

AGENDA ITEM NO 13

Subject:	Kent International Airport (Manston) Section 106 Agreement - Consultation
Director/Head of Service:	Director of Community and Environment
Decision Issues:	These matters are within the authority of the Executive
Decision:	Non-key
Classification:	This report is open to the public.
Wards:	All
Summary:	<i>Views from the two Public meetings held in the Canterbury district are reported for discussion and subsequent comments to be made to Thanet District Council.</i>
To Resolve:	That comments received and considered are reported to Thanet District Council.

SUPPORTING INFORMATION

1. Introduction

At the last Executive meeting Members considered a report on the s106 agreement consultation and comments made at the public meetings held in Sturry and Heme Bay. The responses were not all negative, there were 18 people who asked questions at Heme Bay, eight were opposed to the airport, three were in favour, two did not state whether they were in favour or against the airport and the remaining five were supportive but had concerns.

Economy

Airports can potentially assume the role as key drivers of entire sub-regional and regional economies. Locate in Kent have reported that 400 jobs (mostly groundstaff) were directly created by EU Jet and Kent International Airport as a result of this significant investment into Manston. This is a welcome boost after a particularly bad year for East Kent in terms of job losses. Additional 'indirect' and 'concealed' jobs and high value contracts awarded to local companies in the supply chain are not included. Contracts have also been awarded to firms involved with enhancing the terminal building and fencing etc required at the airport site.

As for this District, it is very difficult to pinpoint where local companies have benefited at this stage. A local supply chain to the aviation industry cannot be created when historically local industries may have little engagement with it. However, there will be a need to maximise new spin-off business opportunities in the area from Manston, by

developing new and expanding business supply chain networks, notably in aviation and logistics, IT systems provision, construction plus ancillary/support activities - (e.g. manufacturing products and goods for airport, hotels, cleaning, maintenance etc).

Close proximity to Manston may help to achieve Canterbury's aspiration to be an increasingly important sub-regional base for high quality/hi-tech investment. An international airport will enhance accessibility into the area by enabling fast arrival and departure. This will not only boost the general attraction of a future Innovation Centre and any other related high-quality development, but will also greatly complement the existing presence of key HE institutions and Pfizer, to potential domestic and overseas inward investors. The presence of an airport also constitutes an important attractor element of the new East Kent inward investment campaign between Locate In Kent and the East Kent Partnership.

A passenger airport opens up an important additional gateway to East Kent for overseas visitors. This gives a massive promotional and economic boost to East Kent and could help EK help fully capitalise upon events of international recognition and economic significance such as the Sandwich Golf Open, Canterbury Festival or Whitstable yachting competitions.

In relation to flights, operators such as EU Jet will establish the outbound routes and seek to attract potential outbound customers before embarking on increasing the number of inbound routes. At present, Kent is simply not on the European destination radar though this may change. The Kent Tourism Alliance for instance is involved with a low-level £50K marketing campaign to raise awareness of Kent as a passenger destination with other destinations including Manchester, Dublin and Edinburgh.

These benefits have to be weighed against the environmental impacts of an airport.

The main points raised at the meetings and the responses of Thanet District Council and Planestation were:-

1. Aircraft off agreed flight paths and flying low

Their Response : Aircraft flight paths are indicative only and that the radar system in place at present is not capable of tracking and recording flights to enable checking of deviations in height or direction. It is proposed to install a better system which will enable monitoring of flights but this may be two or three years away as there is a multimillion £ investment required. The preferred departure route to the west is over St Nicholas turn right over the estuary and back over Thanet. Sometimes a left turn out over Dover is necessary. The arrival path from the west is over Hampton Pier (11 miles from the runway) continuing over Herne Bay to start decent 7 miles from the runway.

CCC Officer's comment- Greater publicity needs to be given to the noise complaints procedure so that complaints can be investigated straight away in the absence of tracking and monitoring radar.

2. **Night flying**

Their Response: Planestation do not wish to have night flights, it is expensive. The present night flying policy is operational only until the end of September when it will end. Noise monitoring data will be examined to assess the impact.

