

DELEGATED DECISION

Regeneration and Local Services

5 September 2018



Newcastle International Airport Masterplan 2035 Consultation Draft

Report of Regeneration and Local Services Stuart Timmiss, Head of Planning and Assets

Purpose of the Report

- 1 This report considers a consultation by Newcastle International Airport Limited on the consultation draft 'Newcastle International Airport Masterplan 2035'. Comments have been requested by 13 September 2018.

Background

- 2 Newcastle International Airport is located about 6 miles north-west of Newcastle City Centre and is situated between the urban edge of the City and the settlements of Ponteland, Prestwick and Dinnington. The majority of the 374 hectare site lies within Newcastle City Council administrative area with the remainder in Northumberland. No part of the airport lies within County Durham, the airport lying approximately 15km to the north of the County boundary.
- 3 The Airport is 11th largest airport in the UK, and is the second largest in Northern England, serving 5.4 million passengers in 2017, from over 59,000 aircraft movements in 2017. Over 80 destinations are currently served directly, with regular connections to 6 hub airports. In terms of the North East of England, the Airport is the region's largest airport and its global gateway. It provides the key connections that the North East's business community needs to make and maintain trade links, and export their goods. In addition the airport is a key international gateway allowing people to holiday, visit friends and family, and for inbound tourists to visit the region.
- 4 Newcastle International Airport Limited operates as a public private partnership 51% is owned by seven local authorities in the North East including Durham County Council. The remaining 49% is owned by AMP Capita. Newcastle International Airport Limited has also taken over responsibility from the Civil Aviation Authority (CAA) as prescribed body which is important in terms of both duty to cooperate and aerodrome safeguarding.
- 5 Airports are required to produce a masterplan by the Aviation Policy Framework (2013) to set out their strategic growth plans. A key recommendation in the Aviation Policy Framework (2013) is that these masterplans should be reviewed every 5 years. This is to ensure that the future growth and development of the Airport is properly safeguarded, particularly in respect of the increasing number of housing proposals in the local area and their potential impact on existing and future runway operations.

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- 6 This is the fourth Masterplan to be produced by Newcastle Airport. The last Masterplan was released in 2013. The masterplan is based around ten specific chapters which collectively explain the airports history and current operations, opportunities for growth, the masterplan objectives, applicable policy guidance, forecast airport growth, the economic social and economic benefits of growth, the airport development plan, surface access strategy and the intent to deliver sustainable airport growth through its expansion.
- 7 The new masterplan looks to 2035 and is based upon updated 'high' growth forecasts on passenger numbers and aircraft movements, which have also been influenced by the growth in GDP and GVA in the North East economy since 2012. In particular, the masterplan forecasts passenger growth from 5.4 million passengers in 2017 to 7.6 in 2025, 8.7 million in 2030 and 9.4 million in 2035 and a corresponding increase in aircraft movements from 59,000 movements in 2017 to 75,200 in 2025 and 83,300 in 2035. Although it should be noted that the 2035 total would be an increase of up to 40% over the 59,407 handled in 2017, but would only be slightly greater than the 83,000 movements in 2000.
- 8 The masterplan is based around a number of key objectives which include:
 -) Ensure the demand for air travel and the growth aspirations of the Airport can be met;
 -) Be the number one choice for air travel for the region to and from an exceptional range of destinations;
 -) Be the most welcoming airport and embrace innovative new technology to deliver a memorable experience to our customers;
 -) Become a greater contributor to the regional economy through added jobs, gross value added (GVA), and a facilitator of inbound tourism;
 -) The Airport can grow sustainably and will appropriately mitigate our impact on the environment and our neighbours; and
 -) We work closely with partners to deliver improved surface access infrastructure to support growth.
- 9 The masterplan seeks to outline the economic and social benefits of the airport and its growth to the local and regional economy. In particular, it explains how the airport has a total operational impact equivalent to 9,700 jobs and £530m of GVA. Including wider impacts the masterplan explains how the airport has a current economic impact equivalent to 18,900 jobs and is worth £1.16 billion to the regional economy which could rise to 27,800 jobs and £2.03 billion by 2035.
- 10 In order to deliver the forecast growth of the Airport, its objectives and secure the far reaching economic and social benefits that the masterplan identifies the masterplan proposes a number of infrastructure improvements. These include safeguarding land to the east of the current runway to allow a possible 700 metre increase in the length of the runway; improved runway and taxiway capacity to allow additional departures and arrivals; improvements to the airport terminal and ancillary airside facilities including additional hotels; further car parking, and a number of new freight and employment sites adjacent to the airport some of which are allocated within the Newcastle Gateshead Core Strategy for employment development and which already benefit from enterprise zone status. None of the proposed infrastructure improvements would have an impact upon the environment or amenity of local communities within County Durham.

