



Humberside Airport Master Plan

Foreword by
Rob Goldsmith



I am pleased to introduce this Master Plan – the first of its kind to be produced for Humberside Airport, which outlines how we at Humberside plan to develop the Airport over the next decade and beyond. In these plans, we want to be as open as possible about what we are doing and why we are doing it.

Humberside Airport is an important transport facility, developing steadily to serve the air travel needs of Yorkshire, the Humber and Lincolnshire sub-regions. The preparation of this Master Plan illustrates how we see the Airport developing over the next 25 years and underlines our commitment to the long-term sustainable development of the Airport.

Our vision for Humberside Airport is to be the first airport of choice for business and leisure customers of our region through superior customer service and improving products.

Passenger traffic at UK airports is forecast to grow substantially over the next 15 years. Our current forecasts indicate that by 2015 we could be handling approximately 1 million passengers per year. More than 700 people already work on the Airport site and contribute over £14 million to the local economy each year. Our portfolio of routes in 2006 offered our passengers more choice than ever, with flights serving more than 30 international destinations, including 4 daily flights to Amsterdam, Schiphol Airport, which offers our local communities connections to over 300 worldwide destinations right on their doorstep.

Our plans are in line with the growth in air travel projected by the Government's 2003 Air Transport White Paper and are consistent with its policy for airport development. The White Paper concluded that air travel is essential to the UK's economy and to the nation's continuing prosperity. It encouraged growth at regional airports, including seeking to attract as much traffic as possible at Humberside Airport.

The purpose of the Master Plan is to explain how Humberside Airport will deliver the Government's objectives. Our guiding principles are to grow the business profitably, to maximise the significant social and economic benefits that the Airport brings to the region and to provide the investment necessary to mitigate the negative impact of the Airport's operations, and the capital required to support growth.

I would like to thank all those who took the time to read the Draft Master Plan and those who responded during the consultation period. We have taken a professional, considered, responsive and even-handed approach to processing all the information received. Where it has been possible we have taken suggestions on board, resulting in a number of small but important changes to the Plan.

The Master Plan will be kept up to date and rolled forward every 5 years (in line with Government Guidance). We believe that it provides the platform for our future growth and development. Thank you for your interest in the development of Humberside Airport and taking the time to read about our future plans.

A handwritten signature in black ink that reads "R. J. Goldsmith".

Rob Goldsmith
Managing Director of Humberside Airport

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Introduction

1.1 Background to the Master Plan

In December 2003, the Government produced the White Paper '*The Future of Air Transport*'. This sets out a national framework for the industry and a comprehensive review of airport requirements in the UK for the next 25 years. The aim is to develop airport capacity in a balanced way, which recognises the increasing need to travel, but at the same time, protecting the environment.



The White Paper sets out the Government's conclusions on the future role, scale and development requirements of all the airports in the UK. From this the White Paper recommends that all major UK airports should prepare a Master Plan document, demonstrating their long-term development proposals, in some detail up to 2015, with indicative plans showing future aspirations for the period between 2016-2030.



The White Paper recognises the importance the aviation industry has on national, regional and local economic prosperity and seeks to encourage growth at regional airports. For Humberside, the Government took this a step further and recommended that the Airport should seek to attract as much air traffic as possible.

The specialist developments at airports, such as aircraft maintenance and flight training facilities can contribute greatly to a region's economic aims. It is therefore important that proposals for airport developments are incorporated within the relevant spatial and economic development strategies, while also contributing towards the preparation of the new style development plans at local and regional levels brought in by the Planning and Compulsory Purchase Act 2004. This is particularly important as the Master Plan itself does not have statutory status and does not therefore authorise any development described in it.

1.2 The Master Plan for Humberside Airport

Given the Airport's scale of activity and the size of the facilities, detailed Master Plans (as envisaged in the White Paper) have not previously been prepared for Humberside Airport. However, a Master Plan review was undertaken in 1997 that considered both the physical development requirements of the Airport, along with traffic and business development opportunities. The Master Plan has built upon this work to produce a development strategy that meets the level of detail required in the White Paper.

The review exercise in 1997 looked to 2014 and a passenger throughput of some 1.2 million passengers a year and around 17,600 air transport movements. These traffic forecasts have been somewhat reduced in the Master Plan. However, the Airport's passenger throughput grew from around 260,000 in 1994 to 540,000 in 2004. Whilst passenger traffic dropped in 2005, there was a strong recovery in 2006 following the attraction of significant new airline services. It will therefore be necessary for significant step changes in airport capacity to meet the anticipated future demand, (although this is unlikely to be required until towards the end of the detailed plan period – 2015). This is because the existing terminal is estimated to have a capacity of some 750,000 passengers per year, without the need for significant expansion, and the runway has sufficient capacity to handle the forecast number of aircraft movements. However, the ability to extend the main runway should be protected.

Airports are developments that can have major impacts (both positive and negative) on their surroundings. In order to create a balanced Master Plan, the environmental impact of the operation and the development of Humberside Airport has been a vital consideration. However, as the Airport is located in open countryside, with few residential properties in the immediate vicinity, it is felt that the local environmental impact of development at the Airport is likely to be limited.

1.3 Objectives of the Master plan

The Master Plan sets out the development strategy for the sustained growth of the Airport to 2030. In line with the expectations of the White Paper, this document describes the proposed expansion of passenger and supporting ancillary facilities up to 2015, with indicative proposals for development beyond that date up to 2030. In practice, the detail of developments will become clearer over time, as will the levels of growth. This Master Plan does however give our best current estimate as to what we believe will happen based on information available at the present time.

The Master Plan aims to:

- **Clearly identify indicative land use proposals for Airport development up to 2015 and then for 2016 onwards.**
- **Set out the approximate timescales for the proposed expansion of passenger and ancillary facilities.**
- **Have the ability to inform planning policy in this region.**
- **Identify any external impacts and set out the mitigation requirements.**

It will be important to review and update the Master Plan at regular intervals to ensure that it continues to reflect revisions made to regional and local plans, the continuing evolution of airport development proposals and other relevant issues.

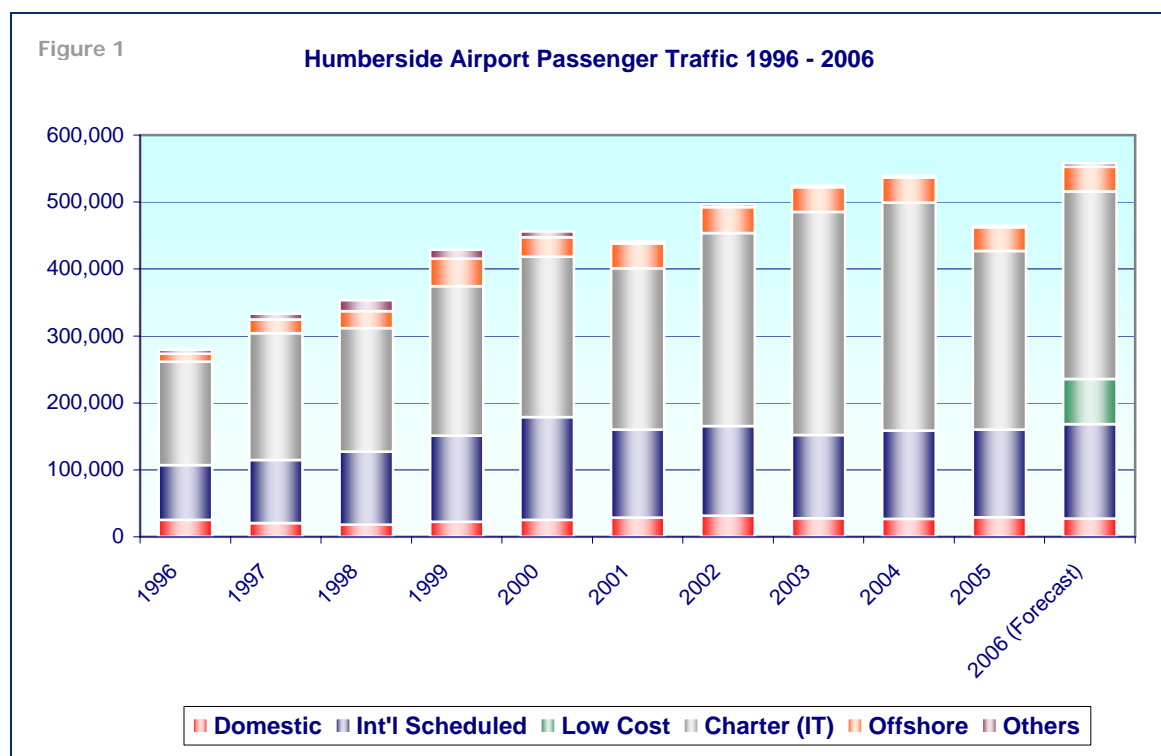
The Role of Humberside Airport

Humberside Airport was developed from the former World War II bomber base of RAF Kirmington. The local authorities took control of the airfield in 1969, and the Airport opened in 1974 with commercial services starting in 1975. A major development programme commenced in the late 1980's to give the Airport greater operational capability. This included the extension of the main runway in 1992, a series of extensions and alterations to the passenger terminal, a separate helicopter terminal and a new fire station. As a result of the runway extension, the major tour operators introduced regular jet operations to the Airport.

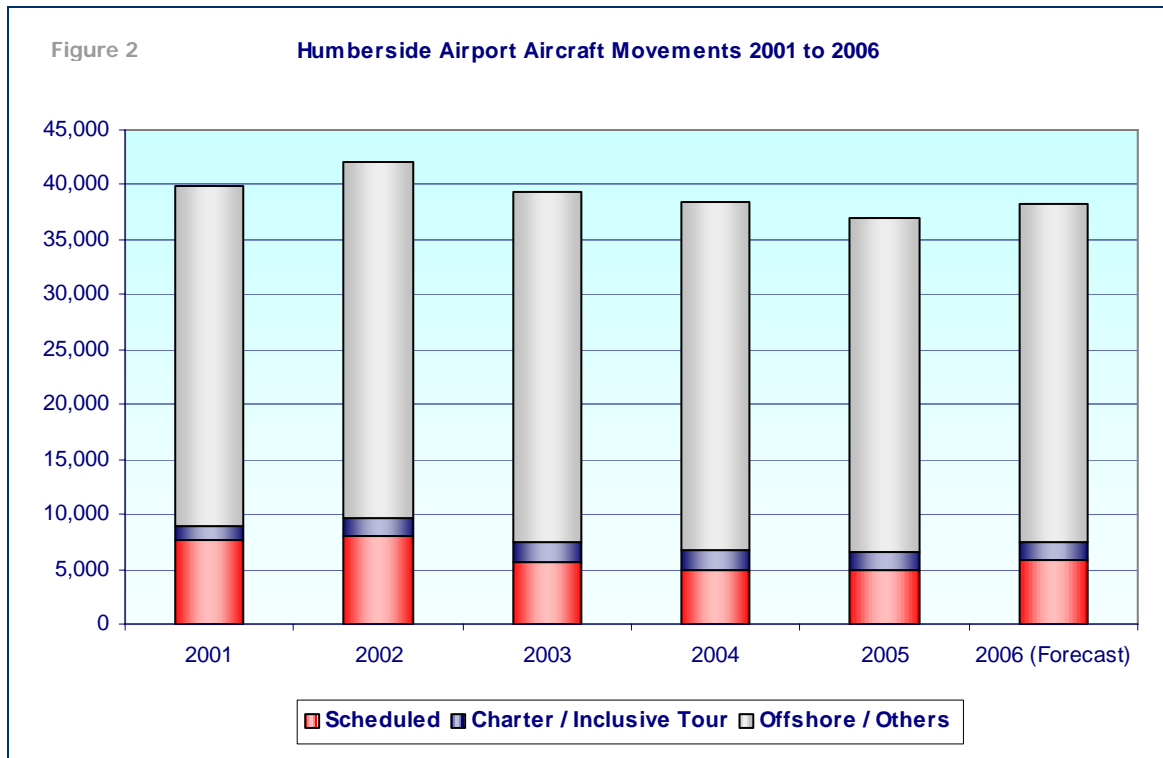
Time	Destination	Flight	Gate
0950	AMSTERDAM	KL1400	4
1015	ABERDEEN	T3752	5
1135	MENORCA	FUA1004	6
1205	DUBLIN	FR377	7
15	ABERDEEN	T3754	5
10	AMSTERDAM	KL1400	4
5	ABERDEEN	T3756	5
	MUGLADAI AMAN	T3758	5

In 1999, Manchester Airport acquired an 82.7% majority stake in the Airport, with only one of the former local authority owners (North Lincolnshire Council) retaining its shareholding. In late 2001, Humberside Airport was joined by East Midlands and Bournemouth and became part of the Regional Airports Division of the Manchester Airports Group.

Humberside Airport's passenger throughput (Figure¹) has grown considerably from around 260,000 in 1994 to 540,000 in 2004 providing scheduled and charter passenger services, freight and helicopter services to the North Sea oil and gas fields.



