

LAND USE

SUSTAINABLE DEVELOPMENT PLAN 2015



OUR APPROACH

INTRODUCTION

We will make the best and most efficient use of our land providing a safe, efficient and commercial operation to allow our business and those of our tenants and partners to develop and grow.



The Sustainable Development Plan sets out the high-level strategic objectives for the growth and development of East Midlands Airport. It is supported by four detailed plans that cover:

- Community;
- Economy and Surface Access;
- Environment; and
- Land Use.



INTRODUCTION



This Land Use Plan is one of the Sustainable Development Plan's four supporting documents.

It is intended to:

- Identify the land, the uses and the facilities required to support the operation of an airport capable of handling 10 million of passengers annually and 1.2 million tonnes of cargo;
- Identify the principal elements of airport infrastructure and the sequencing of development;
- Set out a policy for the use and the development of airport land that is integrated with the Community, Economy and Surface Access and Environment Plans;
- Provide an up-to-date input to the preparation of the North West Leicestershire Core Strategy Local Plan; and
- Provide guidance and information to airport users, occupiers, developers, statutory agencies and the local community.

This Land Use Plan sets out the ambitions and the opportunities for East Midlands Airport, including forecasts of future growth. This Plan is set in the light of the scale of the current activity, the improving national economic prospects, changes in airline operations, the prospects for future growth and other developments in the local area. The Sustainable Development Plan documents were published as drafts in spring 2014. This provided an opportunity for a wide range of stakeholders to contribute to the Sustainable Development Plan and let us have their views. We are grateful to everyone who took the time to respond and to look at our plans.

We intend to keep the Sustainable Development Plan and the supporting developments up-to-date, so that they remain relevant and reflect the evolution and the development of the airport. We will follow the guidance in the 2013 Aviation Policy Framework, and this review will be undertaken at least every five years. We will also report on the progress in delivering our plans every two years.

EAST MIDLANDS AIRPORT

Flying operations began at what is now East Midlands Airport in 1916 and a more substantial aerodrome, RAF Castle Donington was developed during the Second World War. The commercial airport was developed by the County Councils of Leicestershire, Nottinghamshire and Derbyshire and the city councils of Derby and Nottingham, opening 1965.



In its first year the airport handled 118,305 passengers. East Midlands Airport passed the one million passengers a year mark in 1985, and in the following years, extensions and improvements were made to the airport's facilities. These included extensions to the passenger terminal, a new departures building and a new Control Tower that opened in 1999. By 2008 over 5.6 million passengers a year were using the Airport. Although affected by recession and structural changes in the airline industry, today East Midlands Airport is:

- The 11th busiest passenger airport in the UK handling 4,508,000 passengers in 2014;
- The UK's largest pure cargo airport handling 309,000 tonnes in 2014 and the 15th largest cargo airport in Europe; and
- The UK's major air mail hub
- The UK's leading airport for express freight, with three of the major global integrated freight airlines based at the airport.

The airport's passenger traffic base is dominated by the low-cost carriers, in particular Ryanair and Jet2. Both these airlines have grown their operations in recent years and serve a wide European network. The airport is also a major regional charter base with operations by Thomson and Thomas Cook. The airline and route development strategy for East Midlands Airport is to widen the carrier base and to develop routes and connections to key business destinations and European hubs that also offer feed into long-haul networks.

Aviation and the transport of passengers and goods by air is of national significance and great economic importance. Businesses across the East Midlands need international connectivity. The airport provides a wide range of leisure destinations and the global air freight connectivity provided by East Midlands Airport is a nationally important asset.

Almost all of the cargo throughput at East Midlands is carried on pure-freight aircraft. DHL is the largest operator with services to key hubs in the USA and in Europe. UPS also link to their hubs in the USA and Europe and TNT have a smaller operation with a link to Europe. The airport's cargo growth will continue to be largely driven by the express operators, although the airport will work to attract ad-hoc and scheduled cargo operations where it also has significant market strength.

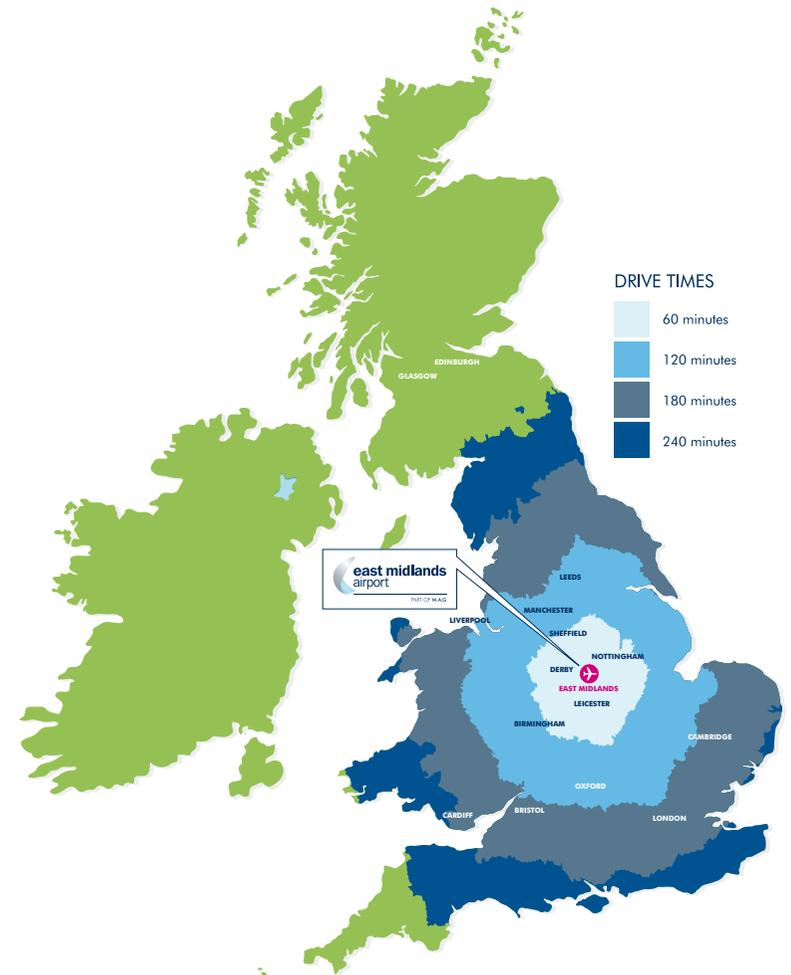
EAST MIDLANDS AIRPORT



The airport is in a strategic location in the centre of the UK with direct access on to the national motorway system (M1/A42/M42). This is a major benefit to the development of the passenger and the cargo business. There are 11.6 million people that live within a 90 minute drive of the airport. This is more than any other airport in the Midlands.

The airport's location and its accessibility is also the key to the success and the future growth of the air cargo market. East Midlands Airport is the main UK base for DHL and UPS, along with significant operations by TNT. It is also the major mail airport in the UK. The express freight and mail operators provide a range of UK and international delivery services carrying a wide range of items and products that are almost exclusively for business customers. The express freight operators provide an international next-day delivery service. This relies on the excellent surface access connectivity (90% of England and Wales is within a 4 hour (55mph) truck drive away from East Midlands Airport) along with the ability to operate aircraft at night.

The existing operational area of the Airport extends to some 445 hectares of land. The site is broadly rectangular in shape, bounded by the Donington Park to the west, the M1 Motorway to the east, fields to the north and the A453 to the south.



EAST MIDLANDS AIRPORT



There are six main functional zones on the airport site:

AIRFIELD – This is made up of the 2,893m (east-west) main runway, the parallel taxiway system to the south, on-site navigational aids, and the clear areas within the site for the runway’s protected surfaces which facilitate the safe operation of aircraft on and around the airfield. The airport’s runway and taxiways take up almost half of the total area of the airport site.

CENTRAL PASSENGER ZONE – This contains all of the main passenger-related facilities including the passenger terminal, an aircraft apron, areas of car parking, the public transport hub for buses and coaches, a petrol-filling station and access roads. The Central Passenger Zone also includes some of the airport’s support facilities including flight catering, two fuel farms, and vehicle maintenance. The Thistle Hotel is also within the Central Passenger Zone at the airport’s main entrance.

CARGO WEST – The DHL hub facility and its associated aircraft parking apron is the principal activity in the Cargo West zone. At the western end of the DHL facility are two of the airport’s long-stay car parks. There is land available for a major extension to the DHL hub.

CARGO EAST – UPS, TNT and Royal Mail have their operations at Cargo East and share the existing aircraft parking apron area. Also at Cargo East there are landside facilities that include the Air Cargo Village and a range of cargo office and warehouse units. There is land available for significant cargo development within Cargo East.

AIRCRAFT MAINTENANCE ZONE – This is a large area of land between the Central Passenger Zone and Cargo West. It contains a number of aircraft maintenance hangars that are of various sizes, along with aircraft apron. There is also some operational office accommodation and a flying school in this area. Most of the buildings are old and differences in ground level prevent the most efficient use of land. Other uses in the Aircraft Maintenance Zone include the main fuel farm, an airline flight training school (simulators) and some airport car parking.

PEGASUS BUSINESS PARK – this area is located in the south-east corner of the airport site and it contains a number of modern office buildings and three hotels (Radsson Blu, Premier Travel Inn and Holiday Inn Express). There is land available for the further commercial development in the Business Park.

FORECASTS

The airport prepares forecasts of future passenger, cargo and aircraft activity. These are used as a guide to the anticipated future scale of the airport and its activity. The forecasts are also used in the modelling of future environmental impacts, in particular aircraft noise.



Forecasts of the airport's passenger and cargo traffic were included in the previous Master Plan that was published in 2006. Since the 2006 forecasts were prepared, there have been substantial changes to the global economy and within the aviation industry.

