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Our ref: LK/CL
Your ref:

Date: 2 April 2014

Dear Councillor,

Environmental and Development Services Committee

A Meeting of the **Environmental and Development Services Committee** will be held in the **Council Chamber**, on **Thursday, 10 April 2014 at 18:00**. You are requested to attend.

Yours faithfully,

Chief Executive

To:- **Conservative Group**

Councillor Watson (Chairman), Councillor Roberts (Vice-Chairman) and Councillors Mrs. Brown, Ford, Mrs. Hall, Mrs. Patten and Stanton.

Labour Group

Councillors Chahal, Frost, Mulgrew, Stuart, Taylor and Tilley.



AGENDA

Open to Public and Press

- 1 Apologies
- 2 To receive the Open Minutes of the Meeting held on 6th March 2014.
- 3 To note any declarations of interest arising from any items on the Agenda
- 4 To receive any questions by members of the public pursuant to Council Procedure Rule No.10.
- 5 To receive any questions by Members of the Council pursuant to Council procedure Rule No. 11.
- 6 Reports of Overview and Scrutiny Committee
- 7 Local Plan - Local Development Scheme. **5 - 19**
- 8 Derbyshire and Derby City Joint Municipal Waste Management Strategy Review. **20 - 25**
- 9 East Midlands Airport Sustainable Development Plan Consultation. **26 - 32**
- 10 Work Programme. **33 - 34**

Exclusion of the Public and Press:

- 11 The Chairman may therefore move:-
That in accordance with Section 100 (A) of the Local Government Act 1972 the press and public be excluded from the remainder of the Meeting as it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that there would be disclosed exempt information as defined in the paragraph of Part I of the Schedule 12A of the Act indicated in the header to each report on the Agenda.
- 12 To receive any Exempt questions by Members of the Council pursuant to Council procedure Rule No. 11.

13 To receive the Exempt Minutes of the Meeting held on 6th March 2014.



REPORT TO:	Environmental and Development Services	AGENDA ITEM: 7
DATE OF MEETING:	10th April 2014	CATEGORY: * DELEGATED
REPORT FROM:	Director of Community and Planning Services	OPEN: **
MEMBERS' CONTACT POINT:	Nicola Sworowski 01283 595983 nicola.sworowski@south-derbys.gov.uk	DOC:
SUBJECT:	Local Plan - Local Development Scheme	REF:
WARD(S) AFFECTED:	All	TERMS OF REFERENCE: *see below

1.0 Recommendations

That Members:

- (i) endorse the Local Development Scheme (LDS) for publication.

2.0 Purpose of Report

2.1 To endorse the publication of the updated LDS for the Local Development Framework as it forms a piece of evidence base for the Local Plan production.

3.0 Detail

- 3.1 The LDS sets out the programme for preparing the documents that will form the Local Plan and also documents that will be written as Supplementary Planning Documents (SPDs). It also sets out the possible risks that exist with producing the documents listed in the LDS. The LDS is monitored through the Annual Monitoring document.
- 3.2 The LDS has not been formally updated for some time but it is required at this time due to the progression of the Local Plan Part 1 towards an Examination in Public and it is an essential piece of the evidence base. The document can be seen at Appendix 1.
- 3.3 The LDS sets out all Development Plan Documents so in the case of South Derbyshire this refers to the Local Plan Part 1 & 2.
- 3.4 The timetable for the Local Plan Part 1 has previously been put before Members at this Committee through the last two Local Plan reports. The current consultation (Pre-Submission) will run until 22nd April. Then Full Council will consider the Local Plan at the beginning of July meeting with submission to the Secretary of State being on 11th July. The decision on when the Examination in Public is to be held is that of the Planning Inspectorate but it is assumed that it will be around September/October this year.
- 3.5 It is intended to undertake a consultation on the Local Plan Part 2 in the summer this year. It will be an 'options' style consultation on the further 600 dwellings that need to be found from the Strategic Housing Land Availability Assessment (SHLAA) sites across the whole of the District. The Part 2 also has to undertake the statutory stages of consultation and

an Examination in Public. The timetable in the LDS assumes one round of consultation plus the Regulation 19 consultation followed by an Examination which would mean submission to the Secretary of State in February 2015.