Aircraft movements (Figure²) have seen a slow reduction since 2002 and even with record traffic forecast for 2006 are likely to remain lower than in 2001. Average passengers per aircraft movement have increased from 11 in 2001 to an anticipated 15 in 2006. Whilst these numbers reflect a trend towards an increased number of larger commercial jet movements they are heavily influenced by the ongoing dominance of general aviation and flying school activity as a proportion of overall aircraft activity.



At the present time, a large proportion of the Humber Region's air travellers use airports outside the region, with the largest proportion using Manchester Airport. With Manchester forecast to grow substantially, it is important to develop the Region's own local airport to not only reduce surface travel but to also contribute towards improving the economic performance of the region.

The principal purpose of the business is:

To be the first airport of choice for business and leisure customers of our region through superior customer service and continuously improving products.

Humberside Airport is important to the economic vitality and competitiveness of the Humber sub-region. The area has a number of unique attributes; deep-water ports; land availability; access to the national transport network; these combined with an international airport in close proximity provide the essential infrastructure necessary for developing a diverse economy.

Major global companies are investing heavily in the Hull and Humber Ports City Region. These include Novartis Intermediates, Nippon Gohsei, Kimberley Clark and Guardian Industries. These join established employers such as Northern Foods, Corus, BP, Unilever and Bae. The ports and

logistics, food, chemicals and steel manufacturing sectors are the mainstays of the economy. Other global markets that are of most importance to the city region are: aerospace, marine engineering and healthcare. Other sectors growing in importance include tourism (linked to successful visitor attractions such as The Deep, in Hull) and the creative sector (building upon the region's successful IT infrastructure). The University of Hull is also an important regional asset due to its role in producing research of national and international standards and also through the significant success experienced since the opening the Hull-York medical school in 2003, part of a national drive to increase numbers of doctors and nurses and to modernise medical education.

These strong and growing business sectors benefit greatly by the region's significant transport assets. These include the port complexes, motorways, the E20 trans-European transport corridor, rail lines and Humberside Airport.

With the substantial growth in passenger traffic forecast at UK airports over the next 15 years, Humberside Airport will attract new airlines and flights (including new charter flights) each season. Combined with the continued growth in developing the business sectors outlined above, it is not unreasonable to estimate that Humberside Airport will be handling around 1 million passengers per year by 2015, despite competition from other airports. We have therefore put together an ambitious development programme to reflect and support the projected increase in demand.

Policy Context

3.1 Aviation White Paper 2003

The Government's role in the aviation industry is one of principal enabler and regulator. To allow for future airport development, the Government exercises its influence through its own transport policy and through the national, regional, and local planning systems. To regulate existing airport activities, the Government uses primary and secondary legislation.

The Aviation White Paper is the principal policy document with which Humberside's future plans are aligned. The White Paper recognised that as well as providing passenger services for the Yorkshire and Humber region, Humberside Airport also has an important role in serving the offshore oil and gas industry.

'Humberside International Airport handles some 0.5mppa. It also has an important role in serving the offshore oil and gas industry. It had been forecast to grow to around 1.6mppa by 2030 with additional runways in the South East, but this took no account of Finningley. Humberside is likely to be affected by competition from Finningley and that level of passenger throughput could be difficult to achieve.... there are no significant physical constraints on future expansion. We therefore agree that the airport should seek to attract as much traffic as it can'

The Airport is forecast to grow to around 1.6 million passengers per year by 2030. Current throughput is 539,995 passengers and 43,000 aircraft movements, of which 5,389 were helicopter (2004). However, the passenger forecasts set out in the White Paper took no account of the traffic growth and development at Robin Hood Airport Doncaster Sheffield. The White Paper acknowledged that Humberside Airport was likely to be affected by competition from Robin Hood Airport Doncaster Sheffield and that traffic levels towards the top end of the White Paper range could be difficult to achieve. Nevertheless, despite an initial negative impact on traffic, more recently the Airport has returned to steady growth.

One of the key roles of the Master Plan is to inform new planning policy documents emerging at both a regional and local level. This ensures that the policies take into account the requirements of the Airport, and that they respect and make the relevant provisions for airport growth. It is also envisaged that the Master Plan will act as guidance and provide information to local residents, developers and other agencies.

Following the publication of the Aviation White Paper the Government has just released a Progress Report, which demonstrates the progress made in delivering a sustainable future for aviation, and reports on the policies and proposals set out in the White Paper.

The Progress Report confirms the intention that aviation should meet its climate change costs and should limit noise and pollution at airports across the country, while at the same time, ensuring that the UK has the airport capacity it needs to enhance its economic performance.

More specifically to Humberside, the Progress Report reinstates the Government's position in supporting the continued development of the Airport and states:

The Future of Air Transport Progress Report

"Humberside Airport has an important role to play in providing freight and helicopter services to the North Sea oil and gas fields. It also provides scheduled and charter passenger services to a range of destinations. Humberside expects to see increased demand for both scheduled and charter operations over the years ahead, despite competition from Robin Hood Airport."

3.2 National Planning Policy

There are a number of national policy documents relevant to the development of Humberside Airport. These are as follows:

a) **UK Sustainable Development Strategy
“Foundations for our Future” (June 2002)**

In this document the Government clearly sets out its vision for future development. It recognises that whilst the need for development is as great as ever, meeting the demand for growth must not simply follow models of the past. A balance is needed between environmental protection and economic prosperity, an approach the Airport Company fully supports.

The White Paper takes this on board and recognises the need to adopt new ways of development to achieve economic, social and environmental objectives, whilst at the same time taking account of the long-term implications. Among the priorities for the future are:

- More investment in people and equipment for a competitive economy;
- Reducing levels of social exclusion; and
- Promoting a transport system that provides passenger choice, minimises environmental harm and reduces congestion.

b) **The Urban White Paper
‘Our Towns and Cities: The Future - Delivering an Urban Renaissance’**

This outlines a vision for making towns and cities vibrant and successful places where people will choose to live. The Urban White Paper puts emphasis on the fact that the overall economy relies on the economic performance of cities.

If the country's cities are to attract and retain jobs and investment it is recognised that they must offer the facilities, a skilled and adaptable work force, the public services and an urban environment to match the best in the world. Regional airports play a major role in providing these facilities.

The Urban White Paper sets out a number of measures to help urban areas to achieve their economic potential and enjoy sustainable growth and rising prosperity. Actions in four core areas are identified as key to the delivery of increasing prosperity:

- Promoting a culture of enterprise and innovation;
- Encouraging increased investment;
- Providing employment opportunities for all; and
- Providing an efficient, reliable and safe transport system.

The Urban White Paper also supports Airport Master Plans that set a vision for an area undergoing change and a strategy for implementing that vision. Master Plans can be given formal status in the planning system by proposals being incorporated and adopted within the Local Planning Framework, an approach to planning that the Government wishes to encourage.

c) Planning and Compulsory Purchase Act

In 2004 the Government published the Planning and Compulsory Purchase Act. This includes provisions that allow for the reform and speeding up of the planning system. The Act acknowledged that the development framework at national, regional and local level all needed to change. This has had an impact on the strategic planning of the Airport and how it is promoted, as well as how individual development schemes are approved.

Reform of the Development Plan system is underway. A Local Development Scheme that will be made up of a series of Local Development Documents is replacing the Development Plan. Decisions about planning permission will be made in accordance with the Core Strategy and relevant Action Plans in the Local Development Framework (LDF).

Regional Planning Guidance (RPG) is being replaced with Regional Spatial Strategies (RSS), which will have statutory status. In simple terms RSS outlines specific regional policies, addresses the broad location of major development proposals and provides the region's long-term planning framework. Sub-regional planning strategies are being prepared for major conurbations, which are composed of several local authorities.

National planning policies are set out in new style Planning Policy Statements (PPSs), which are gradually replacing Planning Policy Guidance notes (PPGs).

The changes to the local, regional and national planning policies help to ensure that the provisions of the Airport's Master Plan can be incorporated into emerging policies and procedures. Humberside Airport will closely scrutinise relevant policy documents, to ensure that they respect, and make reasonable provision for the interests of the Airport.

d) Planning Policy Guidance and Statements

Planning Policy Guidance notes (PPGs) and their replacements Planning Policy Statements (PPSs) are prepared by the government, to explain statutory provisions and provide guidance on planning policy and the operation of the planning system.

There are some twenty-four PPGs/PPSs; many are material to the development of the Airport:

- Delivering Sustainable Development (PPS1)
- Industrial, Commercial Development and Small Firms (PPG4)
- Biodiversity and Geological Conservation (PPS9)
- Local Development Frameworks (PPS12)
- Transport (PPG13)
- Planning and Noise (PPG24)

A theme runs through these documents: economic growth and a high quality environment have to be pursued together. Economic growth is not an end in itself. It is a means to develop a higher quality of life. There is no contradiction in arguing for both economic growth and for environmental good sense; the challenge is to integrate the two.

PPG 13 - Transport endorses the view that airport development can bring economic benefits but also notes that such development may give rise to environmental and other concerns such as the question of surface access. In this respect airports are urged to adopt the wider policy objectives of:

PPG13 - Transport

- Reducing the growth in the length and number of motorised journeys;
- Encouraging alternative means of travel that have less environmental impact;
- Reducing reliance on the private car.

However, PPG 13 acknowledges that regional airports play a major part in reducing the environmental impacts of aviation, by offering the opportunity to fly without the need for long surface journeys. Some regional airports are at a point where the introduction of new services is becoming increasingly attractive to airlines, and that higher utilisation in terms of economies of scale may be achieved. It is also recognised that as demand for commercial air transport grows, it may become increasingly difficult to access the larger airports.

The most recent thinking on economic development is contained within the Eddington Transport Study (December 2006) and the Stern Review on the Economics of Climate Change (October 2006). They recognise the links between transport and the UK's economic productivity, growth and stability within the context of the Government's commitment to Sustainable Development.

The Eddington Transport Study

"Increasing ports and aviation capacity can offer strong economic benefits, including under carbon pricing scenarios".

Managing the environmental impact of our operations in a responsible and effective manner underpins everything we do. The Airport's growth is therefore subject to stringent controls and mitigation measures.

3.3 Regional Planning Framework

RSS replaces RPG as the region's planning framework. It sets out a regional framework that addresses the 'spatial' implications of broad issues such as healthcare, education, crime, housing, investment, transport, the economy and the environment. RSS will play an important role in setting out the spatial elements of other regional strategies such as the Regional Economic Strategy, Housing Strategy and Cultural Strategy.

Regional Planning Guidance and Spatial Strategies

The RSS for Yorkshire and the Humber is still in the preparation stages. RPG12: Yorkshire and the Humber, therefore contains the current planning policy for the region. In December 2004 a selective Review of RPG12 was published taking the policy context to 2016.

RPG12 contains a spatial development strategy for the region, covering land use and transport issues. It provides a broad development framework for a fifteen to twenty year period, setting the context for the more detailed development plans and local transport plans that are prepared by local authorities. It also informs other strategies and programmes, such as the Regional Economic Strategy.

RPG12 recognises the growing importance of regional airports and the positive economic boost, such growth has on the region, with increased jobs and associated development.

Policy T10 sets out several important considerations for local planning authorities in relation to future airport development. These include:

Policy T10 – RPG12

- Compatibility with national planning policy
- Contributing to a strategy to achieve better access to a full range of airport facilities and services
- Meeting the principles of sustainable development, setting economic and social benefits against environmental impacts
- Responding to the key principles of reducing surface travel and maximising regional economic benefit
- Making best use of existing transport infrastructure
- Increasing the proportion of airport journeys that are made by public transport

Preparation on the new Regional Spatial Strategy (RSS) is well underway. It takes into consideration a number of policy documents that have been produced since RPG12, including the Air Transport White Paper and the revised Regional Transport Strategy.

An Examination in Public took place in autumn 2006 following a number of extensive consultation exercises. The draft RSS includes a broad development strategy for the

region, setting out regional priorities in terms of location and scale of development over the period to 2021.

Contained within the Plan is the Regional Transport Strategy, which encourages the development of local policies to promote a wider choice of mode of travel to the region's airports. The economic importance of the region's airports and the role they play as economic drivers is also a fundamental part of the Transport Strategy and underpins a number of economic policies.

It is anticipated that RSS 12: Yorkshire and the Humber will be adopted by Autumn 2007.

Reference is made to Humberside Airport in the Draft East Midlands Regional Plan (RSS 8), which was released for public consultation from September to December 2006 (paragraph 3.4.33). Although the Airport lies outside of the Regional Plan area, it lies within the historical boundaries of Lincolnshire and is an important transport facility, developing steadily to serve the air travel needs of Yorkshire, the Humber and Lincolnshire. The Airport is a key asset for North Lincolnshire and will play a fundamental role along with the South Humber Bank Ports in North Lincolnshire's vision to be the north of England's 'global gateway'. (North Lincolnshire Local Development Framework – Core Strategy Preferred Options, October 2006). It is therefore important for the Airport to have some input into RSS 8 and to stay informed throughout the development of RSS 8.

a) **Regional Economic Strategy**

Yorkshire Forward was set up by Government to promote sustainable economic development and is one of the nine Regional Development Agencies set up across England in 1998. It is a business-led organisation that aims to help improve the regions economic performance and reduce social and economic disparities.