These have included the global banking collapse and the subsequent recession, the substantial volatility in the world oil price and the most severe recession the UK has faced since the 1930's. All of these issues substantially changed the pace of economic growth and air traffic at airports across the UK including East Midlands.

The previous forecasts took as their base-line, an annual throughput of 4.28 million, the actual passenger levels for 2004. It was forecast that passenger throughput would grow to some 6.93 million by 2010 and reach 9.22 in 2016. Whilst passenger traffic grew to 5.6 million in 2008, the impact of recession resulted in passenger throughput falling. Also during this period the airport was particularly affected by the closure of the based low-cost airline bmibaby and the sale of the parent-company bmi. However over the period 2000 – 2012, annual passenger volumes grew at a combined annual growth rate of 5.1%. Traffic has recovered in 2012 – 2013 growing at around 10% over the year. This passenger growth is expected to be maintained as the UK economic emerges from recession and returns to growth.

In 2004, the airport handled 279,000 tonnes of cargo (freight and mail) and grew at a combined annual growth rate of 3.7%. The 2006 forecast was that this would increase to 723,000 tonnes by 2010 and to reach 1.2 million tonnes by 2016.

Since 2008, cargo growth has also been substantially lower than forecast. Cargo traffic reached 313,000 tonnes during 2011, but was also affected by the global recession. In contrast to passenger traffic, cargo throughput has not significantly declined and has been generally flat throughout the recession. Growth has now returned and it appears that the integrated cargo carriers that dominate the cargo market at East Midlands Airport have proved to be far more resilient during the recession than the general air freight market. This has resulted in the airport's cargo market-share increasing in recent years.

Given the recent economic turbulence in the economy and in the aviation industry, it is not surprising that the passenger and cargo traffic growth forecast in 2006 has not been realised. However growth over the long-term is expected to remain strong. This conclusion about the overall growth in UK air travel is shared by the UK Department for Transport in their national air transport forecasts (2013).

FORECASTS



The Department for Transport's forecasts for East Midlands Airport suggest that growth in passenger traffic will be slow over the period to 2030, 6.7 million passengers a year and to be in the region of 8.2 million passengers a year by 2040. The airport believes that there are important flaws in the model used by the Department for Transport to allocate traffic to individual airports and that East Midlands Airport can achieve stronger and faster growth than the Department for Transport predict. The Airports Commission has also produced forecasts for UK airports and it is considered that there is an opportunity for faster growth than these forecasts predict.



The airport's share of passenger traffic from its core catchment area (Nottinghamshire, Leicestershire and Derbyshire) has been growing. This has been as a result of the development of low-cost passenger services to destinations not offered at competitor airports. This provides an opportunity for East Midlands Airport to further increase the penetration into its own regional catchment as well as attracting more passengers from the neighbouring catchments of the West Midlands and South Yorkshire. The airport's forecasts used in this Sustainable Development Plan show that the airport could achieve a passenger throughput of 10 million passengers a year in the period 2030 -2040. This is a relatively cautious forecast with a combined annual growth rate of 3.4% over the period 2013-2040)

The airport's cargo forecasts assumes growth in the UK's total air freight demand, doubling from 2012 levels (2.3 million tonnes) to 4.4 million tonnes by 2040 (combined annual growth rate of 2.3%). It also assumes that East Midlands Airport's cargo continues to be carried on dedicated freight aircraft, and also that the integrated freight market will grow at a faster rate than the traditional freight market. The forecast for future cargo tonnage is for some 618,000 tonnes in 2035 and some 700,000 tonnes in 2040.

The airport's forecasts assume that the mail flight network and overall mail volumes will remain relatively unchanged from the current 35,000 tonnes as a result of structural changes to the mail market. This is as a result of the shift from letters to parcels.

The airport handled 62,852 air transport movements in 2014. This is made up of 36,171 passenger movements and 26,681 cargo movements. There were also 13,866 other aircraft movements that include business and general aviation, training flights and the flying school. Passenger air transport movements are expected to grow in line with passenger throughput as the future average aircraft size is likely to remain similar to the present. An airport of 10 million passengers is forecast to generate 70,000 annual passenger air transport movements.

Air cargo movements are expected to grow. In 2014 the airport handled 26,681 cargo movements (freight and mail), and by 2040 the number of cargo movements could grow to around 42,600. This reflects the growth of the integrated carriers and that the average freight load per cargo aircraft movement is predicted to increase from 14.4 tonnes in 2012 to 17.9 tonnes at 2040. This means that the growth in cargo aircraft movements will be at a slower rate than the growth in cargo tonnage.

OUR CONTEXT

FORECASTS



The bulk of the airport's air transport movements occur during the daytime (07:00 – 23:00). In 2014 there were 41,306 daytime (31,654 passenger and 9,652 cargo) and 21,546 (4,517 passenger and 17,029 cargo) night movements. The bulk of the passenger flights are expected to remain during the daytime, although a number of aircraft arrive in the late evening between 23:00 and midnight. There are also a number of passenger aircraft departures before 07:00 in the morning. The majority of the cargo movements are expected to operate during the late evening and at night. The future split of daytime and night flights is expected to be similar to that of today. The forecasts of future aircraft movements have been used in the modelling of the airport's noise impact, and the future noise contour areas. This is included in the Environment Plan, part of the Sustainable Development Plan.

The Sustainable Development Plan and this Land Use Plan seek to ensure that the airport is planned in the most efficient way to develop to its full capability. The air traffic forecasts that have been prepared provide a helpful context to identify the potential long-term scale of the airport, and to inform the development of the plan. The forecasts are not intended to be seen as targets, and given their long-term nature they will be reported and updated as part of the future reviews. A comparison of the airport's forecasts and those prepared by the Department for Transport will be included in future reports on the Sustainable Development Plan's progress. Reports on the airport's passenger, cargo and aircraft movements will continue to be prepared for the Independent Consultative Committee.



AIRPORT CAPACITY

Whilst annual passenger forecasts are widely used to give an indication of the overall scale of airport activity and future growth, when considering key airport infrastructure, the hourly capacity and capability is a much better way of identifying future land and facility requirements. This approach also makes sure that efficiency measures are a key consideration.



The principal drivers of airport capacity are:

- Local airspace capacity;
- Runway capacity;
- Apron capacity;
- Terminal capacity; and
- Surface access capacity (including car parking)

The trigger for additional capacity is derived from an annual passenger, cargo or aircraft throughput but more particularly the number of passengers, packages or aircraft expected to pass through the airport in a typical busy hour. The airport's passenger throughput is particularly peaked, both on an annual basis and across the day. There is a substantial summer peak, and the daily traffic profile shows a concentration of passenger departures in the morning peak-hour (07:00 – 08:00). By spreading this peak, the airport will be able to make a greater and a more efficient use of its existing and future facilities. This will help contain the overall scale of the passenger facilities as well as minimising some of the environmental effects associated with the Airport's growth.

East Midlands is a slot co-ordinated airport (Level 2) where there is an informal co-ordination process in place. This is to enable efficient airline operations and the most effective use of airport capacity, particularly during the peak hours in the morning and the evening

THE LOCAL AREA

East Midlands Airport is in Leicestershire, around 14 miles from Nottingham city centre, 14 miles from Derby and 19 miles from Leicester. The site is within the district of North West Leicestershire but very close to the county boundaries of Derbyshire and Nottinghamshire. The area around the Airport is predominantly rural with a number of villages close to the site.



Diseworth lies to the south, Melbourne to the west, Castle Donington to the north and Kegworth to the east. The area has very good surface access links with the M1 lying to the immediate east of the airport site and the A50 to the north and the A42 to the south.

The East Midlands and North West Leicestershire in particular have significant strengths in transport, logistics and distribution. The airport is the largest single employment site in Leicestershire and the immediate area has the potential for the development of an economic cluster that is focussed on transport and distribution.

The Leicester & Leicestershire Strategic Economic Plan identifies the five Growth Areas within Leicestershire. The East Midlands Enterprise Gateway is centred on the airport. This recognises the unique central location for air passenger, air cargo, rail and road transport along with their key support activities. There are several businesses that are driving economic and employment growth in this area. These include the airport, Donington Park, Marks & Spencer (at the East Midlands Distribution Centre) and DHL on the airport site. Proposals are also being developed for a major Strategic Rail Freight Interchange immediately to the north of the airport within the Enterprise Gateway area.

The East Midlands Distribution Centre lies to the north of Castle Donington just to the south of the A50. This is a large area of land on the site of the former Castle Donington Power Station. The site benefits from both rail and road access. M&S are the first major occupier on the site with a major distribution warehouse. It capitalises on the accessibility of the area and could ultimately provide some 2,000 jobs. Donington Park to the immediate west of the airport is an important employment and tourism asset.

The area to the north east of the airport, between Castle Donington and the M1 has been identified as the East Midlands Gateway Strategic Rail Freight Interchange. Plans are being developed to deliver a rail freight terminal that is capable of providing up to 6 million square feet of large-scale warehousing. The development also includes local highway improvements including works at M1 Junction 24 and the construction of a Kegworth by-pass. An application as a Nationally Significant Infrastructure Project was made in 2014 and a decision on the proposal is expected in early 2016. The airport will continue to work with developers, other major local operators and key stakeholders, including North West Leicestershire Council and the Local Enterprise Partnership to help realise the economic and employment benefits to the East Midlands Enterprise Gateway area.

NATIONAL POLICY

The Sustainable Development Plan sets out the strategic context for the airport's long-term development. There are a number of national and local policies that influence this Sustainable Development Plan. This section considers the policy framework that is related to aviation growth land use and development.



