers/fuel) to take off from Southampton and travel to a wider variety of European destinations.

This will allow a forecasted increase in the number of passengers, from 2 million in 2017, to 5 million in 2037 and an additional number of aircraft movements from 39,300 in 2017 to 57,800 by 2037.

In principle, Winchester City Council broadly welcomes the plan and proposals.

From an economic development perspective, the close proximity of the Winchester District to Southampton Airport means there is potential for the District to benefit from economic growth, employment and leisure opportunities.

Winchester City centre is located less than 10 miles from the airport and benefits from excellent rail and road connectivity. Southern parishes of the District are even closer. Local businesses operating within these areas will benefit from air transport providing connectivity to a wider range of European markets and a significantly larger customer base. Winchester District residents are also ideally placed to benefit

from the proposed creation of 500 additional jobs and the convenience of making holiday flights to a wider variety of destinations from such a close airport.

The plans also support the growth of international and domestic tourism in the District. The airport currently reduces journey times between Winchester and the major conurbations of Manchester, Leeds, Newcastle, Glasgow and Edinburgh making it an ideal weekend break for time-poor affluent urban dwellers. The expansion plans with the possibility of flights from Barcelona, Milan, Rome, Stockholm, Frankfurt, Madrid, Berlin, Copenhagen, Venice and Prague could open up new tourism markets. We already know from our current international visitor profile that Germany, Spain, France and the Netherlands are the highest six and have a propensity to visit Winchester.

However, it is also recognised that accompanying any development of this scale, there can be significant detrimental effects on the local residents of Winchester and wider environment, should the impacts not be properly controlled or mitigated.

It is clear that there will be an increase in traffic movements to and from the airport associated with the planned increase in passenger numbers (2-5 million per annum even allowing for a modal switch from private to public transport) and that this level of growth is likely to impact on the local area and wider motorway network. With the increase in number of planes, and traffic, there will likely to be an increase in Nitrogen Dioxide emissions and fine particulates (PM_{10s} & PM_{2.5s}). It is accepted that both the traffic and air quality implications of this proposed development are likely to have a more direct impact on Eastleigh residents and those using the M27 corridor than people living within Winchester District. No doubt, Hampshire County Council, (transport and highway authority), and Eastleigh Borough Council, will wish to be fully satisfied that the proposals are acceptable in terms of the development's off-site impacts. However, in general terms, if the scale of growth intended is to proceed, it would be with the expectation that the necessary infrastructure improvements will be put in place to accommodate the airport's expansion and that measures are also implemented to encourage passengers to access the site by means other than private motor vehicles.

Whilst there is some mention in the document about 'Climate Change,' the City Council would welcome more detail about any projects that the airport is undertaking to minimise their carbon footprint, including any projects that they have implemented towards the 'Airport Carbon Accreditation scheme'. The Council would also be interested in learning further detail about any projects that are promoting sustainable transport for passengers going to and from the airport eg. taxis, customer incentives.

In respect of noise, the proposals show no change to some aspects of the 'Flying Controls Agreement' that was set up in 1993 to safeguard the community. For example, there will be no scheduled night flights, (with very limited exceptions). However the proposals are very general in nature and do not sufficiently detail how the proposed changes will impact on Winchester residents from a noise perspective. They do not state what additional control measures will be put into place to mitigate the noise impacts of a large increase in aircraft movements.

It may be that Southampton Airport intend to provide more detailed information about this at the planning application stage and we would welcome this and would want to provide comments. It is our expectation that this should include analysis of the types of planes proposed and their noise emissions, including where possible, modelling of noise levels across the Winchester wards that may be affected e.g. conurbations of Shawford, Colden Common, Otterbourne, Brambridge, Winchester etc. In addition, this is an opportunity to review and revise the preferred noise routings that are currently used to examine whether there are better routes that avoid residential conurbations and / or whether aircraft can achieve a greater altitude more quickly to minimise the noise impact.

In conclusion, whilst the proposed development is welcomed from an economic perspective, Winchester City Council would like to see additional details about the resulting noise impacts from the development and proposed noise mitigation in order to be satisfied that Winchester residents are not adversely affected.

Yours sincerely

Cllr Jan Warwick

Portfolio Holder for the Environment
Cabinet Member
Winchester City Council