Yorkshire Forward has just published its latest Regional Economic Strategy for 2006-2015. It provides a framework of common priorities around which businesses, public agencies, voluntary groups and communities can focus their investment and effort.

There are 6 key objectives, which run throughout the Strategy. These are:

6 Objectives – Regional Economic Strategy

To Create.....

1. More businesses that last
2. Competitive Businesses
3. Skilled people benefiting business
4. Connecting people to good jobs
5. Transport infrastructure and environment

All 6 of the above objectives hold various benefits for the economic growth of the Airport, but especially those concerning Transport infrastructure and environment.

The strategy is the direct product of the work and ideas of more than 5,000 people. Over 25,000 businesses and organisations were consulted during the review process which took place in early 2006. The strategy will be delivered by a unique common effort by business leaders, democratic leaders and other community leaders.

With regards to transport infrastructure and environment, the RES recognises that strong sustainable transport connections are important factors in a strong economy and identifies public access to Humberside Airport and the Food and Drink Cluster (of which Humberside Airport is a key part) as development priorities. Ease of access to the Airport is one of the major benefits we can offer our customers. However, providing a range of access options will only benefit our customers further, develop our customer profile and help enhance the facilities on offer at the Airport.

b) The Northern Way

In September 2004, a major new regional strategy for Northern England was published. It sets out a radical vision for growth, focusing on the key Northern cities, to ensure a joined-up and innovative approach to economic development and sustainable communities.

Manchester Airport is identified as a key strength and critical to the economy of the North. The Northern Way also highlights the roles the Northern airports play within their city-regions, and in fact prioritises the development of aviation as a key factor in improving the economic performance of the three northern regions, with surface access identified as one of the key constraints.

Humberside Airport is recognised as having a key role in serving its catchment area and contributing to the Humber Trade Zone and the opportunities provided by the Humber Ports and nearby businesses.

Subject to the Government's response, the three Regional Development Agencies are now planning a detailed implementation plan to take forward the Northern Way. This will include a Northern Airports Priority Plan and a Northern Airports Access Plan. Progress and implementation of the Northern Way will have a major influence on the form of the emerging Regional Spatial Strategies.

c) Global Gateway UK - Hull and Humber Ports City Region Development Programme II (CRDP)

As part of the Northern Way strategy, stakeholders within the Hull and Humber Ports City Region published their second development programme for the sub region in September 2006. The programme articulates how current investment is driving economic growth and how innovative changes to policy interventions will further accelerate economic growth over the next 20 years.

The programme recognises one of the most significant challenges is for the City Region to escape from the low skill equilibrium currently facing the sub-regional economy. The main way to overcome this and achieve the aims of the Northern Way is through the development of the port industry and activities related to it. This leads to the overall CRDP vision of the ports becoming a "Global Gateway", for which Humberside Airport is in the ideal position to provide the essential international air connectivity.

City Region Vision

' - a global gateway – with a thriving, outward-looking sustainable economy building on its unique assets of location, the estuary, ports, connectivity, and physical environment, perpetually changing for the benefit of people, businesses and the environment, whilst making significant and distinctive contributions to the sustainability of regional, national and European economies.'

Building on the City Region's strengths, to realise this vision, the main objectives of the CRDP are: -

- **To grow the economy** through effective actions focused upon productivity, skills, enterprise, investment, innovation and competition
- **To aim for high-output / high reward employment**, accepting that there is a need for transaction and transformation in the economy and the skill sets and employability of the community
- **To create a more entrepreneurial culture** including university level provision on the South Bank of the Humber; a worklessness pilot in Hull; and promoting entrepreneurial culture in schools
- **To improve connectivity** by dealing with transport bottlenecks, particularly those which impede access to and from the Humber Ports; improving public transport within the City Region and with other City Regions
- **To prepare our places for growth** by ensuring that value is added to passenger services and goods flowing through the ports; making the City Region's extensive waterfront a prime business and residential location; and by investing in creating sustainable communities through a wide range of regeneration, environment and housing market investments
- **To arrest the decline of the population** and encourage people to move to the City Region

Our most successful service at Humberside Airport is the KLM service to the European Hub at Amsterdam, which operates 4 times a day. This is a strongly business focussed service, which draws its traffic from the large industrial base of the Hull and Humber Ports City Region. If the City Region is to achieve this vision of being a global Gateway, it will need rapid access to its international trading partners, particularly those in the continental European trading ports on the E20 corridor.

3.4 Local Planning Framework

A number of local authority documents contain policies and statements applicable to the Airport and its surroundings. These are currently in the process of being replaced by Local Development Frameworks (LDFs). The relevant adopted plans are:

- a) **The North Lincolnshire Local Plan (2003)**
- b) **The Lincolnshire County Structure Plan (2006)**
- c) **The West Lindsey Local Plan First Review (2006)**
- d) **North East Lincolnshire Local Plan (2003)**

a) **The North Lincolnshire Local Plan (2003)**

North Lincolnshire Council was established as a unitary authority on 1st April 1996. The Local Plan, adopted 1st April 2003, is the first to cover the whole of the North Lincolnshire area.

The Plan recognises the Airport as a strategic site with particular locational advantages in terms of access and potential employment opportunities. Local Plan policies IN1 and IN3 further describe the industrial potential available at the airport site and promote high quality B1, B2 and B8 industrial and commercial development. Under policy IN1, 11 hectares of the site are specifically designated for Airport related B1/B8 uses.

Policy IN9 describes Humberside Airport as a strategic airport in the Yorkshire and Humber region. To enable future growth policy IN9 states that proposals at Humberside Airport will be permitted for:

Policy IN9 – North Lincolnshire Local Plan

- 'Operational facilities necessary for the operational efficiency of the airport, contained within the operational boundary. This includes the development of:
 - Runway, apron and terminal facilities;
 - Aircraft maintenance and handling provision;
 - Warehousing and distribution services passing through the airport;
 - Emergency service buildings and navigational aids and fuelling facilities.
- Development for economic activities with airport links at the proposed extension to the airport business park. Examples of types of development considered to be directly airport related are:
 - Transport interchanges;
 - Administrative offices (airline handling agencies, tour operators ancillary to their operation at the airport, and customs and excise facilities);
 - Hotels;
 - Short and long stay car parks'.

Policy T1 further recognises the suitability of the Airport site for development proposals that generate a significant volume of traffic movements. Its accessibility by a number of transport modes provides the opportunity to promote sustainable development.

Policies T9 and T13 encourage the future sustainable growth of the Airport in terms of passenger numbers and freight. Improvements to the current public transport infrastructure are to be sought to further enable a choice of modes.

The existing North Lincolnshire Local Plan will be gradually replaced over the coming years with Development Plan Documents (DPDs) which will form the Local Development Framework (LDF). Various consultation exercises have been undertaken on a number of the DPDs including the preferred options stage for the Core Strategy. The Core Strategy is the key document which sets out a vision, key objectives and strategic planning policies for North Lincolnshire. The Core Strategy sets out North Lincolnshire's strong aspirations to position itself as the Global or European Gateway for the north of the UK, through maximising opportunities offered by the area's ports, wharves and airports, with airports such as Humberside central to increasing trade and improving transport connections with the world.

b) Lincolnshire Structure Plan (2006)

The Lincolnshire Structure Plan (adopted September 2006) runs from 2001 to 2021 and sets the policy context for the county. The Plan aims to secure the efficient and effective use of land in the interest of everyone. It sets out strategic policies and proposals for the development, use and conservation of land in Lincolnshire and for major transport priorities.

The Planning and Compulsory Purchase Act 2004 had the effect of abolishing Structure Plans and introduced Regional Special Strategies (RSS). The Act provides for a transitional arrangement under which Structure Plan and Local Plan policies can be "saved" for a period of 3 years after adoption to provide strategic and local guidance for the County while RSS and LDFs are being prepared.

Policy M11 (Airfields) in the Lincolnshire Structure Plan (2006) states that:

Policy M11 (Airfields) – Lincolnshire Structure Plan (2006)

- 'The development of new airfields or the expansion of existing ones will be allowed subject to:
 - Environmental impact, in particular from aircraft noise and visual intrusion, being minimised to an acceptable level
 - Access and traffic generation being satisfactorily addressed
 - Limits on operational hours being imposed if appropriate'.

c) West Lindsey Local Plan First Review (2006)

The West Lindsey Local Plan First Review (2006) sets out the detailed policies and proposals for the future development of the West Lindsey District for the period up to 2016. The Plan was adopted in June 2006 and gives the District 3 years to produce its Local Development Framework (LDF). Whilst West Lindsey District Council intends to replace the Local Plan Review with the LDF in a timely manner, it can 'save' policies for 3 years where they are still relevant in planning terms. It is anticipated that the LDF will be completed by 2010.

As Humberside Airport is not within the district of West Lindsey, there are no specific policies relating to the Airport or development at the Airport. However, policy SUS 11 and its supporting text in the Local Plan considers renewable energy proposals and states:

West Lindsey Local Plan

Paragraph B44a...

'In considering renewable energy proposals different considerations may apply depending upon the nature of the proposal being promoted'...

Policy SUS 11...

When assessing a renewable energy proposal, amongst the factors to be taken into consideration is:

'The potential impact upon civil aviation and military safeguarding zone, NATs radar, Meteorological radar and Telecommunications'.

There are also general policies relating to accessibility particularly to existing facilities, which may also be a consideration for the development of surface access to the Airport.

d) North East Lincolnshire Local Plan (2003)

The North East Lincolnshire administrative boundary was formed in 1996 following a Local Government Reorganisation. The North East Lincolnshire Local Plan, which was adopted in November 2003, has its strategic background in the Humberside Structure Plan (1987) and Humberside Structure Plan Alteration No. 1 (1993). The North East Lincolnshire Local Plan also replaced The Grimsby Country Borough Development Plan, The Lindsey County Development Plan, The Great Grimsby Borough Local Plan and the Cleethorpes Borough Local Plan.

Preparation of the first LDF documents has begun. As the current Local Plan was recently adopted, and therefore reflects current national guidance; it is anticipated that the council will 'save' the majority of Local Plan policies for 3 years within the LDF.

Humberside Airport is approximately 5 miles from the North East Lincolnshire administrative boundary; as such there are few policies within the Local Plan that relate directly to the development of Humberside Airport or the development of services to the Airport. However aircraft safety is covered in policy T11.

Policy T11 (Aviation Safety) – North East Lincolnshire Local Plan

‘Development Proposals, which could prejudice aircraft safety, will not be permitted on advice of the CAA and Ministry of Defence’.

3.5 The Airport and Development Control

To safeguard the amenity and health of local residents, Government advice exists to control new development in those areas affected by operations into and out of UK Airports. This guidance is translated into development control policy by planning authorities covering noise, public safety zones and aerodrome safeguarding.

a) Noise

Planning Policy Guidance Note (PPG24) outlines the considerations that Local Planning Authorities should take into account when determining planning applications for noise sensitive developments and for those activities that generate noise. Aircraft are generators of noise and the guidance seeks to ensure that wherever practicable, new noise sensitive developments are separated from major sources of noise.

The guidance refers to noise contours that aid in the assessment of planning applications in areas affected by aircraft noise. Local Planning Authorities are required to formulate clear and concise guidance. Noise contours are therefore shown on the Proposals Maps in relevant Local and Unitary Development Plans.

Using these contours Local Planning Authorities can assess which areas are likely to be subject to high levels of noise and, where necessary, impose conditions requiring noise insulation measures, or even refuse applications on the grounds of noise impact. Guidance is also provided regarding other noise sensitive developments such as hospitals or schools.

b) Public Safety Zones

Public Safety Zones are designated areas of land at the end of runways within which development is restricted in order to minimise the risk of casualties on the ground in the event of an aircraft accident. The shape and size of Public Safety Zones have recently been reviewed; they are now based on risk contours and are specific to the type and volumes of air traffic using a particular runway. The area of the Public Safety Zone is formed by an elongated isosceles triangle extending from the landing thresholds of the runway.

Government advice is set out in a Department of Transport Circular 1/2002. Public Safety Zones are a planning policy tool designed to prevent new

developments such as residential schemes that would result in a significant increase in the number of people living, working or congregating within these areas, with the aim to reduce this number over time. The Public Safety Zones at Humberside Airport do not contain any residential or commercial properties.

c) Aerodrome Safeguarding

Certain Civil Aerodromes, by virtue of their importance to the air traffic system, are protected under a process known as Aerodrome Safeguarding. Safeguarding ensures that an airport's operation and development are not inhibited or put at risk by buildings, structures, erections or works which infringe protected surfaces, obscure runway approach lights or have the potential to impair the performance of aerodrome navigation aids, radio aids or telecommunication systems; by lighting which has the potential to distract pilots; or by developments which have the potential to increase the number of birds or bird hazard risk.

The Safeguarding process functions through the planning system and begins with the Local Planning Authority (LPA). It is the responsibility of the LPA to consult the Airport on those developments that could potentially affect the safety of airport operations.