- 3.6 Through the current process of the Local Plan it has been established that a Design SPD, Cycling and Greenway SPD and a Car Parking Standards SPD will be written.
- 3.7 In particular the Design SPD will replace some of the current guidance used by Development Management and will allow information to be updated and be in one location. It is intended that this document has a timetable that parallels the Local Plan Part 1 so that it can be brought before this Committee shortly after adoption of the Part 1 Local Plan.
- 3.8 The document is a statutory requirement and due to the stage the Local Plan is at, it is essential that all documents where possible are updated. All documents that form the evidence base for the Local Plan will be sent to the Inspector and will form part of their decision into the soundness of the Local Plan.

4.0 Financial Implications

- 4.1 None arising directly from this report.

5.0 Corporate Implications

- 5.1 The adoption of a South Derbyshire Local Plan is a key function of the District Council and an action within the Economic Growth priority in the Corporate Plan. The LDS is an essential part of the evidence for the Local Plan.

6.0 Community Implications

- 6.1 The LDS when published will allow members of the Community and others to be more aware of the timetable that is being followed for the Local Plan but also the other documents that are intended to support the Local Plan policies.

7.0 Background Papers

- 7.1 Pre-Submission Local Plan Part 1, March 2014

Appendices

Annex 1: Local Development Scheme

South Derbyshire Local Development Scheme - Index

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1 Purpose of this document

This revised Local Development Scheme (LDS) sets out how the Council will progress the Local Plan (previously known as the Local Development Framework (LDF)) over a 3 year period. The documents contained within the

Local Plan will set out the policies and proposal for the use and development of land, which over time will replace saved policies within South Derbyshire's 1998 Local Plan and its supporting documents.

The Planning and Compulsory Purchase Act (as amended by the Planning Act 2008 and Localism Act 2011) states that the LDS must specify:

- the local development documents which are to be development plan documents
- the subject matter and geographical area to which each development plan document is to relate
- which development plan documents (if any) are to be prepared jointly with one or more other local planning authorities
- any matter or area in respect of which the authority have agreed (or propose to agree) to the constitution of joint committee under section 29
- the timetable for the preparation and revision of the development plan documents
- such other matters as are prescribed

2 Timescales

This is the fourth LDS to be published by South Derbyshire District Council. The first came into effect in April 2005, the second on 18th July 2005, and the third in March 2007. Following the Government's proposal to introduce the Localism Bill an indicative timetable was also produced that superseded the third Local Development Scheme. This Local Development Scheme covers the period of March 2014 – March 2017 and updates and amends its predecessor.

Since the adoption of the last LDS there have been significant changes to the planning system at a national level. The changes include:

- Replacing National Planning Policy Guidance Notes and Planning Policy Statements with the National Planning Policy Framework (NPPF)
- The Introduction of the Localism Act 2011
- The revocation of the East Midlands Regional Spatial Strategy
- The production of the National Planning Policy Guidance which supersedes many guidance notes and circulars that weren't replaced by the NPPF.

This revised LDS takes a realistic view of the Local Plan documents to be prepared in the coming three-year period.

3 Local Plan

South Derbyshire and other local planning authorities are required to produce a Local Plan. South Derbyshire's existing Local Plan was adopted in 1998 and some policies were 'saved' under the Planning and Compulsory Purchase Act 2004 regulations, which extends the life of these plan policies until they are replaced by a new Local Plan. The saved adopted local plan policies can be viewed [here](#).

Supplementary Planning Guidance (SPG) associated with the saved policies in the 1998 adopted Local Plan will also remain a material consideration when determining planning applications, until such time as it is replaced by Supplementary Planning Documents. SPG which remains up to date can be found [here](#).

The National Planning Policy Framework paragraph 215 indicates that "due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan, to the policies in the Framework, the greater the weight may be given)". The saved policies in the Local Plan therefore can be used for decision making when they are in line with the NPPF.

It is considered that the saved policies in the 1998 Local Plan are mainly consistent with the NPPF.