The principal statement of national airport policy is set out in the Aviation Policy Framework that was published in March 2013. This replaces The Future of Air Transport White Paper (2003). The Future of Air Transport White Paper recognised that the provision of adequate airport infrastructure and capacity is important for national competitiveness, regional development and for people's ability to travel quickly, easily and affordably. It provided a strategic framework for growth and development at the UK's airports, and it also encouraged airport operators to prepare master plan and surface access documents to show how national policy could be implemented at an individual airport level. The Future of Air Transport White Paper recognised the importance of air freight to the national and regional economy and East Midlands Airport as the centre of these operations. The expansion of air freight operations should be permitted but accompanied by stringent controls on night noise. The airport's noise controls are detailed in the Environment Plan and the Noise Action Plan.

The Aviation Policy Framework (2013) recognises the benefits of aviation and sets a primary objective to achieve long-term economic growth and as aviation is a major contributor to the economy, its growth is supported in a framework that maintains a balance between aviation benefits and costs; particularly the contribution towards climate change and noise. Other main objectives in the Aviation Policy Framework are:

- To ensure that the UK's air links continue to make it one of the best connected countries in the world;
- To ensure that the aviation industry makes a significant and cost-effective contribution towards reducing global emissions;
- To limit and where possible reduce the number of people significantly affected by aircraft noise; and
- To encourage the aviation industry and local stakeholders to streamline the ways that they work together.

The Aviation Policy Framework continues to recommend that airport operators continue to produce master plans and that they are updated at least once every five years. The master plan does not have a statutory status but the Aviation Policy Framework is clear that they should enable the future development of the Airport to be considered in the development of local plans, to provide transparency and to contribute to the plans of others.

NATIONAL POLICY



The Government has appointed Sir Howard Davies to lead a rigorous and independent review of the options, scale and timing of any requirements for additional capacity to maintain the UK's status as Europe's most important aviation hub. The Commission will identify how any additional capacity can be provided in the short, medium and long-term. The Commission published an interim report to Government in December 2013 that set out the evidence and the measures needed to maintain the UK's global hub status and its recommendations to make the best use of existing runway capacity. The interim report identified options for the development of additional runway capacity in the South East. The report also recognised the role of East Midlands Airport as the UK's busiest cargo airport after Heathrow. The Commission published a further report recommending that detailed consideration be given to new runway options at Heathrow and at Gatwick.

During the summer of 2015, it is expected that the Commission will publish its final report that will contain; an assessment of the options for meeting the UK's connectivity needs; recommendations on the optimum approach to meeting any need; recommendations for ensuring the need is met as expeditiously as possible; and the material to support the preparation of a National Policy Statement to accelerate the resolution of any future planning application(s).

The UK's first National Infrastructure Plan was published in 2010 with the latest update published in 2014. It recognises that investment in national infrastructure is essential for the future growth and productivity of the UK economy and it aims to provide an effective plan for the medium term across all infrastructure sectors. It seeks to mobilise finance and funding for investment in infrastructure and aims to ensure the delivery of infrastructure identified in the Plan.

High quality infrastructure boosts productivity and competitiveness. It allows business to grow and enabling them to reach suppliers; deepen labour and product markets; collaborate and innovate; and attract inward investment. The 2014 Infrastructure Plan recognises the importance of maximising the capacity and connectivity of existing UK airport infrastructure. This includes:

- Encouraging a programme of private investment at airports across the UK;
- Optimising existing capacity through the adoption of innovative operational approaches and the use of new technology; and
- Taking action to improve the quality of surface access links to existing airports.

NATIONAL POLICY



The National Planning Policy Framework was published by the Government in March 2012. It replaces and consolidates all Planning Policy Guidance and Policy Statements to form a single national guidance note for Local Planning Authorities and decision-makers when drawing up local plans and determining planning applications. The National Planning Policy Framework introduces twelve core principles for the planning system that are:

- It is genuinely plan-led;
- Creative in finding ways to enhance and improve places;
- Proactively drives and supports sustainable economic development;
- Seeks to secure high quality design and a good standard of amenity;
- Takes account of local character and circumstances;
- Supports the transition to a low-carbon future;
- Contributes to conserving and enhancing the natural environment and reducing pollution;
- Encourages the effective use of land;
- Promotes mixed-use developments and encourages multiple benefits from the use of land in urban and rural areas;
- Conserves heritage assets;
- Actively manages patterns of growth to make the fullest use of public transport, walking and cycling; and
- Takes account of local strategies to improve health, social and cultural well-being for all.

The National Planning Policy Framework also identifies a presumption in favour of sustainable development. There are three dimensions to sustainable development; an economic role; a social role; and an environmental role. These should not be seen in isolation as economic growth can contribute to higher environmental standards. The presumption in favour of sustainable development means that Local Planning Authorities should positively seek opportunities to meet the development needs of their area, and approve development proposals that accord with the development plan without delay. This does not change the status of the development plan as the starting point for making planning decisions, and development plans must have regard to the themes set out in the National Planning Policy Framework.

LOCAL PLANNING POLICY

The airport site is within the District of North West Leicestershire. The North West Leicestershire Local Plan was adopted in August 2002 and set out the planning policies for the local area. The Local Plan supported airport development within an identified Operational Area to accommodate growth with major built development being directed towards the Central Passenger Zone and land at the Pegasus Business Park.



The Local Plan also sought to control the impact of the airport on the local road network and to ensure that the environmental impact of the airport's operation and future growth being kept to an acceptable minimum.

The North West Leicestershire Core Strategy which was to partly replace the Local Plan was submitted in June 2013. Following advice from the Planning Inspectorate, the District Council agreed to withdraw the Core Strategy in October 2013 (in relation to housing policy). The Council is now preparing revised proposals and it is expected that the new Core Strategy Local Plan will be adopted by the end of 2016.

The 2013 draft Core Strategy recognised the national significance of East Midlands Airport for its passenger and cargo services, but that there is also the potential for global and local environmental concerns that need to be addressed. The Core Strategy included a number of Strategic Objectives that were intended to respond to the key challenges facing the District.

The Strategic Objectives that are related to the operation and development of the airport were:

- Improve economic prosperity and employment opportunities;
- Provide for the growth of passenger and freight operations at East Midlands Airport having regard to improving access by sustainable transport modes and impact on the environment;
- Enhance the vitality and viability of the District's town and local centres, with a particular focus on the regeneration of Coalville, in ways that help meet consumer needs;
- Support the sustainable growth of the rural economy, particularly tourism, leisure and the diversification of agricultural businesses;
- Improve access to services and facilities including jobs, shops, education, sport and recreation, green space, communication networks, health and social care;
- Reduce congestion, reduce the need to travel by private car whilst increasing the use of sustainable transport modes;
- Prepare for, limit and adapt to climate change;
- Reduce the risk of flooding and avoid development in areas subject to flooding;
- Protect and enhance landscape character and the quality of the natural environment;
- Achieve high quality and inclusive design;
- Reduce the amount of waste produced and protect and manage the use of natural resources; and
- Reinforce the character and local distinctiveness of the District and its communities.

LOCAL PLANNING POLICY



The 2013 draft Core Strategy sought to provide for the airport's growth in Policy CS3.

The Council will provide for the operational growth of East Midlands Airport whilst having regard to its impact on local communities and the wider environment, and the need to increase the number of employees and visitors travelling to the airport by means other than the private car:

- A. New development within the boundaries of the airport, as defined on the Proposals map, will be restricted to airport operational uses only, including:
 - i) Operational Facilities and infrastructure;
 - ii) Passenger and terminal facilities;
 - iii) Cargo facilities and infrastructure;
 - iv) Airport ancillary infrastructure;
 - v) Landscape works; and
 - vi) Internal highways and associated infrastructure.
- B. Noise-sensitive development, particularly housing, will be resisted where it can be demonstrated that the noise levels associated with the airport would be detrimental to the occupiers or users of any such development.

C. Seek to ensure that any new operational development should minimise its impact upon the environment (including making appropriate provision for renewable energy) and the local highway network.

D. Work with the airport and other partners to seek to maximise accessibility to the airport, particularly from Priority Neighbourhoods, by public transport and other sustainable means of travel in preference to the use of the car. This would include implementing and periodically reviewing the existing airport Surface access strategy and the preparation of Green Travel Plans in support of planning applications.

E. Work with the airport and other partners, including local communities, to seek to minimise the environmental impact (including noise) of operations at and connected with the airport.

F. Any further consideration or development at the airport related to night flights will require the application of stringent controls over night-time noise.

The draft Core Strategy also included policies relating to Aerodrome Safeguarding and Public Safety Zones. These policies were 'saved' from the 2002 North West Leicestershire Local Plan.

LOCAL PLANNING POLICY



Other surrounding local authorities are at different stages in the preparation of their local plans. These authorities include the counties of Leicestershire, Nottinghamshire and Derbyshire, the city councils of Nottingham, Derby and Leicester and the local district authorities of South Derbyshire, Erewash, Broxtowe, Rushcliffe, Melton and Charnwood. The airport looks to contribute to the preparation of the plans of these authorities, promoting the economic development and transport opportunities that the airport brings as well providing guidance on how to deal with airport-related development, protection of noise-sensitive uses, and aerodrome safeguarding.

Bird strikes are a major hazard to aviation. In the vicinity of an airport certain types of mineral and waste development can increase the level of bird activity and the risk of bird strikes. Proposals that may increase bird activity include facilities for household or commercial waste, such as landfills, and proposals for the operation, restoration or reuse of mineral sites that include landscaping or the creation of water bodies. In order to protect aerodromes against these hazards, local planning authorities are required to consult the airport on proposed developments that have the potential to attract birds within a 13 kilometre radius of the safeguarded aerodrome.

We will work with Derbyshire County Council, Leicestershire County Council and Nottinghamshire County Council as the mineral and waste planning authorities to guard against new or increased bird hazards caused by development and where appropriate to provide guidance on aerodrome safeguarding as part of the local plan process.