For each safeguarded aerodrome two safeguarding maps are created centred on the aerodrome. The Civil Aviation Authority issues the maps to all LPAs within the vicinity of officially safeguarded aerodromes such as Humberside. These maps are the LPA's primary tools in identifying which applications require consultation with the airport.

The first map extends out to a radius of 15km and is colour-coded to indicate the height above ground level for which any proposed developments must be consulted. These coloured areas are based loosely on a series of protected 'surfaces' around the aerodrome. When considering the height of any proposed development, construction methods and structures (such as cranes) must also be taken into consideration, as these tend to be taller than the building/structure under construction.

The first map also contains a 'Bird Strike Circle', which is a 13km dotted circle centred on the aerodrome. Any proposed development within this circle which has the potential to increase the number of birds visiting or over-flying an aerodrome or increase the number of birds in the airspace used by aircraft, must be sent to the airport for consultation.

Bird strikes – collisions between birds and aircraft – cost the aviation industry around £750 million per year in damage and delays to aircraft and are a major hazard. Occasional catastrophic losses have resulted in over 225 deaths and 70 aircraft destroyed. With over 80% of bird strikes occurring on or close to aerodromes, it is essential for airport operators to take the necessary steps to ensure that the bird strike risk is reduced to the lowest practicable level.

The most important types of development in this respect are:

- Facilities intended for the handling, compaction, treatment or disposal of household or commercial wastes;
- The creation or modification of water such as reservoirs, lakes, ponds, wetlands and marshes;

- Nature reserves and bird sanctuaries;
- Sewage disposal and treatment plant outfalls;
- Significant landscaping; and
- Mineral extraction and quarrying

The second of the Safeguarding Maps issued to LPAs extends out to a radius of 30km and requires the LPAs to consult the Airport regarding any wind turbine proposal within this radius.

Wind turbines can impact aviation operations through being either a physical obstruction caused by a tall structure, or by interfering with electromagnetic transmissions which can affect radar by either presenting false radar responses (known as returns), or by masking or shadowing genuine aircraft returns.

The masking of real aircraft can happen in two ways: by reflecting or deflecting the radar such that aircraft flying in the shadow of the turbines are not detected, and by presenting such a large number of returns from towers and blades that the returns from actual aircraft are lost in the 'clutter'.

The movement of blades causes difficulties too, as each blade is only visible on radar in certain positions. The combination of blades from a number of turbines can give the appearance of a moving object. This may cause air traffic controllers to perceive this as an unidentified aircraft and take action to ensure that other aircraft avoid it, which can have safety implications in itself.

In low visibility conditions pilots are entirely dependant on the accuracy of the navigational aids to both navigate and land the aircraft. Similarly, air traffic controllers rely on the information displayed on their radar screens to maintain safe distances between aircraft. It is therefore essential that the information used in the operation of the navigational aids does not become distorted or interfered with.

In addition lighting elements of a development have the potential to distract or confuse pilots, particularly, but not solely, in the immediate vicinity of the aerodrome and of the aircraft approach paths. It is therefore important that safeguarding assessments include consideration of these additional factors.

Government advice is held in Circular 1/2003, which details the consultation arrangements to be undertaken by local authorities and the safeguarding authority. The Circular, which came into force in February 2003 and replaced guidance previously held in Circular 2/92, brought in a number of changes to the system - most significantly it transferred the statutory consultee status from the CAA to the relevant aerodrome. The Local Authority must now refer developments that are selected by the system to the relevant aerodrome operator.

The Regional Airports Division of the Manchester Airport Group (RAD) has taken the role as safeguarding authority for Humberside Airport. Having taken this statutory responsibility from the CAA, RAD must ensure that the safety of airport operations and, ultimately, public safety are not compromised.

Air Traffic and Demand Forecasts

4.1 Introduction

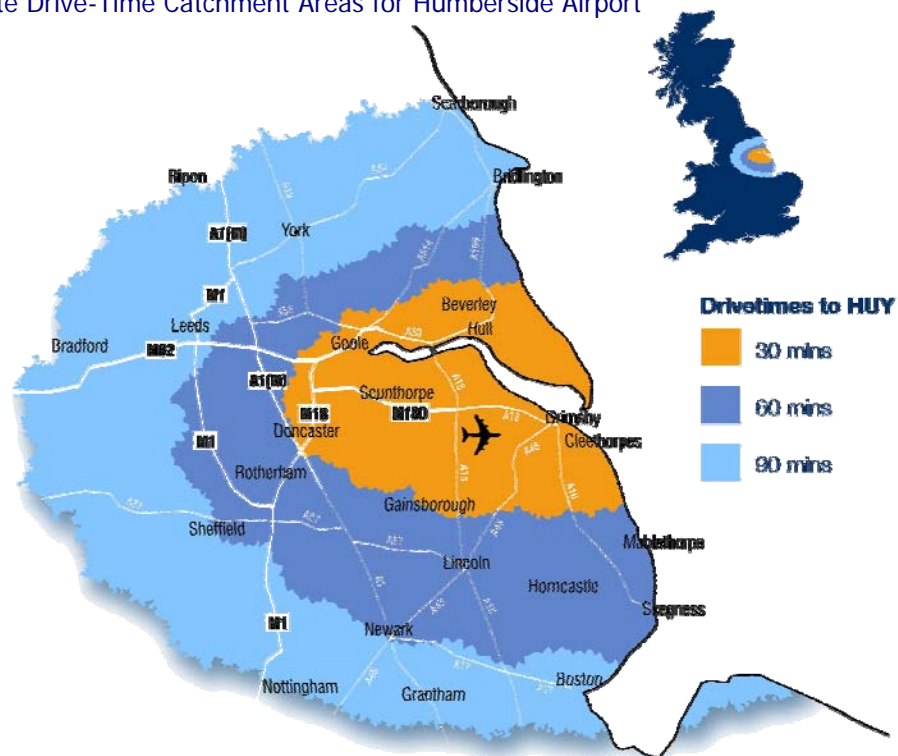
The Airport's traffic has grown rapidly during the ten years of commercial jet operations. The half million passengers per year threshold was reached in 2003 and a record 540,000 passengers were handled in 2004. Traffic decreased in 2005 as a result of reduced charter/inclusive tour passengers. However, 2006 has seen a rebound in this market through the addition of Humberside Airport's first low cost jet services, making Humberside one of the UK's fastest growing airports in 2006.



The Airport's traditional scheduled and charter traffic sectors draw passengers from a relatively close sub-regional catchment area for both scheduled and charter services. Around 76% of passengers on scheduled services, and 68% of charter passengers originate in the Humber sub-region with 16% of scheduled passengers and 12% of charter passengers originating in Lincolnshire. The charter operation draws up to 7% of traffic from South Yorkshire and 5% from West Yorkshire (Humberside Airport passenger surveys). The emerging low cost market may attract passengers in increasing numbers from a wider catchment area, although it is too early to verify this assumption at the time of writing this document.



Approximate Drive-Time Catchment Areas for Humberside Airport



4.2 Scheduled Services

Humberside Airport presently supports scheduled services to Amsterdam and to Aberdeen. Despite its relatively small size, Humberside is one of KLM's larger UK regional markets, generating around 135,000 passengers per year. Approximately 85% of this traffic connects to more than 180 worldwide destinations through KLM's powerful hub base in Amsterdam. Demand for key destinations in Europe such as Paris, Frankfurt and Brussels is strong, and there are also close long-established business links between the Humber sub-region and Scandinavia.

During the period of this Master Plan it is envisaged that the Airport will see enhanced service development to the Amsterdam hub and potentially new scheduled services to other European destinations.

The UK air travel market has undergone unprecedented restructuring in recent years as a result of the development and the expansion of low cost carriers such as EasyJet, Ryanair, Jet2.com, Flybe and bmibaby. The ability of the low-cost carriers to stimulate new and untested markets through the offer of low prices has revolutionised the air transport industry in the UK. Many markets previously considered to be un-economic are now targets for the low-cost operators. Such airlines can generate significant passenger volumes and stimulate a wide range of other revenue generating opportunities. Each daily low cost operation, typically using Boeing 737 aircraft, can generate around 70-90,000 passengers per year.

We recognise that there are a number of opportunities to develop low-cost operations from Humberside Airport in the short to medium term. Ryanair commenced a daily Dublin low cost flight from Humberside on 28th April 2006 and whilst this service ended in October 2006 it is hoped that new flights will be gained in the near future. Other potential markets from Humberside Airport's catchment area include familiar low cost destinations like Paris, Malaga, Palma, Alicante, Faro, Barcelona/Gerona, Prague, and Geneva. Developments at other regional airports illustrate how lesser known markets can be developed under certain circumstances if there are strong local links like Frankfurt Hahn or Stockholm Skavsta. Domestic markets represent other low cost opportunities to improve aircraft utilisation and profitability. The development of any combination of the above destinations or others not specifically mentioned would all have a major impact on the Airport's passenger growth. The attraction and development of an appropriate rise of low cost operations will be an important element of the Airport's strategy during the period of this Master Plan. However, it is recognised that any such development needs to be sustainable relative to over supply of seats to some destinations and the potential negative impact on other sectors of the Airport's traffic.

The Airport also benefits from the operations of Eastern Airways which has its management headquarters and major maintenance base at the Airport. Eastern Airways currently operates a fleet of some 28 aircraft and flies up to four times daily from Humberside to Aberdeen. The Aberdeen market has been a success for Eastern Airways, building on the oil and gas industry links with the South Humber river estuary and the numerous offshore gas fields of the southern sectors of the North Sea. There is undoubted potential for several other UK domestic services using a more traditional scheduled service airline business model including London, Belfast, Manchester and Glasgow. During the period of the Master Plan it is envisaged that services to be developed include flights to London and Belfast where alternative travel options using other modes of transport or airports are sometimes inconvenient for passengers living in Humberside Airport's core catchment area.

4.3 Charter Services

Despite a downturn in 2005 Humberside Airport has seen considerable growth in charter operations over the last decade. The downturn was a result of the impact of rationalisation of Humberside Airport's two largest tour operators Thomson and My Travel. The attraction of a variety of new services by Excel Airways from Humberside plus the addition of various other new charter products and destinations led to a significant recovery in this traffic sector during the Summer 2006 season.

As in other regions of the UK there has generally been a growing demand for tour operators to provide a wide range of leisure products and destinations from the smaller local airports that provide fast, easy and convenient local accessibility. Humberside Airport offers a very different type of holiday experience to those associated with much larger airports and therefore has its own appeal. We intend to continue to strengthen Humberside's position in the charter market through the development of services from the major UK tour operators and eventually through the basing of aircraft at the Airport. The effects of a based aircraft can be important both in terms of the growth of passenger throughput and the particular market development opportunities that can be exploited. The Airport's first partly based B737 jet aircraft was introduced by Excel Airways for summer 2006 serving 8 destinations. Based aircraft can assist with the spreading out of the flying programme more evenly through the summer periods thus avoiding potential congestion occasionally associated with bunching of visiting aircraft. During the period of this Development Strategy we intend to develop the Airport's range of charter destinations and over time increase the based aircraft commitment.

4.4 Freight

Until recently the Airport historically had few freight operations. However a programme of chilled fish freight flights from Iceland began operation in 2003 to supply high quality, time-sensitive products to large locally based food industry importers. The Airport now typically handles between 3 and 5 freighter flights per week and has considerable potential to operate more services given its immediate proximity to the UK's largest concentration of fish product manufacturers and suppliers. The nearby location of the Humber ports and numerous other food and perishable product producers also provides an opportunity for further growth of a specialised niche air cargo market from Humberside Airport.

The Humber seaports handle around 13% of the UK's total trade. Whilst much of the sea trade is in bulk goods, the Airport can provide complementary services for the transport of high value goods. Given the huge scale and rapid development of fully integrated airfreight activities at Nottingham East Midlands Airport, any freight activity at Humberside Airport would be modest in a national context but could nevertheless be highly significant in a sub-regional one. There are plans for a perishables and general cargo freight facility at the Airport in support of these development plans and a variety of associated regional development agency initiatives. The Airport will encourage the development of airfreight services during the period of this Development Strategy.

4.5 Offshore Activity

After Aberdeen, Humberside is the largest airport in the UK for North Sea oil and gas helicopter operations. All of Humberside's activities are connected with gas exploration, drilling and storage. Around 30-40,000 passenger journeys are made each year by platform workers travelling from the heliport to and from 57 rigs in the southern North Sea Sector. CHC is the Airport's helicopter operator and has up to 5 aircraft based at the Airport. It is expected that the current levels of helicopter activity will be broadly maintained and may even increase in the near future although there may well be short-term fluctuations due to project-specific work requirements.

4.6 Traffic Forecasts

The highly dynamic nature of the UK's aviation industry over the last 5 years has led to significant adjustment in future long-term traffic forecasts by many experts and observers. There has been significant change and market adjustment across many traffic sectors as a result of the low cost carrier boom. Many questions remain regarding the sustainability of the high growth rates recently enjoyed in the low cost sector and the likely knock-on competitive and commercial impacts on the many airports that have fully embraced their services. This uncertain business environment makes the forecasting of long-term traffic at Airports like Humberside a particularly challenging task especially when the impact of the loss or gain of a single daily low cost service has a significant impact on annual traffic throughput.