The Local Plan currently being prepared by South Derbyshire will contain a portfolio of planning documents which supports the preparation of the Local Plan. Alongside the LDS the portfolio of documents includes the following:

- Development Plan Documents (Local Plan)
- Supplementary Planning Documents
- Statement of Community Involvement
- Annual Monitoring Report

Development Plan Documents (DPDs) set out the policies and proposals for Local Authority Areas and carries the most weight in the determination of planning applications. They are subject to independent examination by a Planning Inspector and subject to community involvement and a Sustainability Appraisal. South Derbyshire will provide the following DPDs:

- Local Plan Part 1 (formally known as the Core Strategy), which will set the long-term vision, objectives and strategy for the spatial development of South Derbyshire and provide a framework for promoting and controlling development. Strategic housing and employment sites will be allocated along with Development Management policies to be used in determining planning applications.
- Local Plan Part 2, which will allocate non-strategic housing sites and review all settlement boundaries. It will also look at more detailed Development Management policies to support strategic policies in Part 1 in the areas of retail, conservation and heritage and the countryside.
- Proposals Map: A map that identifies those areas to which specific policies apply.

South Derbyshire District Council had previously intended to produce an Area Action Plan (AAP) for the land between Woodville and Swadlincote Town Centre. The District is longer intending to produce this AAP; however the principle of regeneration on this site including the Regeneration Route is being taken forward in the Local Plan Part 1 as a site specific policy.

Supplementary Planning Documents (SPD) will cover Development Management policies in more detail. They will be used in the determination of planning applications, and will replace Supplementary Planning Guidance (SPG). SPD's are not subject to independent examination but will be considered through the Council's Committee process.

Statement of Community Involvement (SCI) sets out how the Council intends to engage and consult local communities and others in the preparation of the Local Plan and Development Management matters. South Derbyshire's SCI can be found [here](#).

Annual Monitoring Report (AMR) reviews the progress in the preparation of the Local Plan documents against the milestones set out in the Local Development Scheme and assesses the extent to which development plan policies are being achieved. South Derbyshire's most recent AMR can be found [here](#).

The relationship of the Local Plan documents can be found in Appendix 1.

4 Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA)

All DPD's are subject to a SA and a SEA. The SA is an iterative process that is integral to the document's preparation as a means of assessing their potential social, environmental and economic effects.

The Council will also need to conduct an Environmental Assessment in accordance with the requirements of the EU Directive 2001/42/EC. The Council appointed a Planning Policy Officer with particular responsibility for SA matters in December 2005 which has enabled in-house expertise to be developed together with progress of a monitoring framework.

The SA was published for consultation during the Regulation 18 consultation on the Draft Local Plan Part 1, which took place from 27th September to 15th November 2013. Following a review of the comments received during this consultation and an update to take account of the Draft Local Plan Part 1 consultation, the SA has been published for consultation alongside the Local Plan's Regulation 19 consultation which started on 10th March 2014.

5 Links with other Strategies and Plans

Previously, the development of Local Plans had to have regard to Community Strategies. South Derbyshire's Sustainable Community Strategy 2009-2029 was prepared by the Local Strategic Partnership and can be viewed [here](#).

The Local Plan however will have regard to other Council Strategies such as those for Housing, Economic Development, Tourism, Heritage and Leisure. Work is ongoing with other parts of the Council to develop a joint approach to establishing and maintaining a robust and credible evidence base. This joint approach to data collection will be used to support the preparation and monitoring of the Local Plan. Additionally regard will be had to the Council's Corporate Plan 2009-2014 which the Local Plan will help deliver many of the aspirations within it.

South Derbyshire is part of the Derby Housing Market Area (HMA) along with Amber Valley and Derby City with support from Derbyshire County Council. Given the functional relationship (housing markets and travel to work patterns) between the Derby HMA there has been joint working on the Authorities Local Plan's through the collation of a joint evidence base and aligned timetables.