DEVELOPMENT CONTROL



AERODROME SAFEGUARDING

Major civil aerodromes, because of their importance to the UK air traffic system are protected through a process known as aerodrome safeguarding which functions through the planning system. Local Planning Authorities are required to consult the safeguarded aerodrome on those developments that could potentially affect the safety of aircraft and air traffic control operations. These developments can include the construction of tall structures in areas around the airport, developments that have the potential to attract birds (including pond creation, landscaping schemes and mineral extraction), and wind turbines and wind farms (within a 30km radius of the airport) that can interfere with radar and navigation systems. Large scale solar arrays have the potential to cause glare and require assessment in relation to aircraft operations in the area around the airport.

Guidance on aerodrome safeguarding is set out in ODPM Circular 1/2003 that details the process and the consultation requirements that are required by the local planning authority and the airport. Further guidance on the aerodrome safeguarding process for local authorities and developers can be obtained from safeguarding@eastmidlandsairport.com

Aerodrome safeguarding is undertaken by East Midlands Airport. It is an important part of the CAA's aerodrome licensing process, and in carrying out this duty, the airport will continue to ensure that the safety of airport and air traffic control operations, and ultimately public safety is not compromised.

PUBLIC SAFETY ZONES

Public Safety Zones are designated areas of land at the end of the runways at the UK's major airports within which development is restricted. This is to control any increases in the number of people living working or congregating in these areas. Government advice is set out in DfT Circular 01/2010 and is designed to prevent new developments that would result in a significant increase in the number of people living, working or congregating in the areas and that over time existing numbers should reduce. The airport's Public Safety Zones extend over part of Donington Park to the west and a small area on the southern edge of Kegworth. The airport will continue to work with North West Leicestershire District Council to ensure that Public Safety Zone policy is included in emerging development management policy and in informing planning decisions.

It is envisaged that the extent of the Public Safety Zones may be reviewed to reflect changes in aircraft technology and changes in the numbers of aircraft movements. Should there be a requirement for a review of the Public Safety Zones the airport will work closely with the Civil Aviation Authority and the Department for Transport.

DEVELOPMENT CONTROL



NOISE SENSITIVE DEVELOPMENT

The National Planning Policy Framework outlines the considerations that Local Planning Authorities should take into account when making planning policy or determining applications for noise sensitive developments. There should be an aim to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new development and through the use of planning conditions. The National Planning Policy Framework also recognises that development will often create some noise and existing businesses should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established. The airport will continue to provide details of the areas affected by aircraft noise and respond to local planning applications to ensure that adequate noise protection is provided in new developments.

PLANNING AGREEMENT

As part of the approval of the planning application to extend the airport's runway, the Airport entered into a unilateral undertaking (Section 106 of the Town and Country Planning Act) that details the provisions of the Sound Insulation Grant Scheme. In addition the planning consent for the runway development includes a condition that an Environmental Management Plan be agreed by the local planning authority that sets out the airport's environmental controls, mitigation measures and the extent of the airport's night noise contour. These are described in the Environment Plan.



AIRFIELD

This part of the Sustainable Development Plan considers the various categories of land use across the airport site. It seeks to anticipate the long-term likely changes and identifies major development proposals.



The airport will look to provide facilities that meet the needs and the aspirations of customers – passengers, airlines, cargo operators and on-site businesses – whilst at the same time minimising the impact of growth on the airport’s neighbours.

The airport has a highly capable runway (09/27) and a full-length parallel taxiway network. The runway has a paved length of 2,893 metres and is 46 metres wide and has the capability of handling a range of wide-bodied aircraft including Boeing 747-8, Airbus 380 and the AN-225 aircraft operating non-scheduled flights. The runway is served by sophisticated airfield navigation and air traffic control systems. These include a CAT IIIB Instrument Landing System for aircraft arriving from the east and landing on Runway 27.

The existing runway has the capability and the capacity to handle long-haul passenger and cargo operations. The capacity of an airport’s runway is determined and expressed as the number of aircraft that can be handled per hour. This takes account of the airfield layout, the availability of taxiways and runway entry / exit points and local airspace and air traffic control procedures. The capacity of the East Midlands Airport runway is estimated to be between 34-36 runway movements per hour. This provides the airport with sufficient runway capacity for the foreseeable future and

will be more than sufficient to accommodate an airport of a scale to handle 10 million passengers and 1.2 million tonnes of cargo annually. There are therefore no plans for the development of a second runway within the planning horizon covered by this Master Plan (2040).

Planning permission was granted by North West Leicestershire District Council in 2011 for the construction of 190 metre extensions to the runway. This would increase the available runway length for departing aircraft to 3,083 metres. The ability to handle the future growth in passenger and cargo traffic does not depend on the construction of the runway extension, but it could bring payload / range benefits to the operators of the largest long-haul aircraft. The increase in runway length would also allow the westward displacement of the landing threshold for Runway 27 which would increase the height of aircraft overflying Kegworth. The runway extension would also have some noise and air quality benefits by allowing most departing aircraft to use lower thrust settings on take-off. The runway extension works (with the exception of minor changes to the approach lighting) can be undertaken within the existing airport boundary.

The planning consent for the runway extension if not implemented or formally commenced, expires in February 2016. Although the airport’s current traffic does not require an extended runway, it is proposed to take the opportunity presented by planned runway refurbishment works to implement some aspects of the planning permission and to formally take up the consent. These initial works are expected to extend the distance available for departing aircraft by 30 metres.

AIRFIELD



The measures to formally commence the runway development will be agreed with North West Leicestershire District Council. This process will trigger a number of environmental and community obligations that include legally formalising the Sound Insulation Grant Scheme, setting the night noise envelope and requiring the submission to the Local Planning Authority of an Environmental Management Plan. This will include an annual report on the airport's environmental programme and aircraft noise controls.

A network of taxiways linking the passenger and cargo terminals with the runway is crucial to the safe and the efficient operation of the airport. The taxiway layout is governed by the geography of the site, airfield safety requirements and international standards. An efficient taxiway network is an important factor in determining the overall runway capacity and limiting the environmental impact by reducing aircraft holding or runway occupancy times. Improvements to the taxiway layout will include; the installation of Rapid Access/Exit Taxiways in both runway directions, the construction of aircraft holding/passing bays at the eastern end of the runway and additional runway entry points to improve the sequencing of aircraft departures.

East Midlands Airport will remain a single runway airport, so therefore there is a risk to airfield operations when there is a requirement for scheduled or emergency runway maintenance. At airports that are predominantly passenger airports, it is possible to undertake maintenance works at night. This is more disruptive at East Midlands because of the substantial night cargo operation. Busy single runway airports have contingency plans to use a taxiway as an emergency runway. It is not possible to use the existing parallel taxiway as an emergency runway due to its proximity to existing buildings/aircraft parking aprons.

Contingency plans to maintain runway operations during periods of maintenance will be considered during the period of this Master Plan. A major project to resurface the runway is to be undertaken during 2016. Consultation with key stakeholders about the resurfacing works will take place during 2015 and 2016.



RUNWAY AND TAXIWAYS

- The airfield will continue to be designed and operated to meet the standards and requirements of the Civil Aviation Authority;
- There are no proposals to bring forward any plans for a second runway;
- The implementation of the planning consent (granted in 2011) for a 190 metre extension to the runway will be formally commenced before its expiry in February 2016;
- Additional Rapid Access/Exit Taxiways, aircraft passing bays and runway entry points will be developed to incrementally increase the capability/capacity of the runway; and
- Contingency plans to protect the airport's operation for times when the runway is closed and requires maintenance will be developed. A major project to resurface the runway will be undertaken in 2016.

APRON

As the airport has developed, additional apron capacity has been provided. This has reflected the growth in passenger services and also the development of cargo operations. The airport's apron is split into three distinct areas – the Central Passenger Apron, Cargo West and Cargo East.



Airfield safety influences aircraft parking positions and sets out the dimensions for taxiways/taxilanes and for aircraft stands. These requirements are overseen by the Civil Aviation Authority and a range of aircraft parking stands will need to be provided to accommodate all of the different types of aircraft that operate from the airport.

The best way of enhancing apron capacity is to maximise the use of existing areas. Because of the geography of the site and the characteristics of the operations at East Midlands, it is not easy for passenger and cargo aircraft to share aircraft stands. This is because the DHL hub in Cargo West is remote from the passenger terminal and also because the passenger aircraft are parked overnight at the airport, the time when the cargo operators need to use the aircraft parking positions.

The Airport has 25 to 27 aircraft parking stands on the Central Passenger Apron depending on aircraft size. There are 14 stands that are directly served from the Terminal and 12 remote stands that require passengers to be bussed to and from the aircraft. Additional apron capacity has been built to the west of the Central Passenger Apron in recent years. There are 15 to 17 multi-use stands at Cargo West and a further 9 to 12 multi-use stands at Cargo East.

Additional apron capacity will be required as the airport develops its capacity to handle some 10 million passengers and 1.2 million tonnes of cargo. Assessments of future apron demand have been carried out, and there is a need to provide an additional 10 (Code C) aircraft stands that have direct access to and from the passenger terminal. These stands to serve passenger aircraft can be provided to the east of Central Passenger Apron (on land presently used for the UPS Cargo Hub and the Airport's Fire Station). Additional apron can also be provided as a southern extension of the Central West Apron on land that is currently used for passenger car parking. In total there is a requirement for 48 passenger aircraft stands to provide a capacity for 10 million passengers a year.

Additional cargo apron will be developed as an extension to the apron at both Cargo East and Cargo West. The cargo apron stands need to be capable of handling much larger aircraft than the passenger apron and there will need to be a minimum of seven additional cargo stands provided including the ability to regularly park aircraft up to Code F (Boeing 747-8F) size.