In this context the Humberside traffic forecasts have been based on two scenarios: the first reflects a more conservative estimate of traffic development and the second represents a faster growth scenario but does not assume the gain of a low cost carrier base operation. In the context of the explosive growth associated with gaining 2-3 based low cost aircraft and experienced by a number of other UK airports, the higher growth scenario itself could also be viewed as relatively conservative.

The table⁽¹⁾ below illustrates the forecasts that estimate Humberside demand ranging between 0.9 million and 1.4 million passengers by 2015. Although forecasts as far out as 2030 are even more speculative at this time it is anticipated that the Airport could be handling between 1.6 million and 2.5 million passengers per year.

**Table 1:
Humberside Airport Traffic Forecasts 2006/07-2030/31 (Passengers 000s)**

	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2030/31
Lower growth scenario	579	636	660	689	720	753	812	850	890	932	1,621
Faster growth scenario	579	662	774	884	984	1,024	1,171	1,219	1,270	1,402	2,515

Source: Humberside Airport/MAG

Employment and Economic Development

5.1 Introduction

Humberside Airport is operating in an environment of contrasts. The Humber Ports complex is a significant and successful economic driver for the North of England and is recognised as such by regional and pan regional stakeholders. The future development of this economic asset and the other activities associated with it is a central theme for the future of the sub-region.



Stakeholders also recognise that there is a need for significant change in the nature of economic activity in the sub-region to escape the low wage equilibrium, which has brought problems of deprivation to areas across the whole Humber region. The development of higher valued activities linked to the Ports development is seen as key to this change.



5.2 Local Economic Regeneration

Along with the further investments planned for the ports, one of the most important development projects is the Humber Trade Zone, in order to capitalise on the economic potential of the estuary and its ports. Investment is underway to develop the trade zone and its key industries – chemicals, food, logistics and the digital industries.

The Deep, the new aquarium, has provided a major boost to Hull's regeneration. Hull Citybuild, the new Urban Regeneration Company (URC) will re-establish Hull as a premier location for business and industry. It will manage the preparation and implementation of bold proposals for the renaissance of the city centre and West Hull. It will bring over £1 billion of private investment over the next decade. This will include Island Wharf, a major waterfront mixed-use project. Central to this is the development of sustainable communities.

In October 2006 it was announced that Lincoln would become one of the 29 areas across the country to benefit from new investment and Government support as a "New Growth Point". This will mean Lincoln receiving a further £1.18million in 2007/08 with additional funding in future years, to regenerate the local economy and secure continued growth for the city.

Ambitious renaissance programmes are also being implemented in Grimsby and Scunthorpe. These have engaged communities and key partners to develop clear visions in developing projects. The Hull and East Riding Housing Market Renewal Pathfinder is now preparing a prospectus and funding bid. All will create significant new opportunities for private investors. There will also be renaissance activity in the market town of Market Weighton to enhance its role as a hub for services and economic activity in rural areas.

5.3 Airport and Economic Development

The Airport has a key role to play in supporting the City Region's aspiration to be a 'Global Gateway' (CRDP September 2006) and other economic development projects and programmes that are in existence or emerging across the region.

Airports are recognised as major generators of economic growth and employment. They generate economic wealth in three ways:

- On-site – direct employment at the airport by airlines, handling agents, maintenance companies etc.
- Off-site in the vicinity of the Airport – support activities such as airfreight, component maintenance, catering etc.
- Induced – tourism, inward investment etc.

There are around 725 people employed on the Airport site. The Airport Company directly employs 187 people and the next largest employer Eastern Airways has 126 staff. There is an established ratio between an airport's passenger throughput and the number of on-site jobs; this is typically around 1,000 jobs for every million passengers. The ratio is currently well ahead of this level at Humberside Airport at the current time, reflecting the difficulties in achieving the economies of scale possible at larger airports and the fact that wider functions often outsourced at larger airports are still undertaken by the Airport Operator. Humberside is also unusual for an airport of its size; in that it has an airline headquarters, Eastern Airways.-

In looking ahead, it is clear that there will be significant growth in airport employment to match the increase in passenger throughput. This growth will occur both on and off site across the full spectrum of activity. However, as low cost services develop at the site, it is likely that the average job creation per thousand passengers will fall back somewhat in the future. Based on the Airport's lower passenger forecasts it is estimated that on site jobs would be around 1050 by 2015. The higher growth scenario would generate nearer 1500 on-site jobs by 2015, nearly double the current level. This is based on an input output analysis to enable examination of the effects of the airports on different sectors of the economy and divides the effects into:

Direct – activities that are wholly or largely related to the operation of the airport and are located on the airport site or within a 20 minute drive time;

Indirect and Induced – Indirect refers to employment and income generated within the supply chain of the direct activities. Induced effects are the employment and income supported through the expenditure of incomes earned in the direct and indirect activities.

York Aviation has carried out research and has developed estimates of both Gross Value Added (GVA) and employment supported by the Airport. These estimates are outlined in the Table⁽²⁾ below.

Table 2: Employment and Income Benefits 2005 to 2030 for Low and High Passenger Growth					
	2005	2015 (Low)	2015 (High)	2030 (Low)	2030 (High)
<i>Employment (FTEs)</i>					
Direct	510	720	900	810	1380
Indirect and Induced	200	320	380	420	620
Total	720	1040	1280	1230	2000
<i>Income (£m at 2005 prices)</i>					
Direct	£11	£21	£25	£37	£56
Indirect and Induced	£4	£8	£10	£14	£22
Total	£15m	£29m	£35m	£51m	£78m

Source: York Aviation LLP

This means that by 2015 it is estimated that Humberside Airport will support between 1,040 – 1,290 fte jobs and will generate between £30 - £36 million of income (at 2005 prices) in the sub-region. By 2030, this will have risen to between 1,230 – 2,020 fte jobs and will be generating between £52 - £79 million of income (at 2005 prices) in the sub-region.

Air Transport provides businesses whether on-site, off-site or induced, access to the global economy and enables regions outside of the southeast to participate more competitively in the global market place. The trend towards the globalisation of companies creates a demand for an ever-widening network of air services at key regional airports, and the Humber sub-region is no exception. As such, the “value added” from the future growth of Humberside Airport will be an important factor in attracting new inward investment from outside the area and retaining existing companies and facilitating their expansion.

Humberside Airport will therefore continue to provide a useful role for the substantial economic centre in the Humber Trade Zone, providing international connectivity via the KLM hub link to Amsterdam and through being a significant employment site within the sub-region.

Facility Requirements

6.1 Introduction

The Airport is situated in open countryside, away from major settlements and residential areas. The North Lincolnshire Local Plan has a presumption against major development in open countryside and seeks to direct development to identified 'principal' and 'medium growth' settlements. The total area of the Airport site is some 140 hectares and is bounded by arable farmland and public and private roads. The North Lincolnshire Local Plan defines the boundaries of both the Airport and the Business Park and specifies activities that, in the view of the Local Authority, can be considered to be 'airport related'.

This Master Plan aims to set out how we intend to physically develop the Airport over the next 15 years. We do recognise that the airport's landholding is not unlimited, and we intend to maximise the efficiency with which we use our land. Within the Airport's operational boundaries we will give priority to those land uses that have strong connections with aviation activity.



6.2 Land Use in 2015

This section considers the categories of land use on the Airport site and anticipates the likely changes over the Strategy period. The highest priority will be given to those activities that need to take place on areas adjoining the existing apron, taxiways, or runways or those that are needed for the safe and efficient operation of the airfield.

a) Runway

The Airport has a 2,196 metre main runway (Runway 21 –03) and a shorter 1,054 metre cross-runway (Runway 27- 09). The main runway was extended in 1992 and is sufficient for aircraft operations to the Eastern Mediterranean, Egypt and the Canary Islands. It is not envisaged that any further extensions to the runway will be required during the period up to 2015. It is likely that there will be a need for developments to increase the capacity of the airport's runway system.

Factors that influence runway capacity include, taxiway geometry, the mix of air traffic and Air Traffic Control regulations. The capacity of a runway is usually expressed in terms of movements per hour. The regular mode of operation is for departures to the south-west and arrivals from the north-east (using Runway 21). The hourly capacity of the present runway and taxiway system is around 16 movements per hour. This capacity can be increased over the period of this Master Plan, which could include if required, the construction of an aircraft turning loop at the threshold of Runway 03, and ultimately in the long term the

construction of a parallel taxiway along the length of the runway. This taxiway would be able to accommodate aircraft up to Boeing 767 size, and could be constructed within the Airport's existing boundaries. This development would be likely towards the end of the Plan period when the Airport is handling around 1 million passengers per year.

Other runway utilisation improvements can be made by constructing a rapid exit taxiway to the south of the existing apron parking areas thus reducing the time that aircraft need to spend using the main runway.

The crosswind runway (Runway 27-09) is used occasionally by light aircraft. Due to its length, civil aircraft do not use this runway. It is anticipated that this runway will eventually be decommissioned leaving that area open to an undefined combination of potential Airport uses, including car parking, general aviation, flying schools, maintenance or hangars. It is not possible at this stage to define the optimal combination of uses for this area of the Airport site. However, it should be noted that any commercial activities on this part of the site would be likely to require bringing forward improvements to the A18 junction with Caistor Road, and a secondary access point into the airport site.

b) Apron

The Airport's apron area has been extended in recent years, primarily to accommodate the growth in the charter traffic. Airfield safety influences aircraft parking and governs how much space is required within and around aircraft parking stands. These guidelines are set out in the Civil Aviation Authority publications CAP168 and CAP642. Stands must be provided to deal with a wide range of aircraft types, from small regional aircraft up to Boeing 767 sized aircraft.

The parking stands have been reorganised to provide additional aircraft parking space and better facilities for arriving and departing passengers. Up to four aircraft can now be parked on the apron, although this depends on the combination and the size of aircraft. However, as traffic builds up, it will be necessary to increase the area of land allocated as apron in order to provide additional aircraft stands.

It is proposed that the area presently used by General Aviation aircraft, to the south of the existing apron will be used to provide the extra stand capacity that will be required in the short term. This area has the potential to provide a further three stands. In the longer term, the apron will be developed up to the Fire Station to create a further 3 stands.

The Airport has plans to add substantial aircraft apron parking space to meet peak demand for all aircraft types. Initial plans include the construction of full-strength apron "fingers" for parking a variety of aircraft types that would otherwise use the existing main apron areas. The fingers will allow the existing apron space to be used exclusively by larger commercial aircraft during peak times. However, the fingers are being designed in such a way that they can be fully integrated into a much larger apron area expansion plan in the medium term.

c) Terminal

The Passenger Terminal is located at the north end of the airfield. The terminal area is constrained by the runway and the apron area, as well as the A18. A series of expansion and improvement works have been undertaken in recent years that include a new check-in area, enlarged arrivals and baggage recovery hall and an extended catering area. The terminal now offers a broad and higher quality range of facilities that are expected by passengers, including retail units, a larger duty/tax free shop as well as improved airside facilities including the executive lounge.

The total floor area of the Terminal is around 4,500 square metres and it is estimated that the current capacity is, in theory, sufficient to accommodate growth in air traffic up to some 750,000 passengers per year. The historic traffic mix has displayed considerable peaks in demand on a daily, weekly and an annual basis. In particular, the rapid growth in summer charter traffic has led to pressures on terminal capacity during the peak hours. Apron space can also be in short supply when a number of larger aircraft are using the Airport at the same time.

Check-in desk capacity is sufficient for current passenger demand and pressure at peak times will be eased by the introduction of common user self service (CUSS) kiosks. It is also planned to have bag drop facilities for passengers using both the CUSS facilities and internet/remote check-in.

The Airport Company intends to adapt and further extend the terminal building and its facilities to keep pace with the changing needs and expectations of both passengers and service partners. This includes making improvements to the efficiency of the terminal while trying to meet the particular demands of our airline customers, as well as extending parts of the building.

The most pressing demands for additional terminal space is likely to be within the departures lounge and the arrivals channel. The baggage hall has recently been extended to accommodate an additional baggage belt capable of handling up to B767 aircraft. However a further extension will be required at some point in order to facilitate the anticipated growth in traffic over the next few years. It is planned to convert the existing arrivals channel areas into an extended departure lounge and construct a new arrivals channel to link in to the already expanded baggage recovery area.

There will be an ongoing programme of refurbishment and renewal of existing facilities. All attempts will be made to improve the efficiency of the current terminal building, to ensure that Humberside Airport can respond to changes in technology, airline needs, passenger expectations and commercial developments as appropriate. The use of new technology will also help to reduce the strain on the terminal facilities and delay the need to extend the terminal in a more substantial way.