6 Adopted Local Plan Document

The following document has been adopted and is subject to ongoing monitoring. In the event of a formal review being necessary, this will be highlighted in Annual Monitoring Report:

Document	Date of Adoption
1. Statement of Community Involvement	March 2006

7 Evidence

Government guidance emphasises the need for a robust evidence base in the preparation of Local Plans. South Derbyshire District Council will continue to undertake studies, research and public consultation in preparation of the Local Plan. Many of the studies have been undertaken on a HMA wide basis. Specific research and studies carried out to date include:

<u>Research/Study</u>	<u>Method</u>	<u>Completed</u>
Draft Sustainability Appraisal	In house	March 2013
Habitats Regulations Screening Assessment	In house	September 2013
Draft Infrastructure Delivery Plan	In house	September 2013
South Derbyshire's Five Year Housing Land Supply (October 2013-2018)	In house	July 2013
SHLAA	In house	Ongoing
Derby HMA Education Position Statement	In house	October 2012

Derby Urban Area Transport Position Statement	In house	November 2012
Derby HMA Strategic Housing Market Assessment Update *	Consultants	July 2013
Derby HMA Employment Land Review Forecasts Update *	Consultants	March 2013
Derby HMA Housing Requirements Study *	Consultants	2012
Derby Housing Market Area Water Cycle Study *	Consultants	2010
Derbyshire Gypsy and Traveller Accommodation Assessment * (Currently being updated)	Consultants	2008
South Derbyshire District Council Employment Land Review	Consultants	2007
South Derbyshire Level 1 Strategic Flood Risk Assessment (SFRA)	Consultants	2008

* Joint studies commissioned with Derby City Council and Amber Valley Borough Council and/or Derbyshire County Council.

Further information on the Derby HMA joint evidence base can be found [here](#) whilst further information on South Derbyshire's evidence base can be found [here](#).

8 Consultations to date

Six consultations to date have been undertaken in the preparation of the Local Plan Part 1. The consultations undertaken are:

- Issues and ideas, January 2009 - 3 April 2009
- Issues and Alternative Options, January 2010 - 31 May 2010
- Your Neighborhood Talk to Us, 8 February 2011 – 3 May 2011
- Options for Housing Growth, 12 July 2011 - 30 September 2011
- Preferred Growth Strategy, 4 October - 21 December 2012
- Draft Local Plan Part 1, 27 September – 15th November 2013 (the deadline for the consultation statement was extended until the 22nd November 2013)

Further information on these consultations can be found [here](#).

9 Resources

The preparation of the Local Plan is led by the Planning Policy Team and comprises the Planning Policy Manager, two Planning Policy Officers, one Planning Policy Officer (Sustainability), one Assistant Planning Policy Officer, 1.5 Planning Assistants, one Conservation and Heritage Officer and one Design Excellence Officer. The work of the team will also be complemented by officers from other services with specialist knowledge within South Derbyshire District Council, such as Development Management, Housing and Economic Development. External

resources may also be called upon such as the County Council and consultants for certain projects. However, as far as possible surveys and studies will be undertaken in house.

The team has other responsibilities in addition to preparing the Local Plan including:

- Providing advice and evidence to Development Management
- Neighbourhood planning support
- Compiling and maintaining an evidence base for the Local Plan and wider uses.
- Maintaining a Duty to Co-operate.

10 Monitoring

The Council is required to produce an Annual Monitoring Report (AMR) to be made available to the public. The AMR should review the progress in the preparation of the Local Plan against the milestones set out in the Local Development Scheme and assess the extent to which development plan policies are being implemented, through the use of a range of indicators.

The introduction of the Localism Act in November 2011 removed the statutory requirement for local planning authorities to submit an AMR to the Secretary of State. However authorities still have a duty to monitor and report its activities to the local community.

The latest AMR was published in April 2013 and is the eighth AMR the Council has produced covering the period of April 2011 – March 2012.

The Council has detailed databases for monitoring residential and employment land availability which is updated and forms a key aspect of the annual monitoring. The residential database is maintained by Derbyshire County Council as all Derbyshire Local Authorities use the same system in accordance with an agreed protocol. The AMR will monitor the progress in meeting the milestones in the LDS and inform a review of that document when necessary.

11 Risk Management

The Council does not have control over all aspects associated with the preparation of the Local Plan. Completion relies upon input to the process from a wide variety of individuals and organisations ranging from members of the public to the Secretary of State. All those involved will have their own priorities and processes that need to be dealt with and may not reflect the timescales placed on the Council by legislation. The Council will endeavor to ensure that working relationships with external groups and organisations move and continue towards joined up working.

In preparing the LDS, the Council has identified some of the main areas of risk and their impacts, and potential ways to overcome these to ensure that the LDS timetable is delivered.