Apron development for both passengers and cargo will displace existing uses including passenger car parking, the UPS Hub building and the airport's Fire Station.

OUR LAND USE PROPOSALS

APRON



APRON

- Additional apron capacity will be provided within the Central Passenger Zone – to the east and to the south of the existing apron;
- Additional cargo apron will be developed in both Cargo East and Cargo West;
- Provision will be made for cargo apron development that enables the airport to regularly accommodate large Code E/F aircraft types; and
- To maximise efficiency, some existing uses, including passenger car parking will be displaced to enable apron development.



PASSENGER TERMINAL

The airport's passenger terminal dates back to the 1960's and has been incrementally developed over the years. The major extensions have included a check-in hall and baggage area in the 1990's, a new pier, and extensions to Arrivals and improvements to the public transport facilities.



In 2014 work was completed on a new Security Search area and improvements to the airside Departure Lounge. These, and future planned works are intended to continue to improve the passenger experience, meet the developing needs of the passenger airlines and to meet changing regulatory and security requirements.

The operations of the low-cost airlines have driven the passenger growth at the airport and this is forecast to continue. These carriers have driven change in the airline industry and have changed the airport passenger process. These have included evolutions in on-line check-in requiring bag-drops rather than traditional desks. In addition aviation security requirements, in particular the screening of departing passengers have changed substantially. It is therefore important that the Airport's facilities keep pace with change, but also that new developments need to be flexible to meet future requirements.

The terminal has an annual capacity of around 6 million passengers a year. It is of a single-storey with the short-stay car park to the front. There are 52 check-in desks and a number of common-user self-service check-in machines have been installed. Overall the terminal has the capacity to process some 1,800 departing passengers per hour. This is consistent with the overall annual capacity of the terminal. The new Security Search area has improved the overall passenger

experience and increased the speed that passengers can be processed. There are 14 gates in the central departure lounge and an additional 5 gates on the western pier. The Arrivals area has an hourly capacity of approximately 1,000 passengers an hour which equates to an annual capacity of around 5 million a year. Works to provide additional Arrivals capacity will be required in the short-term.

Further development of the airport's passenger terminal facilities will be required for the airport to have the capability to handle up to 10 million passengers a year. This will require a substantial extension and the remodelling of the existing passenger terminal building. This work will need to be flexible to cater for the changing customer and operational requirements.

In order to handle passenger volumes of up to 10 million a year there is a need to provide additional terminal floor-space, increasing from 32,000 sq metres to some 75,000 sq metres. This area, where appropriate, will be provided over two levels to segregate arrivals and departures and to reduce the overall footprint of the terminal building. Additional passenger processing capacity will be required. This will include additional check-desks, additional security lanes, departure gates (potentially provided by an extension to the existing pier to the south) and additional border-control desks (in Arrivals), baggage reclaim belts and baggage handling areas. This additional terminal floor-space can be developed on land to the south and to the west of the existing terminal and also to the east of Arrivals. Most of this land is currently used for passenger car parking that will be re-provided elsewhere on the airport site.

PASSENGER TERMINAL



In considering future terminal capacity requirements and development proposals, opportunities for the utilisation of new technologies and new processes will be fully explored. This is to enhance the passenger experience, control development costs and to future-proof the development. In addition measures will be investigated to where possible, spread the passenger flows outside a main morning peak to ensure a better utilisation of airport capacity across the day.

As the terminal development works are undertaken consideration will be given to the internal road network to ensure that it meets the needs of passengers, visitors and public transport operators.



PASSENGER TERMINAL

- Future terminal development will be focused on the re-configuration and major extensions to the existing passenger terminal;
- Proposals will be brought forward to increase the passenger terminal floorspace;
- The use of new technologies and new processes will be fully explored and incorporated into any future terminal development; and
- Land will be safeguarded for terminal extensions to the south, the west and to the east of the existing building.

CARGO

East Midlands Airport plays a national role as the UK's largest express freight hub and is second only to London Heathrow in terms of flown cargo handling some 309,000 tonnes in 2014.



The Airport is the UK hub for DHL and for UPS with significant operations from TNT and Royal Mail. Express freight services are an increasingly important economic sector and make a vital contribution to the UK's overall economic competitiveness. Further details on the regional economic impact of the airport are included in the Economy & Surface Access Plan

It is the cargo operators that drive and influence the development of air cargo facilities. These are the units where freight and mail is sorted and transferred from road to air or from air to road. The airport's cargo buildings are not conventional warehouses, they incorporate sophisticated handling and sortation systems, and the goods that they handle are rarely stored for more than a few hours.

The cargo buildings are either operated in-house by an airline, an integrated carrier such as DHL, UPS or Royal Mail. Third party cargo operators either make use of the large units or they utilise the facilities in the Transit Sheds in Cargo East. The third party operators only have a limited number of services at the airport, but they play an important role in attracting non-integrated, mainly long-haul daytime freight traffic. These operations generally carry large high value loads on dedicated freight aircraft and can include aircraft engines, machine parts and other goods.

It will be the integrated carriers that will continue to drive the growth in the airport's cargo operations and overall cargo volumes. The principal capacity developments will be for the integrated carriers and the facility requirements will be driven by their growth rather than by air cargo forecasts.

The integrated carriers' cargo facilities are sized to handle a peak hourly package throughput, but can vary in scale depending on the sortation systems and the level of automation in the building. Land has been reserved for the further development of the DHL Hub building at Cargo West and land will also be safeguarded for a second major integrator hub in Cargo East.

The DHL Hub building opened in 2000 and it was always intended that the site would be developed in phases. Land continues to be available for phased development on the western side of the building. This gives the opportunity for additional parcel handling facilities and associated support services. Additional vehicle loading and unloading areas may be required. There will be a need for the consolidation of some of the Hub's associated staff car parking and the relocation of some passenger car parking elsewhere on the airport. It is expected that the proposals for the extension of the DHL will be brought forward and a planning application made to North West Leicestershire District Council during 2015.

Land will be reserved for the development of an integrator hub at Cargo East on land between the Pegasus Business Park and the runway/taxiway. This will enable the development of additional apron to serve the new hub operation. The building will be of a significant scale and will provide for the sortation systems required by the integrated carriers and also landside vehicle access for vans and for HGV's.

OUR LAND USE PROPOSALS

CARGO



Opportunities will be identified for incremental redevelopment and improvements to the existing Transit Sheds in Cargo East. A site for new cargo development, to the east of the current Royal Mail hub, will also be reserved. These development schemes will be made on a case by case basis and in response to operators' requirements.

TARGETS

CARGO TERMINAL

- Land will be reserved and proposals brought forward for a major extension to the DHL Hub building in Cargo West;
- Land will be safeguarded for the development of an airline integrator freight building and associated apron and vehicle infrastructure in Cargo East;
- Land will be safeguarded for a new cargo development to the east of the current Royal Mail facility; and
- Improvements to cargo Transit Shed and associated support infrastructure will be brought forward and considered on a case-by-case basis and in response to operator demands.



OTHER OPERATIONAL FACILITIES



The airport provides for a range of ancillary and support uses. These can include essential operational services such as the Fire Station, security search, fuel farms etc, but also ancillary services such as flight catering, crew training, and motor transport. These activities are not major users of land and will continue to be accommodated. They are part of the range of facilities and services that are expected at a significant international airport.

AIRCRAFT MAINTENANCE

Aircraft maintenance is an important part of an airline's operation and can be a key activity at some airports. Aircraft maintenance has historically been an important part of the operation of East Midlands Airport however this market has changed significantly in recent years. This has been as a result of the closure of the bmi operation, but also UK aircraft maintenance companies facing severe competitive pressure from international maintenance companies.

The Aircraft Maintenance Zone is to the west of the Central Passenger Zone and contains a number of aircraft hangars of various sizes. The largest hangar is the one previously occupied by bmi. The demand for old maintenance facilities has waned over recent years, principally because of the availability of modern facilities elsewhere and cheaper labour costs in certain parts of Europe.

Given the age and the condition of the majority of the hangars on-site, opportunities will be sought to refurbish and replace elements for the maintenance facilities to serve existing and future operators. Technical activities such as aircraft painting, are likely to expand and there currently are two hangars dedicated to this activity. There is also the potential for the redevelopment of the southern part of the Maintenance Zone to provide additional passenger apron capacity.

TARGET

AIRCRAFT MAINTENANCE

- Whilst reduced in scale, aircraft maintenance activities will be retained, and will be focussed towards ensuring the commercial, economic and employment sustainability of the airport operation.

OTHER OPERATIONAL FACILITIES



FIRE AND RESCUE

The airport is required to provide Fire and Rescue services that are appropriate to the aerodrome and the types of aircraft that use it. The Fire and Rescue service requirements are set out in the CAA's aerodrome licensing requirements. The airport provides a Rescue and Firefighting service to CAA Category A7. Fire cover can be provided up to Category A9 (B747 aircraft on request).

The airport's Fire Station must be located so that the Fire Service can reach all parts of the airfield within a set response time. This means that a central location on the airport site is required. The Fire Station is located immediately to the east of the Central Passenger Apron in the centre of the airfield. In the long-term there is the potential to relocate the Fire Station to the north side of the runway to enable the development of additional aircraft stands at the current location.

The Fire Service requires regular access to training equipment. The Fire Training Ground is on the north side of the airfield. The Training Ground will continue to be equipped to meet CAA Licensing requirements and to provide for higher environmental standards.

The airport's Fire Service provides fire cover for the airfield and will respond to fire calls from the passenger terminal and other core parts of the airport. The fire cover for large areas of the airport site including Pegasus Business Park is provided by Leicestershire Fire and Rescue Service. A local fire station has been established in Cargo East that serves the landside areas of the airport and the surrounding community including Kegworth and Castle Donington.