In the longer term, the terminal building can be extended at its opposite end beyond the existing check-in hall and food court areas. Sufficient space exists to accommodate either a gradual increase in demand for terminal capacity or a step change development resulting from a major airline development. In all cases, the scale and trigger points of development will be dictated by the Airport's commercial opportunities.

d) Car Parking

There are currently four on-site Car Parks offering a total of 1,750 spaces including a temporary Car Park, all situated within easy walking distance of the terminal building. Car Park 1 is dedicated to short-stay and is immediately opposite the terminal building. Car Parks 2 and 3 are used for long-stay and staff parking, and Car Park 4 (the temporary Car Park) is situated on part of the Business Park site and is also used for long stay Car Parking.

The existing Car Parks were operating close to capacity in the summer 2005 season. Therefore the expansion of car park 3 (long stay) has added 400 spaces to meet the anticipated summer 2006 peak demand, with ample spare capacity for further growth. This car park site can be expanded in phases to cater for further expansion of the Airport's traffic.

At some stage further car park capacity will need to be created, as Car Park 4 will be displaced by the continued development of the Business Park. The further expansion of Car Park 1 is not an option as growth is constrained by the Terminal buildings and by the A18. To help create additional capacity and flexibility, Car Parks 1 and 2 have been joined together thus allowing a moveable boundary between long and short stay. This will allow capacity to be optimised in response to the evolving traffic profile of the Airport and subsequent impact on parking trends. It is also believed that the new arrangements will improve vehicle flows around the Passenger Terminal complex. It is proposed that Car Park 4 will eventually be relocated to an area of land to the south of the Business Park. As this site is further away from the terminal, it may be appropriate to set up a shuttle bussing service to and from the terminal or for the car park to be used strictly for staff car parking.

Work is also to be undertaken to modify the passenger pick-up and drop-off area in front of the main passenger terminal. Access will be limited initially to 5 minutes only for the dropping-off of flying passengers in order to improve security and reduce vehicle congestion in the terminal road loop.

Changes to the way the car parks are managed and changes to the pricing structures will also be used to balance supply and demand for the short stay and long stay parking. However, ease of access and cost effective parking is one of the major advantages of using regional airports and is therefore an important consideration in the future growth of the Airport. This is discussed further in Chapter 9 – Surface Access.

In order to improve local road safety, one of the access points into the Airport off the A18 between Car Parks 1 and 2 has been closed. It is proposed to further improve the Airport's main entrance through the construction of a roundabout at the existing access adjacent to the Business Park. This will have local benefits in helping improve the safety of the A18. In addition to this, further road junction improvements are likely to be required in the future towards the Kirmington end of the A18 at the crossroads with Caistor Road.

e) Business Park

The Airport has the advantage of having land available for development. This includes a designated business park zone and additional land to the south-west that is allocated for aviation-related or ancillary development. This combined land area is some 22 hectares. Three buildings have been constructed on the Business Park site, and the site itself has full infrastructure such as roads and services.

The Airport Company's principal objective in respect of the Business Park site is to capitalise on the expertise within the Manchester Airport Group as well as the close links with North Lincolnshire Council to develop a proactive strategy to maximise the site's potential.

It is intended that developments on the Business Park site relate to the Airport activity. Such developments may include development of office and commercial facilities to serve existing airport operators or to attract uses that have a commercial need to have close access to international air services, such as a hotel. Other types of use such as light industrial are also likely to develop. The Business Park has significant potential to generate on-site jobs at a rate that will be disproportionate to the ratios mentioned earlier in the plan and can therefore make a useful contribution to the sub-regional economy.

f) Aircraft Maintenance

Aircraft maintenance is an essential part of an airline's operations and a key activity at many international airports. All aircraft are required to undergo regular inspection; these can range from a simple check to major re-assembly. Whilst many of the modern aircraft can operate for longer periods between checks, with the sophistication of aircraft systems, most of the maintenance work now needs to be carried out in a hangar. The world's fleet of aircraft is forecast to increase substantially. The availability of modern hangar facilities is an important part of the portfolio of facilities that are needed to attract or retain airline operations at Humberside.

The Airport has a reasonable quantity of land available for development. The main site is an area to the south west of the Business Park, and to the west of the main row of aircraft hangars. The North Lincolnshire Local Plan designates this area for aviation-related development. We recognise that there is an opportunity to significantly improve and upgrade the range of aircraft maintenance facilities available at the Airport.

Eastern Airways operate two modern hangar facilities and there are other smaller hangars serving the offshore, private and General Aviation markets. During the period of this Master Plan it is envisaged that there will be further development of the aircraft maintenance facilities. The largest development on the Airport site has been the construction of a hangar by North Links Aviation, which is large enough to accommodate a B757 or two B737s simultaneously. This privately constructed major hangar has significant potential to be used for a wide range of activities and improves the flexibility of the Airport's facilities. Additional space is available for the facility to be expanded in the future if required. The development of diverse aircraft maintenance activities at the Airport is a significant opportunity, in terms of the creation of specialist and skilled labour.

g) Hotel

Land is available, and planning permission has been secured for a hotel on the Airport site. The preferred location is the area on the Business Park adjacent to the main Airport entrance from the A18. Demand for a hotel has been identified to support the North Sea gas operations, aircraft engineers, airline employees, airport passengers and visitors to the local area. The growing success of other hotels in the vicinity of the Airport has highlighted the potential for a hotel serving the Airport site. The requirements of a larger flying operation and a wide range of other support activities at the Airport means that an on-site hotel is now much more of a viable opportunity. During the period of this Master Plan, we intend to promote the development of a 2-3 star hotel on the Airport site.

h) Air Traffic Control

The Airport's Air Traffic Control facility is situated on the roof of the passenger terminal. It is acknowledged that this facility is poorly located for visual control purposes, and controllers require a direct and unrestricted view of aircraft parked on the apron, the helicopter parking area, and both thresholds of the main runway. Whilst the present facility is sufficient for the foreseeable period, in the longer term a new facility will be required, particularly when the apron area is fully developed. The Airport has no detailed plans at the current time for the relocation of its air traffic control facilities but this will be reviewed in parallel with key developments in its operations and other infrastructure.

i) General Aviation and Business Aviation

Humberside has a substantial amount of long-established General Aviation and flying school activity. Four flying schools operate from the Airport offering a wide range of training options from private licences to qualifications required by professional airline pilots.

Non-commercial aviation accounts for over 65% of the Airport's aircraft movements but only a small percentage of the landed aircraft tonnage per annum. The flying schools provide a valuable service, as two of the operators have flight simulators on site and another school specialises in commercial pilot training. A new parking area for general aviation aircraft has been identified that will allow space for continued development of the main aircraft aprons for use by commercial aircraft. In the longer term it may be advantageous for the general aviation activities to be relocated in a dedicated area that will best meet the needs of this type of aviation activity for the longer term. Whilst it has already been recognised that the Airport's cross runway may need to be shut in the longer term it is hoped that a thriving general and business aviation sector will continue to play its part in the Airport's future.

The Airport also attracts a steady amount of corporate/business aviation despite its limited handling facilities for this market. The location of the Airport makes it a useful gateway for executive and high profile visitors to the region and it is intended to encourage the further development of this market.

6.3 Land use in 2030

For the period between 2015 and 2030, the Air Transport White Paper has stated that only indicative land use plans are required at this time.

Accordingly this section of the Master Plan provides an overview of the future development of the Airport between 2015 and 2030, given the information available at present. This is likely to be subject to change as the Master Plan is reviewed and monitored over the coming years. The plan shown in Appendix 2 illustrates a vision of the entire Airport site becoming fully developed and utilised based on various triggers of capacity demand. At this time it is not possible to say how much, if any, of this envisaged development may extend into the period beyond 2015.

Environment

7.1 Introduction

Managing and controlling the environmental impact of the Airport as it grows will be important in the delivery of this Master Plan. If Humberside Airport is to play its part in achieving the forecast growth and contributing to growth and prosperity in the Humber Sub-Region, it will be necessary to maximise the benefits whilst minimising the environmental and social costs of airport growth.



The Airport is situated in open countryside, with few settlements close to the boundary. The exception to this is Kirmington, which lies to the north east. The centre of the village, although not directly overflown is less than one kilometre from the threshold of Runway 21. There are few residential areas to the south west, the settlements of Searby and Owmbly lie approximately four kilometres away.

The Future of Air Transport White Paper and the previous consultation documents considered a range of environmental impacts, and the White Paper concluded that under future development scenarios, it was not expected that any communities would fall within the 57 dBA noise contour and that there are no physical constraints on expansion. The Airport should therefore seek to attract as much traffic as it can.

We will ensure that we operate the Airport in the most responsible way possible, recognising and controlling any potential impact of the Airport on the environment and local communities.

7.2 Climate Change

Climate change is now a major global issue with scientific consensus on its effects. Major Government reports including the Stern Review have highlighted the importance of the issue and the need to take action. Stern's economic modelling has shown that in taking action now, the economic costs of climate change can be limited. Although the aviation industry contributes around 5.5% of the UK CO₂ emissions, it is an emission source that is forecast to rise significantly. We will continue to develop policies and implement actions to reduce our climate change related emissions.

We aim to introduce new and emerging technologies, develop programmes of energy conservation and promote changes in surface access to minimise carbon emissions.

7.3 Aircraft Noise

The principal sources of airport-related noise include:

- Airborne aircraft noise
- Aircraft ground noise (including engine testing)
- Road Traffic
- Construction noise

Over the years, improvements in aircraft and engine technologies have reduced aircraft noise levels. The majority of the civil aircraft using the Airport are new series jet aircraft such as the Boeing 737 (400 and 800) and the Airbus A320/21. These modern aircraft are significantly quieter (up to 20dB) than some of the civil aircraft that were flying 20 years ago.

The Airport controls the operation of the noisiest aircraft, especially at night. These controls, along with the noise monitoring system are requirements that are part of Section 106 Agreement that formed part of the approval of the runway extension.

The Airport has a substantial helicopter operation serving the North Sea. The operation of helicopters at low altitude has the potential to cause noise disturbance. Restrictions are put in place by Air Traffic Control to ensure that the noise impact and the over-flying of residential areas is minimised as far as is possible.

An assessment of aircraft noise has been carried out. This concluded that there is not a significant noise impact as there is no one living within the 57 dB L_{Aeq} noise contour.

7.4 Local Air Quality

Local air emissions are predominantly the result of the combustion of fossil fuels. At Humberside Airport the main sources are:

- Road traffic accessing the site
- Aircraft engine emissions (landing, taxiing, and take off)
- Emissions during aircraft servicing, especially fuelling
- The operation of airport vehicles

The Government has set air quality objectives (in the form of concentrations that must not be exceeded). Studies undertaken by Government have concluded that the emissions of key pollutants such as NO₂ and PM₁₀ both in and around the Airport do not exceed European air quality standards. This is to be expected given the rural nature of the Airport's location.

7.5 Archaeology and Heritage

A Roman settlement, designated as a Scheduled Ancient Monument (SAM), lies immediately to the north of the main runway. Slightly further to the north is a SSSI (Kirmington Pit). To the east of the Airport lie large areas of registered parks and gardens that comprise Brocklesby Park. A number of other SAMs lie to the north and west, but not within two kilometres of the Airport.

In undertaking future development schemes, the Airport Company will seek to protect any possible archaeological interest. This will include requiring developers and contractors to undertake an archaeological 'watching brief' that has been agreed with the Local Planning Authority as part of any excavations on the Airport site.

7.6 Nature Conservation and Landscape

Local planning policies seek to protect the best and the most versatile land from development, as well as protecting and enhancing visual amenity. There are no designated Sites of Special Scientific Interest or Sites of Local Biological Importance within or adjacent to the Airport. The surrounding arable land is of limited nature conservation interest, although there are a number of hedgerows within and adjacent to the Airport. In preparing future development proposals, we recognise the open aspect of the Airport site and will incorporate landscape schemes where appropriate in order to minimise the visual impact of the Airport on the local landscape.

7.7 Water Quality

The underlying geology of the area is chalk, and other than field drains there are no major watercourses within the Airport site. During and after periods of heavy rainfall, the runway, taxiway and apron can give rise to surface water run off.

Refuelling of aircraft, fire service training, and the de-icing of aircraft and the runway have the potential to contaminate local watercourses and aquifers by airport activities. Pollution control measures have been introduced including a network of fuel and oil interceptors around the site. This will be kept under review as the Airport develops. The fire training ground also incorporates measures to prevent contamination by fuels and fighting media.

Community Relations

8.1 Introduction

The function of Community Relations at Humberside has gained increasing importance as the Airport has continued to grow. We seek to understand our contribution to sustainability in its fullest sense, taking into account the economic and social impact of the Airport on regeneration and job creation, as well as our commitments to mitigate the negative impact on the local physical environment.

Being a responsible citizen is an essential part of Humberside's Master Plan. The Airport has a long-term commitment to making a positive difference to the quality of life of its neighbouring communities. Supporting the activities of community groups, organisations and charities is an investment; which is important to the Airport's long-term success.