- 11 The masterplan also seeks to address the Aviation Policy Framework's requirement for a Surface Access Strategy which are required to show how the proportion of journeys to and from the Airport by sustainable modes can be achieved and set targets for this change; demonstrate that the Airport's growth can be achieved without causing undue adverse local impacts and congestion; set out what investments and actions are needed in the short and long term to achieve the strategy, both from partners and the Airport. The masterplan reports how through the Surface Access Strategy:
-) There are plans to improve strategic highways links in the area which would benefit the airport, improve bus and coach services to the airport and improve walking and cycling links.
 -) The Tyne and Wear Metro has been the principal public transport connection for the Airport since the link to the site was established in 1991 and advises that there were about 517,000 journeys made to the Airport in 2016/17. The masterplan also advises that there is plenty of spare capacity in the current system to accommodate passenger growth at the Airport and deliver the masterplan's aim of increasing the proportion of our passengers travelling to the Airport by sustainable modes.
 -) The masterplan also reports how the 'Metro Futures Plan' which proposes a twin strategy of capacity creating on the existing network and use of disused railway corridors to create new routes to create a single Metro and local rail network would open up the likes of Washington, and Team Valley to the Metro network and would significantly grow the catchment area for passengers to directly travel to the Airport by Metro. It should be noted that the delivery of proposals related to the 'Metro Futures Plan' lie outside of the scope of the masterplan.
 -) The masterplan also reports how the Airport works closely with key partners such as Nexus and train operators to ensure that improvements to the rail network consider connections to the Airport
- 12 The masterplan also reports that the environmental impacts of the Airport's existing operations are already actively mitigated and how the airport operator is committed to growing the Airport sustainably and responsibly to deliver the Masterplan by ensuring that any additional adverse impacts are appropriately mitigated and environmental performance is continually improved. The airport masterplan considers a wide range of impacts. The scope of these impacts and in particular the noise impacts from the potential runway expansion have all been considered and none will have a direct or indirect adverse impact upon the environment or amenity of local communities within County Durham.

Recommendation and Reasons

- 13 This report has provided an overview of Newcastle International Airport's Masterplan which the Council has been invited to comment upon. In overall terms and on the basis of the available evidence, it is considered that airport currently provides significant benefits to both the regional economy and its population and it is recognised that the proposed development and infrastructure works if delivered would appear to enhance these benefits.
- 14 As outlined above the airport lies mainly within the administrative area of Newcastle City Council and partially lies within Northumberland, no part of County Durham is directly impacted upon by any element of the proposed

development and infrastructure works or is likely to be subject to adverse impacts from the airports expansion should the respective elements of the masterplan be subsequently developed. Nonetheless, it is recognised that the proposed infrastructure works will need to be carefully considered by the local planning authorities for whom the development proposals lie within in order to ensure that the proposals help deliver sustainable development and in this regard it is recognised that the review of the airport masterplan is the first part of this process.

- 15 The Council advise Newcastle International Airport Limited of the following comments:
1. The Council supports in principle measures to improve facilities at Newcastle Airport noting that the airports continuing growth and success would appear to provide significant benefits to the regional economy; and
 2. The Council considers that the proposed development and infrastructure works proposed within the masterplan would not have a direct or indirect adverse impact upon County Durham's environment or upon the health or amenity of local communities in County Durham.

Decision

- 16 That the recommendation outlined above forms the Councils response to the consultation by Newcastle International Airport on their Masterplan 2035.

Background papers:

Masterplan for Newcastle Airport to 2035, May 2018.

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Appendix 1: Implications

Finance - None

Staffing - None

Risk - None

Equality and Diversity / Public Sector Equality Duty - None

Accommodation – None

Crime and Disorder – None

Human Rights – None

Consultation – None.

Procurement – None

Disability Issues – None

Legal Implications - None