FIRE AND RESCUE

- Land will be reserved on the north side of the airfield for the long-term relocation of the Airport Fire Station; and
- The Fire Training Ground will continue to be maintained to ensure compliance with the CAA's and environmental standards.

OUR LAND USE PROPOSALS

OTHER OPERATIONAL FACILITIES



AIR TRAFFIC CONTROL AND NAVIGATIONAL AIDS

The airport's Air Traffic Control facility is located within the control tower that was opened in 1999. This is a modern facility that will provide for the long-term development and operation of the Airport. The airport requires a range of radar and navigation facilities which are mainly located within the airfield.

The airport's primary radar is on the north side of the runway. This equipment is expected to be replaced and a site close to the existing radar will be safeguarded for this use. Should the runway extension works be undertaken, there will be need to relocate some of the approach lighting. This will mainly be at the eastern end and largely take place within the airfield.

There is a requirement to safeguard the airport's air traffic control equipment from interference particularly from wind turbines. The process of aerodrome safeguarding is described earlier in this Land Use Plan and is to ensure the safety of aircraft, airport, and air traffic control operations.



AIR TRAFFIC CONTROL

- A site will be safeguarded within the airfield, and on the north side of the runway for the installation of a new primary radar.



OTHER OPERATIONAL FACILITIES



AIRCRAFT FUEL

The principal Fuel Farm is located within the Aircraft Maintenance Zone and operated by Valero. The site provides storage tanks and parking areas for fuel bowzers and other equipment. The site currently does not have direct apron access and fuel bowzers have to use the internal road system to access the airfield security gates.

In the longer term, with the development of additional passenger apron adjacent to the Fuel Farm, opportunities for fuel vehicles to remain airside to be fuelled will be investigated.

There are two other Fuel Farms located on the southern side of the Central Passenger Zone. These could be relocated as part of the redevelopment of the Terminal and the Short-Stay Car Park area.



AIRCRAFT FUEL

- Land will be reserved for the extension to the Fuel Farm in the Aircraft Maintenance Zone and for the relocation of the Fuel Farms presently in the Central Passenger Zone

FLIGHT CATERING

The Flight Catering facility is in the Central Passenger Zone. The unit is currently served from a larger facility in Birmingham. The in-flight catering market has changed significantly in recent years. This is because of the reduced catering requirements of the low-cost carriers and changes to the airport's airline base. Land will be provided within the airport site for the relocation of the Flight Catering Unit as a result of redevelopments in the Central Passenger Zone.



FLIGHT CATERING

- Land will continue to be provided for small-scale in-flight catering facilities to service the needs of the airlines operating from the airport.

OPERATIONAL ACCOMMODATION

There is a need to provide facilities for a range of functions that are needed to keep the airport operational, safe and secure. These uses generally require a location that has direct access to the airfield or is within the Central Passenger Zone.



Operational uses include:

- Security, Policing and Border Control;
- Accommodation, parking and storage of airfield equipment; and
- Vehicle and equipment maintenance.

Improvements to the passenger security area were completed in 2014. This has provided an improvement to the passenger experience and enabled the airport to meet the Department for Transport's security requirements. There are a number of staff and vehicle search areas at the entrances to the airfield. These will be upgraded as required, particularly to ensure that they meet the operational and future development requirements of the express freight carriers. Revisions and upgrades to the airfield security search areas will be considered as part of the plans for the future development of the DHL Hub and future developments at Cargo East. The eastern extension of the Central Passenger Apron will require the relocation and the consolidation of security search area next to the Fire Station.

Improvements to Arrivals and the UK Border Force Immigration and Customs facilities will be included in future improvements and developments to the passenger terminal. The policing of the airport site is carried out by Leicestershire Police from a Police Station in the Central Passenger Zone. Improvements to the Police Station will be considered as part of any future major passenger terminal developments.

Airfield operations have accommodation and storage facilities adjacent to the Passenger Terminal. This needs to be provided in an airside location, close to the airfield. Vehicle maintenance facilities are provided in the southern part of the Central Passenger Zone.



OPERATIONAL ACCOMMODATION

- **Appropriate facilities will continue to be provided in the Central Passenger Zone for Leicestershire Police and UK Border Force;**
- **Security Search facilities will continue to be improved to meet future requirements, improved service standards and the needs of the cargo operators;**
- **Operational accommodation will be provided in an airside location with convenient access to the airfield; and**
- **To accommodate future developments in the Central Passenger Zone, the existing vehicle maintenance unit will be re-provided elsewhere within the airport site.**

OUR LAND USE PROPOSALS

OPERATIONAL ACCOMMODATION



BUSINESS AND GENERAL AVIATION

Business and General Aviation facilities are mainly provided within the Aircraft Maintenance area and also on a site to the west of the DHL Hub. Business aviation is made up of corporate aircraft operations, aerial surveys and the Regional Air Ambulance Service.

Business aviation is an important part of the airport's services to the region, in particular the Three Cities and also to the local major manufacturing businesses.

There is also a flying school based in the Aircraft Maintenance Zone. This will continue to be accommodated subject to the development requirements of the airport's passenger and cargo activity.



BUSINESS AND GENERAL AVIATION

- Facilities will continue to be provided to support Business and General Aviation at the airport.
- Facilities will be provided for the National Police Air Service.



OPERATIONAL ACCOMMODATION



PEGASUS BUSINESS PARK AND COMMERCIAL USES

The Pegasus Business Park is in the south west corner of the airport site. It has an extant planning consent for business park development including hotels and conference centres. The Pegasus site covers some 26 hectares with around 10 hectares still available for development, and it is intended that the employment uses, the type of development and the environment at Pegasus is of a high quality. In accordance with the emerging Core Strategy policy the further development of the Business Park should provide for activities and uses that derive a greater benefit from an airport location. Commercial development proposals associated with the airport will be brought forward for sites within the Pegasus Business Park. These uses will include offices, logistics, general warehousing and hotels.

The development, and the activity and the range of uses at the Pegasus Business Park is an important part of the East Midlands Enterprise Gateway opportunity.

Land to the south of the Pegasus Business Park, south of the A453 and to the west of the Moto Service Area has been identified as potential employment land in the North West Leicestershire Employment Land Availability Assessment (2013). The airport's land requirements outside the existing Operational Area will be kept under review, and considered in the airport's submissions to the preparation of the North West Leicestershire Core Strategy Local Plan.



PEGASUS BUSINESS PARK

- Commercial development proposals will be brought forward for land within the Pegasus Business Park. Such schemes will reflect the high quality environment and the design of the existing development will be focussed towards developments that benefit from a location at the airport; and
- The requirement for additional land outside the Operational Area will be kept under review.

OPERATIONAL ACCOMMODATION



HOTELS

It is important that an international airport provides a range of hotels that meet the different needs and the expectations of the airport's passengers and users. The range and the scale of hotels that serve the airport have developed gradually over the years. Within the Operational Area there are now four hotels:

- **THE THISTLE** at the airport's main entrance – 164 rooms;
- **THE HOLIDAY INN EXPRESS** within the Pegasus Business Park – 90 rooms;
- **THE PREMIER TRAVEL INN** in the Pegasus Business Park – 80 rooms; and
- **THE RADISSON BLU** at the Pegasus Business Park – 218 rooms.

The Radisson Blu is the most recent hotel development on the site and it includes very high quality design and leading edge environmental technology including a multi-fuel CHP plant, rainwater harvesting and other energy saving measures. It has been awarded the highest level BREEAM rating for a hotel development in the UK.

The requirement for additional on-site hotels will continue to be kept under review. On-airport hotels are needed to make it easy for passengers to access early or late flights, but they also provide accommodation for aircrews and other users and visitors to the Airport and the local area.



HOTELS

- Land will be reserved within the Operational Area for the development of new or replacement hotel facilities.

OTHER COMMERCIAL USES

There are a number of other small-scale uses that require a location within the airport's Operational Area. These uses include a Petrol Filling Station and its small scale retail use that is currently sited adjacent to the Passenger Terminal. As the detailed proposals for the Passenger Terminal complex evolve there is an opportunity to consider the location of the Petrol Filling Station to ensure that it is in the most appropriate site to serve passengers and other users of the airport. A site on the main access road into the airport complex will be considered.



OTHER COMMERCIAL USES

- A new location for the airport's Petrol Filling Station will be identified within the Central Passenger Zone.

EDUCATION AND SPECTATOR FACILITIES

The Aerozone is the airport's on site education centre which is located next to the Passenger terminal. It is the heart of the airport's education programme and provides a huge range of exciting opportunities for school and community groups of all sizes and ages. The Aerozone offers a meeting room and a fully equipped, interactive education facility.



The Airport Academy opened in June 2013. It has been established to provide a service to individuals in the local community who are looking for work at the airport. The Airport Academy has been developed in partnership with Stephenson College and Jobcentre Plus. The airport is also able to provide a tailored recruitment service to on-site employers as well as a pre-employment training and recruitment service to local job seekers. The Academy is based within the Aerozone and its location and space requirements will be kept under review. It is intended that a facility that provides a direct view of aircraft operations will be established where future terminal developments make this a practical proposition. Further details of the Aerozone and the Airport Academy are included in the Community Plan.

Spectator facilities are provided at the Aeropark which is located in the north west of the airport site. The Aeropark contains a number of preserved aircraft and a spectator area. The Aeropark will be retained within its existing location and small-scale facilities including additional car parking will be provided.



EDUCATION AND SPECTATOR FACILITIES

- Facilities will continue to be provided for the Aerozone and to support the growth and the development of the Airport Academy;
- Opportunities to develop the Airport Academy's services to support the growth of the airport and the East Midlands Enterprise Gateway will be fully explored; and
- The Aeropark will be retained and additional car parking and small scale catering/visitor facilities will be provided.