8.2 Local Consultation

We are committed to building on our existing relationship with the communities that are our neighbours, informing, involving, consulting and reporting back to them. Some of these are outlined below:

a) Airport consultative committee

This is a formal interface between Humberside Airport and its neighbouring communities. It operates according to Government guidelines with representatives of local authorities, amenity and user groups meeting on a quarterly basis. The aim of the Committee is to strike a balance between the interests of the Airport, its passengers and other users and of the people living in the area, while also having consideration for the local environment.

b) Investment in public activities

Humberside Airport is committed to encouraging the success of the region's arts and culture. Over the past few years we've brought a wide range of art forms to those who would not ordinarily have access to them. Additional investment has been forthcoming as a result of Humberside Airport being part of the Manchester Airports Group which champions artistic achievement in the regions. To date the projects that have been sponsored have included a production of Swan Lake by the Northern Ballet, performances by the Halle Orchestra and 'A Touch of Venus' presented by Opera North.

c) Sports Projects

The Airport is proud to be a major sponsor of the Hull and Grimsby youth football teams and is keen to encourage young people to get involved in sport.

In April 2005 Humberside Airport was delighted to team up with the Mariners and signed a 3-year sponsorship plan with the Grimsby Town School of Excellence.

The Airport is also part of an important strategic alliance with Hull City. In 2004 the Airport became the official sponsor of the new training facility in Cottingham, which is used by the club's youth and senior players. We are also involved in the continued development of the Centre of Excellence facilities.

We at the Airport feel that it is important to invest in and support our local community and to also demonstrate our real sense of pride in the region.

d) Charity Projects

As the Airport grows, we intend to extend the benefits of our Community Relation's activities to a wider population, to build a stronger and more open relationship with our neighbours.

The Airport provides a budget to support projects that boost the quality of life for villages and residents within its immediate vicinity. Priority is given to projects that take into account the needs of everyone in the community, regardless of age, sex, race, religion or disability. The Airport Community Fund Committee members are drawn from villages surrounding the Airport.

Projects that have been awarded funding in the past include:

- Park Primary School, Brocklesby received funding towards the rebuilding of the school pond to enable pupils to have interactive science lessons.
- Wotton Parish Council received funds towards the refurbishment of the island within the village pond to give pleasure to the whole local community, as this area is a local beauty spot.
- Kirmington Parish Council received funding towards the reinstatement of the weather vane on Kirmington Church and for the provision of equipment for new playing fields.
- Ulceby Pre-School Playgroup were successful in their application for funding towards the purchase of a new boiler to ensure the facility could remain open and provide a service offering children of all backgrounds the chance to play and learn prior to starting school.
- A substantial amount was also awarded to the Ulceby Out of School Club, which is a well established and supported facility benefiting all generations within the local community, including the disabled and those with special needs.
- Searby cum Owmbly Parish Council were awarded funding to cover the cost of new village notice boards.
- Barnetby Central Bowls Club have been successful in their applications on two occasions over recent years, to provide equipment and funding towards the building of a new green.

Surface Access

9.1 Introduction

The benefits of developing improved surface access links is recognised by Humberside Airport. Improved surface access can extend the catchment area of an airport and thus enhance the viability of existing services by attracting more passengers and may lead to additional routes becoming available. The Surface Access Strategy for the Airport is therefore integral to the Airport's operation, development and environmental sustainability.

The Humberside Airport Surface Access Forum has been established to identify the key objectives for the strategy, and a draft Surface Access Strategy has been developed in association with local and regional partners. The key objectives are:



- To actively encourage the use of public transport for journeys to and from Humberside Airport, setting clear and deliverable targets.
- To offer passengers and staff a better choice of efficient public transport services that are accessible for all.
- To invest and support, in partnership with others, in transport schemes that provide the most appropriate solutions in terms of cost, deliverability and environmental quality.
- To encourage the development of a network of quality public transport services from the principal centres in the Humber sub-region.
- To support the completion of the strategic highway network serving the Airport.
- To support the development of a public transport network to meet the needs of the Airport's work force.
- To manage the demand for passenger and staff car parking to complement the development of public transport links.

9.2 Surface Access Priorities

Historically the level of public transport access to Humberside Airport has been low, although typical for an airport of its size. With the Airport situated outside the main urban area and some distance from the main public transport routes, it has been difficult to establish regular and consistent services to and from the Airport. Increasing surface access to the Airport cannot therefore be carried out in isolation.

It is important to consider a wide range of travel initiatives (such as demand led parking policies and staff travel plans), as well as creating partnerships and positive working practices with all local partners, in order to establish an understanding of local transport needs while taking into account the requirements of the regions businesses. By working with local transport providers, we intend to work to establish new routes and services to widen the choice of public transport for all, although a major increase in public transport is not feasible with the passenger numbers involved.

For the purposes of the Master Plan we consider our main surface access priorities to be: -

- a) Rail Links
- b) Coach and Bus Services
- c) Taxis
- d) Road Links
- e) Green Commuter Plan
- f) Information and Promotion

a) Rail Links

The main railway line, which links Cleethorpes to Manchester, is 300 metres from the Airport's north-western boundary, with the nearest station being Barnetby, some 5 km west. Transpennine Express and Central Trains are the main operators of services through this station. The Transpennine Express service from Cleethorpes to Manchester Airport runs at hourly intervals each way via Grimsby, Scunthorpe, Doncaster and Sheffield. Lincoln and Newark are also regular direct rail services from Barnetby. An important element of the Surface Access Strategy is to work with the train operators to enhance the frequency and range of destinations served, and establish how best to develop Humberside Airport's rail connections.

Works will also include promoting the 'air-rail product' by upgrading facilities at the Airport and at Barnetby station to include information points and dedicated waiting areas, introducing new initiatives such as an inclusive rail/taxi ticket, the development of a Humberside Airport rail brand and making improvements to surface connections.

In the very long term, the rail line close to the Airport's boundary represents an opportunity to develop a station that directly serves the Airport. However, the present and forecast airport passenger numbers do not justify the construction of a dedicated station.

Experience at other airports has clearly shown that a dedicated airport rail station only becomes commercially viable at airports carrying over 10 million passengers per year. We do however recognise the long-term potential and the Airport's development strategy will safeguard this opportunity.

b) Coach and Bus Services

Over the years a number of bus operators have served the Airport as part of their local route, but have only had moderate success in attracting passengers. This could be a result of limited marketing or by simply not having the demand to sustain a frequent bus service to the Airport. Currently there is a service, the X1 "Humber Flyer", connecting the Airport to the principal centres of Grimsby and Hull, which is having some success, particularly for staff. However, the true test will be throughout the winter season, where passenger numbers are at their lowest. Its success is therefore dependant on a number of factors including the frequency of the service and adequate waiting facilities at the Airport. Improved information services such as 'real time' information displays would also help to build user numbers.

To encourage further services to connect to Humberside Airport it will be important to highlight any potential local routes currently under serviced which could also serve the Airport. These should include services to and between the main urban and residential areas such as Scunthorpe, Brigg, Barnetby, Kirmington and Grimsby. It will be particularly important to develop additional local bus networks to meet the needs of airport staff travelling to work, as the 700 plus employees working on site generate a large proportion of the road traffic movements to and from the Airport.

Focused marketing on specific user groups will be necessary to ensure enough users are generated to support a new service. Due to the infrequencies associated with leisure travel, it is envisaged that additional services will mainly be aimed at staff and business passengers. These services may, however, still require financial subsidy to make them viable and to encourage local bus service providers to take on the new route.

Dedicated coach services provided for leisure passengers in conjunction with local travel agents could also be a way forward. This would incorporate coach travel to the Airport as part of the overall holiday package and is already provided by several operators. This has been successful at other airports where there are remote catchment areas and at larger airports such as Manchester where people often have to travel great distances. This could also be an option for the Airport's Amsterdam service and the growing charter network. Again, this will require marketing and access to an appropriate vehicle waiting area with convenient access to the Airport terminal.

Demand Responsive Transport (DRT) Systems may need to be introduced where there is not the demand to support regular commercial bus services. DRT is an intermediate form of transport between a bus and a taxi. It covers a wide range of transport services, from less formal community transport, through to area-wide service networks. In the short term DRT could be used to identify the most practical routes before committing to regular commercial services.

c) Taxis

For some airport passengers, taxis provide a convenient form of public transport to the Airport. There is currently one local private hire taxi operator based at the Airport. This is the only means of access to the rail station at Barnetby. However, no information is currently provided at Barnetby station or through any of the train operating partners.

The Airport will need to work closely with the taxi trade to provide a consistent level of service as well as a published fare structure, to provide facilities for taxis as part of the overall development of public transport waiting facilities at the Airport.

d) Road Links

Humberside Airport benefits from quick and convenient road access to the strategic road network. Being close to the relatively un-congested M180 motorway as well as the A18 link to Kingston Upon Hull across the Humber Bridge, the Airport does not suffer the problems of increased congestion and unreliable journey times. The development of major road schemes in the area is almost complete and the emphasis has now moved to improving public transport. However an efficient road network remains essential for the development of the Airport as, for some time, the majority of passengers and staff will be reliant on road access. The quality of the road network also benefits the encouragement of public transport services in particular coaches, local buses and taxis.

The road schemes yet to be implemented which the Airport supports and will safeguard within the Master Plan are: -

- Safety measures on the A18 between the M180 and the Airport.
- Review and improve access into the Airport from the A18 including the introduction of a roundabout at the junction into the Airport.
- Support the development of a new direct access to the Airport from the M180 and seek to safeguard an appropriate route in the Airport's Master Plan

e) Green Commuter Plan

Staff working on site are the most regular travellers to the Airport, making some 10 journeys per week. The implementation of a Green Commuter Plan is identified in the Surface Access Strategy, aiming to reduce staff dependency on the car and thereby decrease the level of local road traffic by promoting small changes to benefit staff, the Airport and the environment. Initiatives will focus on public transport such as local bus use, but will also promote car sharing and pooled travel. The Green Commuter Plan will therefore aim to give everyone working at the Airport a range of travel options. A critical mass, frequency and reliability of public transport modes are crucial for alternatives to the private car to be viable. As the Airport grows, so will the opportunity to widen the choices available to passengers and staff. In implementing this Master Plan we will: -

- Undertake research to identify where airport staff live, what hours they work and how they travel to the Airport.
- Implement a car share scheme across the Airport site.
- Research the feasibility of developing a network of "people carriers" serving Barnetby Station and the Airport's travel to work area.
- Research the feasibility of subsidised staff travel on public transport.
- Provide facilities for cyclists including secure storage and changing facilities.
- Identify and implement new ways of working within the business.
- Reduce car use for business travel by promoting public transport links and using new technologies such as video conferencing.

f) Information and Promotion

To promote public transport services and accessibility, Humberside Airport will provide reliable, high quality and easy to understand information for people travelling to and from the Airport. The Airport's services will be promoted through marketing initiatives developed with public transport partners. This will include working with tour operators and travel agents to highlight the benefits of public transport and where possible to provide travel to the Airport as part of the holiday price. In addition the Airport will: -

- Develop the Airport's website to promote public transport and provide links to on-line booking and real-time information services.
- Provide timetable information to airport passengers and staff, complemented by computerised journey planners.
- Work with other transport operators and providers, to promote our services including the development of an airport access brand.

Public Consultation

10.1 The Consultation Process

The Airport has sought to undertake the consultation process in a comprehensive and highly professional manner along the lines described in the draft Master Plan.

The 3-month consultation period ran until 20th October 2006. Hard copies of the plan were sent out to over 200 individuals, companies, businesses and organisations and an electronic chapter-by-chapter version was available on the Airport's website. Copies were also made available to view at local libraries.

10.2 Overview of Responses

We received 29 responses from a variety of official bodies and individuals. Although the response rate, as expressed as a percentage of the total number of full documents distributed was low, the quality of responses was high and very positive.

Many of the responses support growth at the Airport and wanted to see the profile of Humberside Airport raised across the region, to acknowledge the economic role of the Airport in improving the region's competitiveness. Many also supported the efforts made to introduce alternative travel modes to the Airport and recognised that more could be done to promote links to and from Barnetby train station.

10.3 Approach to the Analysis

We have taken a professional, considered, responsive and even-handed approach to processing the information and comments received. We have sought to be inclusive by taking on board many small but important additions throughout the Plan. Undoubtedly the Master Plan is much improved as a result of these changes.

10.4 Main Themes

The main themes identified in the responses are the following: -

- **The Overall Strategy for Development:** There was generally strong support for the proposed development of facilities at the Airport, particularly for the period up to 2016. However, little recognition was given to the difficulty in outlining details for the period beyond 2016, due to uncertainties over passenger numbers and changes in technology. It has therefore not been possible to expand on the development detail post 2016.
- **Surface Access:** Very positive responses were made towards the aspirations for improved surface access to the Airport, particularly with regards to updating waiting facilities at the Airport and at Barnetby station. There also seems to be enthusiasm for the development of air/rail tickets, which is encouraging. Further work needs to be done to develop public transport options for staff, particularly those travelling from south of the Airport. This issue will be covered in the development of Airport Travel Plans.