Area of risk	Impact	Mitigation
Inadequate staff resources	Unable to produce the Local Plan on time and to a decent standard due to lack of in house skills/resources for evidential work.	<ul style="list-style-type: none"> • Employ temporary staff/consultants subject to resource availability. • Use staff from other departments within the Council. • Joint working with the HMA Authorities (Derby City and Amber Valley Borough Council).
Change of political leadership of the Council	Could cause delay in the preparation of the Local Plan	<ul style="list-style-type: none"> • Maintain the involvement of all parties in the District Council through Committee and also the Local Plan Member Working Group.
Changes to national policy requirements	New/emerging policy could generate new issues, which need to be addressed within the Local Plan, which require additional work and could delay the preparation of the local plan.	<ul style="list-style-type: none"> • Keep up to date on emerging National policies. • Revise the LDS.
Capacity of the Planning Inspectorate (PINS)	PINS unable to meet the demand for Local Plan examinations, resulting in a delay in adopting South Derbyshire's Local Plan.	<ul style="list-style-type: none"> • Close liaison with the Planning Inspectorate to ensure early warnings of any delays. • Programme of Local Plan production including revisions will be provided to the PINS.
Public consultation	Public concern and stakeholder involvement on planning issues is increasing. This could add to the time required to process representations made, delaying the preparation of the Local Plan.	<ul style="list-style-type: none"> • Employ temporary staff subject to resource availability • Resources from other departments within the Council could be drawn upon to process representations
Joint Working	Working with the HMA Authorities (Derby City and Amber Valley) could be problematic with political differences and conflict of interests occurring.	<ul style="list-style-type: none"> • Early and meaningful engagement with Members of all three Authorities. • Concise working arrangements with neighbouring local authorities.
Delay approval or require changes to the Local Plan by Council Members	Reports could miss council committee deadlines, or create unforeseen work, resulting in a slippage of timetable.	<ul style="list-style-type: none"> • Involve members through the preparation of the Local Plan, to ensure that the Councils priorities are reflected

Local Plan found unsound	If the Plan is found unsound at examination it could result in the withdrawal of the Plan. Extra work would be required for resubmission leading to failure to meet planned timescales.	<ul style="list-style-type: none"> • Take PINS advice. • Ensure a robust evidence base with well documented community and stakeholder engagement. • Keep up to date with experience from other Local Authorities Public Examinations.
Incorporating change after Examination	The Planning Inspectorate could request changes to the Local Plan, which require further work than anticipated, leading to slippage on the Local Plans publication time.	<ul style="list-style-type: none"> • Allow for some inconsistency in the programme • Use project management methods.
Legal Challenge	A legal challenge could result in the Local Plan being quashed.	<ul style="list-style-type: none"> • Ensure that the Local Plan has been prepared in accordance with legal and procedural requirements • Act on pre submission PINS advice

12 Schedule and Timetable of proposed Development Plan Documents

The profiles below set out the work and resources required in order to produce each DPD. The potential timings of each of the DPDs can be found below each document profile.

South Derbyshire Local Plan Part 1 (formally known as the Core Strategy)

Status	Development Plan Document
Geographical Area	South Derbyshire District
Conformity	Conform to legislation, case law and National Planning Policy Framework.
Description	Local Plan Part 1 will provide a long term vision, objectives and strategy for the spatial development of South Derbyshire up to 2028 and provide a framework for promoting and controlling development. Part 1 will provide: <ul style="list-style-type: none"> • Site allocations for strategic housing and employment sites across the District • Development Management policies that will be used in the determination of planning applications
Joint Working	The Council recognises the importance of joint working between the Derby HMA and neighbouring authorities under the Duty to Co-operate. Work on this document has been very closely aligned with Derby City and Amber Valley. The housing and employment targets have both been initially set across the Housing Market Area. There has been numerous pieces of evidence produced jointly with authorities within the Derby HMA, which can be found here .
Management	Director of Community & Planning ► Environmental & Development Services Portfolio Holder ► Environment & Development Committee ► Full Council ► Evidence agreed by Local Plan Member Working Group
Internal Resource	South Derbyshire District Council - Planning Policy team, Development