ENVIRONMENT, UTILITIES AND ENVIRONMENTAL MITIGATION

The airport has an ambitious and challenging environmental programme that is set out in the Environment Plan which is part of the Sustainable Development Plan. Several environmental measures have land requirements. These include utilities and services, perimeter landscaping, recreational facilities such as the Airport Trail and the use of land outside the Operational Area for biofuels and renewable energy.



As the airport grows there will be a need to upgrade the capacity of the principal utility networks. The main utilities will be routed in service corridors within the main development areas. This approach is already in place in the Pegasus Business Park.

As the airport has grown, investment has been made in the surface water system. This is to protect local watercourses from water contaminated by de-icing chemicals and also to balance the surface water run-off from the airport site during periods of heavy rainfall. Additional storm-water storage will be provided as part of future development proposals, particularly new apron works. These works could be the extension of existing balancing ponds or the construction of new storage capacity. These works could be undertaken on airport land south of the A453.



UTILITIES

- A series of service corridors will be developed across the airport site; and
- Proposals will be brought forward to provide additional storm-water storage capacity.

The area around the airport is largely rural and it is important that the impact of the operation and its development on the local landscape is mitigated where possible. Substantial areas of planting have been put in place around the airport perimeter. This will continue and the sensitive stewardship of the airport's land will be maintained to encourage bio-diversity and the development of habitats that can take advantage of the unusual characteristics of the airport site.

The Airport Trail provides a circular footpath around the airport perimeter and it is a valued local recreational resource. The Trail will continue to be maintained and developed and opportunities will continue to be sought for the installation of art works along the route.

The airport will continue with its ambitious carbon reduction and energy efficiency targets. The airport has achieved its target for carbon neutrality for energy and fuel use and this will be retained. Further details on the carbon management programme are set out in the Environment Plan.

OUR LAND USE PROPOSALS

ENVIRONMENT AND ENVIRONMENTAL MITIGATION



The use of renewable energy will be incorporated into new buildings on the airport site and the renewable energy supply will be expanded. The airport has constructed two wind turbines on-site and planning permission is in place for the erection of two further turbines. The airport's land outside the Operational Area provides an opportunity for use by renewable energy generation such as planting for biofuels or for the installation of solar photovoltaic cells.

TARGETS

ENVIRONMENT

- The perimeter landscape around the airport will be maintained and enhanced where necessary to mitigate the visual impact of the airport and future development;
- The Airport Trail will be developed, including further art works to provide a local recreational resource and to link local villages and communities; and
- Renewable energy projects will be pursued, including the installation of additional wind turbines, solar power, and the use of renewable and bio-fuels.



SURFACE ACCESS AND CAR PARKING

The airport relies on its accessibility. Good surface access is vital to the efficient operation and it also helps reduce its environmental impact. Improving the airport's surface access links, especially public transport services, continues to be a key priority. Although the airport's rural location makes access by public transport more difficult than at similar sized airports, the commitment to public transport has been demonstrated over many years.



The Surface Access Plan is part of the family of documents that make up the Sustainable Development Plan. East Midlands Airport is committed to delivering a good quality and reliable transport infrastructure with improved sustainable travel choices for both passengers and on-site employees. It is intended to increase the efficiency of the airport operation by combatting the effects of local road congestion. Surface access, particularly public transport can assist with the recruitment and retention of staff by making airport journeys easier, cheaper and more reliable.

The Surface Access Plan has been successful in establishing a range of commercially sustainable bus services, and it has also introduced a range of initiatives including car-sharing and the use of public transport by staff working on the airport site.

The Surface Access Plan also has important links with the Airport's Community Plan, in particular the programme to encourage employability and jobs on the airport site. Through the Airport Academy the airport is working with local authorities, training providers and Jobcentre Plus and access to the airport is an important element in this work.

Targets for sustainable travel were first set in 2006. These were focussed at both passenger and staff journeys and were:

- 30% of employees accessing the site by means other than single car occupancy by 2016; and
- 10% of passengers accessing the airport by means other than the private car by 2016.

Progress in achieving these targets has been good. By 2013 29% of employees were accessing the site by modes other than single car occupancy and 9% of passengers were using public transport as a mode of access. These targets have been achieved despite the rail services at East Midlands Parkway not being as anticipated, either by destination or frequency.

The achievement of these targets has also been as a result of a range of initiatives implemented by the airport including new and enhanced bus services, car-share schemes and a range of measures to promote the benefits of public transport use. This success has also been achieved despite a series of challenging factors for achieving high levels of sustainable access. These include the airport's relatively rural location which means that public transport services are not as highly developed than at other airports that are close to major urban areas. East Midlands Airport is also in a location that is close to three significant conurbations – Nottingham, Leicester and Derby – all in different directions from the airport. Despite this East Midlands Airport achieves higher levels of public transport use than a number of other UK airports of a comparable scale.

SURFACE ACCESS AND CAR PARKING



Whilst improving public transport remains a key priority, the need for accessibility through the highway network continues to be important, particularly for the cargo and distribution. Targeted and focussed local improvements to the strategic road network are the main areas for development. This is to protect access to the airport and also to manage the growth and the impact of non-airport traffic.

The airport will also continue to work with the transport authorities, operators, local authorities, other businesses and the local community to develop an enhanced public transport network and a wider range of sustainable travel choices.

The Surface Access Plan, part of the Sustainable Development Plan also seeks to manage growth in airport-related road traffic in a responsible and sustainable way. This is because of:

- The need to manage emissions from airport-related road traffic – CO₂ and emissions that contribute to local air quality;
- Increasing congestion on the strategic road network, particularly the M1 and the A42;
- Other major developments in the local area; and
- National and local policy to encourage travel by the most sustainable mode.

The Surface Access Plan has been reviewed and it sets out the airport's proposals in more detail. This Land Use Plan identifies the land requirements that are associated with surface access.

PUBLIC TRANSPORT

Public transport facilities are provided within the passenger terminal where there are comfortable waiting areas, dedicated bus and coach bays and real-time passenger information systems. Bus services are the principal public transport mode for passengers and staff, with the frequent 24 hour Skylink routes to Derby, Nottingham, Loughbrough, Leicester and Long Eaton, and local services to Coalville and Castle Donington.

The Airport is also part of the National Express coach network with services to Coventry, Sheffield, Leeds, Bradford, Heathrow and to Gatwick.

However as the airport is developed to a 10 million passenger capacity, the development of a full public transport interchange will be required. This would be situated within the Passenger Terminal Zone and provide high quality bus and coach facilities and passenger waiting areas.



PUBLIC TRANSPORT

- Facilities for bus and coach passengers will continue to be improved as part of the overall development of the Central Passenger Zone. These will include passenger waiting areas and bus and coach pick-up and drop-off and parking areas.

SURFACE ACCESS AND CAR PARKING



East Midlands Parkway rail station is approximately 6 miles from the airport, off the A453 between M1 Junction 24 and Nottingham. East Midlands Parkway provides rail services to London, Leicester, Derby, Nottingham, Loughbrough, Long Eaton, Newark, Market Harbrough, Lincoln and Sheffield. Direct access to the airport is provided by a pre-bookable shared taxi scheme and an on-demand people-carrier service.

The airport will continue to work with Network Rail, and the major train operator (East Midlands Trains) to develop rail services and frequencies that are attractive to the airport's passengers. Should the development of the HS2 line from Birmingham to Leeds be implemented, then this should release additional rail capacity at East Midlands Parkway. The airport will seek to work with the rail operators to develop rail connections to serve the airport.

The airport supports the development of the national high-speed rail network (HS2) connecting London with the West Midlands, Manchester and Leeds. HS2 is intended to provide additional rail network capacity, fast and frequent connections between the UK's major cities and act as a catalyst for economic growth. This investment in the UK's national transport system is supported. The HS2 line north of Birmingham is due to be completed by 2037. HS2 represents an important economic opportunity for the East Midlands region.

The HS2 route as currently proposed is to run in a tunnel under the airport to the East Midlands Hub station at Toton which is approximately 10km or a 20 minute drive to the north. The East Midlands Hub station must have excellent fast frequent and high quality public transport connections to Derby, Nottingham, Leicester and other major towns and cities across the region. The development of HS2 could also free capacity on the local network and at East Midlands Parkway.

HS2 is a substantial investment in national infrastructure and it is important that the East Midland region fully capitalises on the economic and connectivity benefits that it will bring. The airport will continue to work with HS2 and regional partners in order that the region can take full advantage of connectivity into a national high speed rail network. The airport will also work closely with the HS2 design team to ensure that any development effects on the airport and local communities are kept to a minimum.



HS2

- The airport will work with the HS2 design team to ensure that the land-take and the construction impact of the scheme at East Midlands Airport is minimised.

SURFACE ACCESS AND CAR PARKING



ROAD SCHEMES

East Midlands Airport benefits from excellent road links with access off the A453 and the M1 at Junctions 23A and 24 that also provide connections to the A42(M42) and the A50. An efficient road network that serves the airport is essential for the majority of the airport's passengers that travel by road as well as the express cargo operators that require fast and reliable access across the UK.

Good road links are also necessary for the bus and coach services that provide most of the airport's public transport services.

Airport road traffic is a relatively small percentage of the overall traffic on the local road network and the adjacent motorway, particularly at peak times. The airport's traffic tends to be spread during the day rather than concentrated at peak times, and while in total the airport's traffic volumes may be large, they do not contribute a large proportion of traffic during the peak hours. The majority of the airport's road cargo movements, including the HGV traffic take place during the evenings or during the night (20:00 – 06:00). This is an efficient use of road capacity and has little effect on road traffic during the morning or evening peak hours. Further details of the traffic flows on the local highway network are included in the Surface Access Plan.