- **Economic Impact:** Many thought that the Airport could do more in promoting itself in local and regional planning. Work is done during various consultation exercises including the recent Yorkshire and Humber RSS and in the emerging Local Development Framework process. It is therefore envisaged that Humberside Airport will be a greater consideration in future planning policy. The publication of this Master Plan will also enable many policy makers to include and safeguard for the aspirations set out in this plan.

10.5 Conclusions

The Airport has sought to undertake the consultation exercise in a comprehensive and professional manner.

We wish to thank all those who reported or attended the exhibitions and helped to make the exercise a success. We are extremely grateful for the many supportive comments made about the Airport and our expansion plans.

We have taken a professional, considered, responsive and even-handed approach to processing the information received. We have also sought to be inclusive by taking on board suggestions where possible, which should be evident from reading the final Master Plan.

Monitoring

11.1 Introduction

The Air Transport White Paper clearly set out Government's long-term objectives for the UK's air transport industry and what Government expected airport operators to do in order to achieve them. In our Master Plan we have set out the context for the growth and the development of Humberside Airport. We have identified challenges, opportunities and the actions that we need to take. We know that we cannot deliver all of this alone and we need strong positive partnerships with a wide range of stakeholders, as they all have different interests and needs.

11.2 What happens next?

A clear and up to date planning policy framework is vital to facilitate the sustainable growth of the Airport. This allows all stakeholders to understand our proposals and respond to the effects of growth. A simple and speedy planning process is essential if we are to fully realise future opportunities.

The Humberside Airport Master Plan will inform the preparation of the statutory plans such as the Regional Spatial Strategy, Local Development Frameworks, the Regional Economic Strategy and Local Transport Plans

Humberside will continue to maintain a regular dialogue with principal stakeholders, including airlines, local authorities, community groups, the DFT, regional planning bodies and organisations and the Airport Transport Forum.

The Master Plan will be reviewed every five years to ensure it continues to be relevant and appropriate given changes in circumstances.

Glossary of Terms

Adoption	The final confirmation of a Development Plan or Local Development Document status by a local planning authority (LPA).
Aircraft Movement	An aircraft take-off or landing, each being counted separately.
Airside	Areas of the Airport and of the terminal and other buildings where access is restricted to processed passengers and authorised personnel.
Apron	A paved area for manoeuvring of aircraft and where aircraft are parked for servicing and the boarding and disembarkation of passengers or cargo.
CAA	The Civil Aviation Authority, the UK's independent aviation regulator responsible for economic and safety regulation, airspace policy and consumer protection.
Charter services	All air transport movements other than scheduled services.
Circular	A government publication setting out procedural matters and guidance.
CUSS	Common User Self-Service kiosks, offer an express check-in service, allowing passengers to scan their passports and print their own boarding cards and luggage labels, meaning they don't have to queue at the traditional check-in desks. Dedicated bag drop desks are also provided.
dB	Decibel. A unit used to measure the loudness of sound on a scale extending from 0 to 140 decibels.
dB(A)	A weighted sound level corrected to correspond more closely to the frequency response of the human ear.
Development Plan	<p>A document setting out the local planning authority's policies and proposals for the development and use of land and buildings in the authority's area. It includes Unitary, Structure, and Local Plans prepared under transitional arrangements.</p> <p>It also includes the new-look Regional Spatial Strategies and Development Plan Documents prepared under the Planning & Compulsory Purchase Act of 2004.</p>

Development Plan Documents (DPDs)	<p>They are prepared by local planning authorities and outline the key development goals of the local development framework.</p> <p>Development Plan Documents include the core strategy, site-specific allocations of land and, where needed, Area Action Plans. There will also be an adopted proposals map, which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.</p> <p>DPDs form an essential part of the Local Development Framework.</p>
DFT	Department for Transport, the Government department responsible for transport policy including aviation.
Domestic services	Services flown entirely within the United Kingdom, Isle of Man and Channel Islands.
FTE	Full Time Equivalent. The number of staff expressed in terms of the hours worked by an equivalent full time person, as opposed to 'headcount' which merely counts people irrespective of the number of hours worked.
Hub	A point in an airline's route network where traffic (passengers or cargo) is transferred between high-demand routes (usually long-distance) and lower demand routes (usually shorter distances) and vice versa.
Infrastructure	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
International services	Services flown between the United Kingdom and places outside.
Landside	Those areas of the Airport open to the public. In more general terms, the access roads, car parks and terminal building areas open to both passengers and non-passengers.

Local Development Documents (LDDs)	These include Development Plan Documents (which form part of the statutory Development Plan) and Supplementary Planning Documents (which do not form part of the statutory Development Plan). LDDs collectively deliver the spatial planning strategy for the local planning authority's area.
Local Development Framework (LDF)	<p>The Local Development Framework (LDF) is a non-statutory term used to describe a folder of documents, which includes all the local planning authority's local development documents. An LDF is comprised of:</p> <ul style="list-style-type: none"> • Development Plan Documents (which form part of the statutory development plan) • Supplementary Planning Documents <p>The local development framework will also comprise of:</p> <ul style="list-style-type: none"> • The Statement of Community Involvement • The Local Development Scheme • The Annual Monitoring Report • Any Local Development Orders or Simplified Planning Zones that may have been added.
Local Development Scheme (LDS)	The local planning authority's time-scaled programme for the preparation of Local Development Documents that must be agreed with government and reviewed every year.
Local Plan	An old-style Development Plan prepared by district and other local planning authorities. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.
Local Transport Plan	A 5 year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy. Local transport plans should be consistent with the policies and priorities set out in the Regional Transport Strategy as an integral part of the Regional Spatial Strategy.
Mppa	Million Passengers Per Annum.
Planning & Compulsory Purchase Act 2004	<p>The Act updates elements of the 1990 Town & Country Planning Act. The Planning and Compulsory Purchase Act 2004 introduces:</p> <ul style="list-style-type: none"> • a statutory system for regional planning • a new system for local planning • reforms to the development control and compulsory purchase and compensation systems • removal of crown immunity from planning controls.

PPG	Planning Policy Guidance is issued by central government setting out its national land use policies for England on different areas of planning. These are gradually being replaced by Planning Policy Statements.
PPS	Planning Policy Statements are issued by central government to replace the existing Planning Policy Guidance notes in order to provide greater clarity and to remove from national policy advice on practical implementation, which is better expressed as guidance rather than policy.
Regional Economic Strategy	<p>These statutory strategies take an integrated and sustainable approach to economic development and regeneration by tackling business competitiveness, productivity and the underlying problems of unemployment, skills shortages, social exclusion and physical decay. They provide:</p> <ul style="list-style-type: none">• A regional framework for economic development, skills and regeneration to ensure better strategic focus for, and co-ordination of, activity in the region whether by the agency or by other regional, sub-regional or local organisations;• a framework for the delivery of national and European programmes and influence the development of government policy; and• the basis for the RDAs' detailed action plans.
RPG	Regional Planning Guidance. Regional planning policy and guidance issued for each region in England by the Secretary of State. As part of the reform process the existing RPG becomes the Spatial Strategy for the region until revised by a replacement Regional Spatial Strategy (RSS).
RSS	Regional Spatial Strategies. A strategy for how a region should look in 15 to 20 years time and possibly longer. The RSS identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal. Most former Regional Planning Guidance is now considered RSS and forms part of the development plan. Regional Spatial Strategies are prepared by Regional Planning Bodies.
Regional Transport Strategy	A strategy produced by the Regional Planning Body, informing local transport plans, and providing a strategic overview of transport strategies and investment priorities.
Scheduled services	Services performed according to a published timetable, available for use by members of the public.
Stand	A paved area, on the apron, where an aircraft is parked. Stands may be of various sizes to accommodate the required range of aircraft types. A stand may be adjacent to the terminal, and connected to it by a passenger boarding bridge (a contact stand) or at some distance from the terminal (a remote stand).

Stand demand	The number of aircraft stands required to accommodate aircraft activity over a given period; conventionally the busiest part of an average busy day or the peak day of the year.
Statutory	Required by law (statute), usually through an Act of Parliament.
Structure Plan	An old-style development plan, which sets out strategic planning policies and forms the basis for detailed policies in local plans. These plans will continue to operate for a time after the commencement of the new development plan system, due to transitional provisions under planning reform.
Supplementary Planning Document (SPD)	It is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.
Supplementary Planning Guidance (SPG)	It may cover a range of issues, both thematic and site specific and provides further detail of policies and proposals in a development plan.
Sustainable Development	<p>A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs."</p> <p>The government has set out four aims for sustainable development in its strategy A Better Quality of Life, a Strategy for Sustainable Development in the UK.</p> <p>The four aims, to be achieved simultaneously, are:</p> <ul style="list-style-type: none"> • social progress which recognises the needs of everyone • effective protection of the environment • prudent use of natural resources • maintenance of high and stable levels of economic growth and employment.
Taxiway	A defined path established for the taxiing of aircraft and linking one part of the aerodrome to another.
Unitary Development Plan (UDP)	An old-style Development Plan prepared by a metropolitan district and some unitary local authorities, which contains policies equivalent to those in both a structure plan and local plan. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.
Urban Regeneration Company (URC)	Urban Regeneration Companies are private entities promoted by the Government and established by local partners, in order to achieve a focused, integrated regeneration strategy for key towns and cities. They produce a powerful and coherent single vision for the future of their entire area and then co-ordinate its implementation.

Appendix 1

2005 Site Layout Plan

Appendix 2

2016 Master Plan

Statement of Community Involvement

Introduction

The Planning and Compulsory Purchase Act 2004 requires greater public involvement in the Local Planning Framework than ever before. Local planning authorities, as part of the preparation of their Local Development Framework (LDF), must now meet consultation requirements that are set out in the Town and Country Planning (Local Development) (England) Regulations 2004. Part of this includes the production of a Statement of Community Involvement, which outlines the consultation procedures throughout development of the LDF. Although Airport Master Plans are non-statutory documents, we followed the same consultation process. The key elements of this were:

- **Consult the following bodies:**
 - Specific Consultation bodies which may be affected
 - General Consultation bodies as deemed appropriate
 - Regional Planning Body
 - Adjoining Local Planning Authorities
 - Highways Agency
- **Make copies available at:**
 - Principal Office
 - Local Libraries
 - Other places considered appropriate
- **Have a website containing:**
 - Details about the document and when/where it can be viewed
- **Allow a consultation time frame of:**
 - 6 weeks is the minimum period set in which to make a representation.

In preparing our plans for the future we have tried to provide a balanced approach, which meets the needs of a growing airport while keeping environmental harm and social impacts to a minimum. We want to build on the foundations we have already created through leading programmes on corporate responsibility, land use, the environment and surface access, and play our part in raising performance, prosperity and quality of life of the communities that we serve. This will mean facing significant challenges but will also create great opportunities in the years ahead.

We are committed to delivering the Government's policy of developing sustainable communities. Regional airport growth can help deliver these wider objectives for sustainable communities through increasing the focus of aviation growth towards the UK regions, to counter balance the pressures in the South East. Reducing the need to travel outside the region to access such opportunities is a major aim of the Regional Transport Strategy. The economic activity that growth at regional airports creates can help raise economic performance, bring increased employment and support regeneration across the region.

Our shareholders are committed to growing the business in a sustainable way and this commitment is at the heart of the way we manage and develop our activities. We have therefore set ourselves a number of community objectives:

- Do all that is reasonable to minimise any adverse effects of air operation and development on our neighbours and wider community.
- Maximise the benefits of the Airport's growth and operation and, where possible, target growth to areas of greatest need.
- Play a positive and active role in the life of the local area.
- Listen to local people and our stakeholders so that their voices can be heard
- Openly report on our plans and progress.

Through developing and promoting a socially and environmentally responsible business, we hope to meet the challenges of growth, contribute to the prosperity and well being of the region and do all that we can to maintain and improve the quality of life in the areas we serve.

Engaging with Local Communities

We will continue with a proactive approach; listening to, and working with, our neighbours. We aim to use our success to bring benefits to all sectors of society, working closely with all our partners and stakeholders. We are committed to being a model corporate citizen, contributing to the economic and social well being of the area and caring for the environment.

We are aware of the value of consultation and maintain a policy of openness to encourage and facilitate discussions with all of our stakeholders. In addition, the Airport Company is engaged in a pro-active and continuous programme of dialogue with elected representatives, community groups, airlines and business leaders. We are committed to utilising and developing both these formal and informal networks to consult with, work with and share information on the future development of Humberside Airport.

The Airport has a long-term commitment to make a positive difference to the quality of life of its neighbouring communities. Supporting the activities of community groups, organisations and charities is an investment, which is important to the Airport's long-term success.

There are a variety of ways in which we keep in touch with our neighbours. We have an established policy of making ourselves accessible for face-to-face enquiries and maintaining a presence within the community.

How to Contact Us

Copies of our Master Plan can be obtained from us. It is available to download from our website **www.humbersideairport.com** where you will also find any other relevant information on our Master Plan. If you prefer to speak to someone, please telephone us on **01652 682070**.



Master Plan Information line: 01652 682070
Fax: 01652 680524

www.humbersideairport.com