CCC Officer's comment:- The terminology of the existing agreement regarding night flights is confusing, it would be better to have a general flying policy rather than a night flying policy. For example the night flying policy concerns regular night flying operations and did not include late arrivals.

3. **Noise and pollution monitoring**

Their Response:- Noise and air pollution monitoring is undertaken around the airport. Air pollution is compared to national air quality standards, to date there have been no breaches of those standards. Noise monitoring is undertaken in Thanet but noise levels can be modelled for other distances. (this was disputed as aircraft at present can not be tracked or monitored for height and position) Planestation accepted the inadequacy of noise monitoring, the issue be addressed. No monitoring is undertaken in Canterbury District.

CCC Officer's comment:- A new agreement needs to contain trigger mechanisms to invest in monitoring and tracking radar and Environmental Impact assessment to deal with changing circumstances and growth. This should improve noise modelling as the position of aircraft can be tracked.

4. **The necessity to fly over Herne Bay when other airports seemed to have shorter approach lines. Aircraft should fly over the sea and then move onto landing flight path when beyond Herne Bay**

Their Response: The ILS (Instrument landing system) beam is set to direct aircraft over Herne Bay at a height of 2500 feet but until the radar is upgraded there is no means of checking that this is adhered to. It is not considered good practice to have to turn planes with passengers into a descent path. The present radar system is not capable of the accuracy required to identify the coastline and keep aircraft over the sea.

CCC Officer's comment:- The radar system needs updating as soon as possible.

5. **Concerns that larger noisier cargo aircraft will return**

Their Response: Planestation do not want to return to noisy cargo planes. Modern quieter aircraft to fly in the normal working day are wanted and most operators who wish to use Manston are happy to comply.

CCC Officer's comment:- Growth and noise reduction needs to be addressed in a general flying policy.

6. **The ability of Thanet District Council and Kent international Airport to police flying operations.**

Their Response: without modern radar and tracking devices it is difficult to investigate complaints. Complaints need to be referred quickly to the airport.

CCC Officer's comment:- A new agreement needs to contain trigger mechanisms to invest in monitoring and tracking radar and Environmental Impact assessment to deal with changing circumstances and growth.

7. **Growth of the airport and increase in flights. Needs better radar before expansion.**

Their Response: A new S 106 Agreement could include trigger mechanisms to require amelioration measures as the circumstances change. Further development of the airport will require an Environmental Impact Assessment

CCC officer's response:- A new agreement needs to contain trigger mechanisms to invest in monitoring and tracking radar and Environmental impact assessment to deal with changing circumstances and growth.

8. **Could the approach path be steeper to reduce the need to fly over Herne Bay?**

Their Response:- This question was raised at the Kent International Airport Consultative Committee and Planestation stated the industry thought that a steep angle of descent created greater noise disturbance overall. It was hoped that work currently being undertaken with Manchester Airport would produce a more sophisticated understanding of the impact of noise by modelling different scenarios.

CCC officer's response:- Await report on Manchester airport to see what improvements can be made.

A number of letters have been received regarding night flying and the expansion of the airport and the need to fly over Herne Bay and the Canterbury District.

2. **Relevant Council Policy/Strategies/Budgetary Documents**

- (a) Community Plan
- (b) Local Plan
- (c) Corporate Plan

3. **Consultation**

Two public meetings were held, one in Herne Bay and one in Sturry.

4. **Options available**

Make comments to Thanet District Council on the concerns of residents and the existing agreement.

5. Implications

- (a) Financial Implications. None at this stage
- (b) Staffing/Resource Implications. None at this stage
- (c) Property Portfolio Implications. None at this stage
- (d) Legal Implications. None at this stage
- (e) Environmental/Sustainability Implications. Explained in the body of the report
- (f) Planning Implications. None at this stage
- (g) Human Rights Issues (Legal). Not assessed at this time.
- (h) Equalities. None at this stage
- (i) Crime and Disorder Implications. None at this stage

6 Conclusions

Thanet District Council have consulted on the proposed review of the Section 106 Agreement, environmental impact needs to be weighed against economic benefit.

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