The M1 close to the airport is a busy part of the national motorway system and traffic data suggests that peak hour traffic flows are approaching capacity and the key junctions close to the airport (23A, 24 and 24A) experience delay and congestion at peak times. Some local highway improvements have been completed. These include a reconfiguration of M1 Junction 24 to provide an improved link for traffic travelling south from the A50 to the M1. In addition a scheme to widen the A453 from Junction 24 north to the Nottingham Ring Road was completed in 2015. In the longer term, the upgrade of the M1 Junction 24, a new junction on the A453 and a southern bypass of Kegworth are proposed as part of the East Midlands Gateway Strategic Rail Freight Interchange.

Highways England continues to prepare a series of regional route-based strategies. These provide a smarter approach to future highway improvement schemes and Highways England's investment planning. Route-based strategies are in place for the M1 and the A42/ A50. They aim to identify any existing and future performance or capacity issues along with the key improvement opportunities. The airport will continue to work with Highways England and other transport authorities to develop solutions that continue to provide excellent access to East Midlands Airport and the East Midlands Enterprise Gateway area.

SURFACE ACCESS AND CAR PARKING



There is an internal road network within the airport site. This provides access for the cargo areas (West and East), Maintenance Zone, the Central Passenger Zone and Pegasus Business Park. The internal road network also serves the airport's passenger and staff car parks. As the passenger terminal and the cargo capacity grows, the internal road network will be improved to ensure the free flow of vehicles, buses and HGV's around the site. Facilities for cyclists and pedestrians will also be improved.

The current use and the allocation of space for passenger pick-up and drop-off at the passenger terminal are to be improved as part of the development of the passenger terminal. This will include a reconfigured short-stay car park and internal road network. This is to improve the overall efficiency of the area and improve the passenger experience. The control of traffic around the passenger terminal is important for safety and security and is also part of a policy to reduce the levels of passengers who are being picked up or dropped off. This is to be coupled with a car parking strategy to make long-term car parking attractive and also to alleviate fly-parking on local roads and in local villages.



ROAD SCHEMES

- The airport will work with Highways England and local highway authorities to promote improvements to the highway network and improve the accessibility of the airport.

CAR PARKING

As the airport's passenger and staff numbers grow there will be a need to increase the capacity of the airport's car parks and to provide range of car park products and facilities. The various forms of car parking products are an important part of the Surface Access Plan and also play a role in managing local road traffic and the airport's CO₂ emissions.

The provision of on-site car parking will continue to be an important part of the airport's strategy. Long-stay car parking will be encouraged in preference to passengers being dropped-off or picked-up by family, friends or taxi, which requires twice the number of road journeys. The airport will also work with the local authorities and local communities on measures to discourage car parking in areas outside the airport.

There are some 11,500 car parking spaces on the airport site along with a further 1,100 spaces at Donington Park that are used during the summer peak period. There will continue to be an increase in the demand for car parking. This is influenced by customer convenience, time of travel, the availability of public transport and the length and type of air journey. The airport will bring forward proposals for additional on-site car park capacity, and where possible the existing car parking areas will be rationalised to provide the best utilisation. The main public parks will be developed at the west of the site and in a new development to the east.

SURFACE ACCESS AND CAR PARKING



Short and medium-stay car parks will continue to be developed in the Central Passenger Zone. In the longer term multi-storey or decked car parking will be developed in the Central Passenger Zone. Whilst increasing capacity it can also enhance the passenger experience and to achieve the most efficient use of land. To provide for an airport with the capacity and the capability to handle 10 million passengers a year, it is expected that the number of on-site car parking spaces will need to double.



CAR PARKING

- Additional short-stay car park capacity will be developed in the Central Passenger Zone;
- Car parking will continue to play an important role in the surface access strategy and sufficient car parking capacity will continue to be provided to serve passenger needs; and
- Additional long-stay car parks will be developed including sites in Cargo East.

CAR RENTAL

Car rental facilities including reception and ready / return spaces are provided within the short-stay car park. Car rental facilities will continue to be provided within the Operational Area, and consideration will be given to the establishment of a car rental village away from the passenger terminal that provides an improved passenger experience and an efficient use of land.



CAR RENTAL

- The development of a central car rental village will be explored.

OUR LAND USE PROPOSALS

SURFACE ACCESS AND CAR PARKING



CYCLING AND WALKING

Cycling is used by some staff as a way of travelling to work and is encouraged in the Surface Access Plan. Whilst there are no dedicated cycle paths around the perimeter of the site, the local roads are considered to be sufficiently quiet not to require dedicated cycle paths. Within the site the internal road network will be maintained to provide an environment that is friendly to cyclists.

The local cycle network is restricted due to severance by the M1 and the A453. The airport will encourage the provision of cycle-friendly routes in future highway schemes. Cycle parking facilities are provided within the Central Passenger Zone, at DHL in Cargo West and within the Pegasus Business Park. Cycle parking and associated facilities will be encouraged in future new developments on the airport site.

The Airport Trail provides an attractive recreational walking route around the airport site. The use of the Airport Trail by walkers will continue to be encouraged and promoted. Safe pedestrian routes will be provided within the Central Passenger Zone and across the airport site.

TARGET

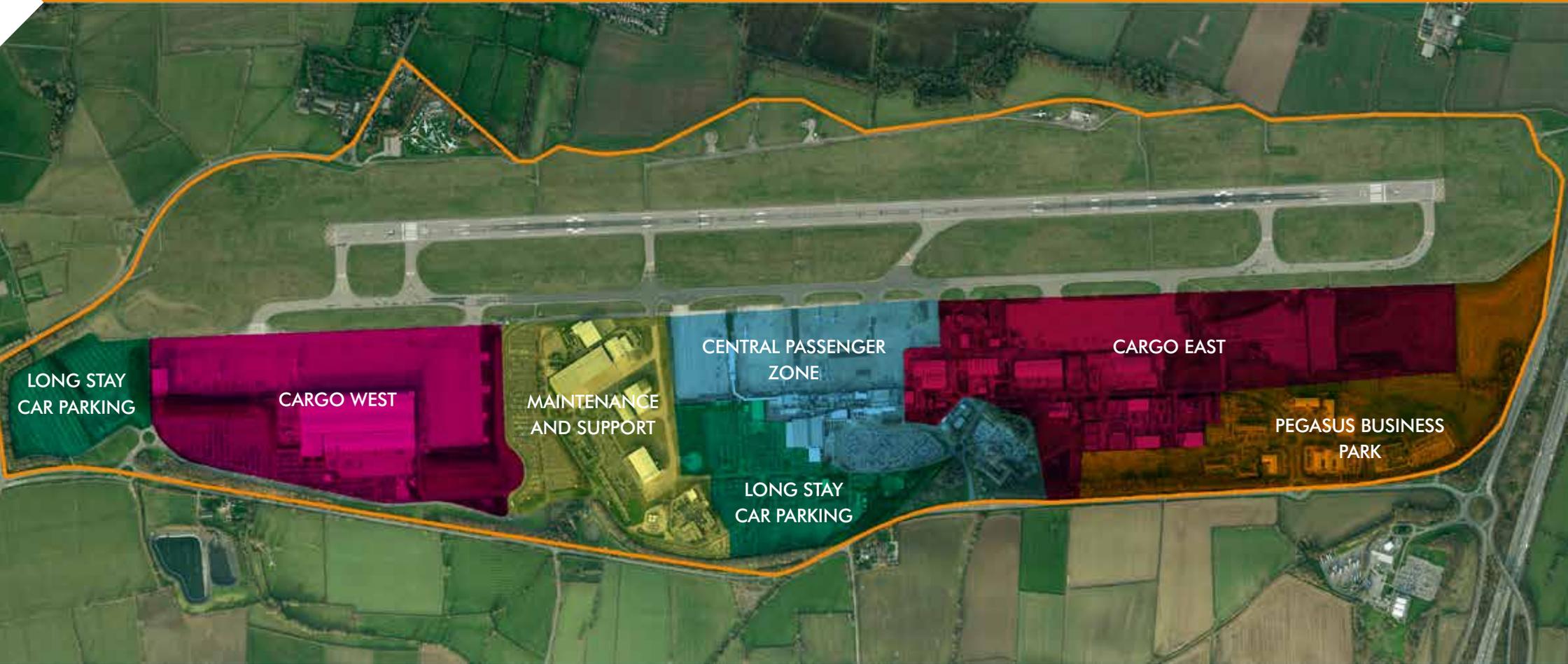
CYCLING & WALKING

- Facilities for cyclists and pedestrians will be provided on the internal road network; and
- The use of the Airport Trail by cyclists and walkers will continue to be encouraged.

Full details of the airport's surface access policies can be found in the Economy & Surface Access Plan, part of the Sustainable Development Plan.







LONG STAY
CAR PARKING

CARGO WEST

MAINTENANCE
AND SUPPORT

CENTRAL PASSENGER
ZONE

LONG STAY
CAR PARKING

CARGO EAST

PEGASUS BUSINESS
PARK

HOW TO CONTACT US

The Sustainable Development Plan is an important document for East Midlands Airport. There are many stakeholders who have an interest in the airport and the views and comments from Government, local authorities, neighbours, the business community and customers are an important part of the planning process. The airport is committed to being open in sharing the vision for East Midlands Airport, the region and the local area. The plan looks to where possible, reflect local views and ideas.

Neighbours, stakeholders and a wide range of organisations in the region were consulted on the draft Sustainable Development Plan to obtain their views. We are grateful to all who responded and where possible the comments received have been reflected in the final Sustainable Development Plan documents. We will report every two years on our progress. We will undertake a full review of our Plans every five years.

To view the Sustainable Development Plan documents:

Visit: www.eastmidlandsairport.com/developmentplan

Write: **East Midlands Airport**
Castle Donington
Derby
DE74 2SA

email: developmentplan@eastmidlandsairport.com