	Management team, Strategic Housing team, Community teams, Economic Development team
External Resource	Derby City Council, Amber Valley Borough Council, Derbyshire County Council and other key stakeholders.
Community and Stakeholder Involvement	In accordance with the Town and Country Planning Regulations 2012 and as set out in the Councils Statement of Community Involvement.
Monitoring and Review	Progress on the preparation and production of the document will be carefully monitored to ensure that milestones in the LDS are met. Monitoring policies in this document will be a main feature of the AMR.
Timetable	
Stage	Date
Commencement of the process	
Submission Consultation (Regulation 19)	March 2014
Submission to Secretary of State (Regulation 22)	July 2014
Commencement of the Hearing Sessions	September 2014
Adoption by Council	January 2015

South Derbyshire Local Plan Part 2

Status	Development Plan Document
Geographical Area	South Derbyshire District
Conformity	Conform to legislation, case law and National Planning Policy Framework as well as Part 1 of the Local Plan.
Description	Local Plan Part 2 will cover non-strategic housing allocations and a full review of the settlement boundaries. It will also include more detailed policies on retail including consideration of a Town Centre boundary. Other policies will include conservation and countryside policies.
Joint Working	There will be less need to work alongside Amber Valley and Derby City in such an aligned manner. Derbyshire County Council will be involved through this part particularly with highways and education expertise.
Management	Director of Community & Planning ► Environmental & Development Services Portfolio Holder ► Environment & Development Committee ► Full Council ► Evidence agreed by Local Plan Member Working Group
Internal Resource	South Derbyshire District Council - Planning Policy team, Development Management team, Strategic Housing team, Community teams, Economic Development team
External Resource	Derby City Council, Amber Valley Borough Council, Derbyshire County Council and other key stakeholders.
Community and Stakeholder Involvement	In accordance with the Town and Country Planning Regulations 2012 and as set out in the Councils Statement of Community Involvement.
Monitoring and Review	Progress on the preparation and production of this document will be carefully monitored to ensure that milestones in the LDS are met. Monitoring policies in this document will be a main feature of the AMR.
Timetable	
Stage	Date
Commencement of the process	April 2014
Options Consultations (Regulation 18)	June 2014
Proposed Submission Consultation (Regulation 19)	November 2014
Submission to Secretary of State	February 2015

(Regulation 22)	
Commencement of the Hearing Sessions	April 2015
Adoption by Council	July 2015

13 Schedule and Timetable of proposed Supplementary Planning Documents

Design SPD

Status	Supplementary Planning Document
Geographical Area	South Derbyshire District
Conformity	Conform to National Planning Policy Framework & Guidance as well as Part 1 of the Local Plan.
Description	Guidance for people assessing development and for those proposing it across the District. It will provide clear and concise design guidance for all types of development. The guidance will be split as: <ul style="list-style-type: none"> • Design Process • Design Principles
Joint Working	Derbyshire County Council
Management	Director of Community & Planning ► Environmental & Development Services Portfolio Holder ► Environment & Development Committee ► Full Council
Internal Resource	South Derbyshire District Council - Planning Policy Team, Strategic Housing team, Development Management team, Waste Collection team Economic Development team, Tree Officer
External Resource	Police Architectural Liaison, National Forest, Developers & House Builders
Community and Stakeholder Involvement	In accordance with the Town and Country Planning Regulations 2012 and as set out in the Councils Statement of Community Involvement.
Monitoring and Review	Progress on the preparation and production of the document will be carefully monitored to ensure that milestones in the LDS are met. Monitoring policies in this document will be a main feature of the AMR.
Timetable	
Stage	Date
Commencement of the process	March 2014
Consultation	November 2014
Adoption by Council	March 2015

Car Parking Standards SPD (may be included as part of the Design SPD)

Status	Supplementary Planning Document
Geographical Area	South Derbyshire District
Conformity	Conform to National Planning Policy Framework & Guidance as well as Part 1 of the Local Plan.
Description	Guidance on car parking standards and requirements on all developments across the District.
Joint Working	Derbyshire County Council
Management	Director of Community & Planning ► Environmental & Development Services Portfolio Holder ► Environment & Development Committee ► Full Council
Internal Resource	South Derbyshire District Council - Planning Policy Team, Strategic Housing team, Development Management team, Waste Collection team

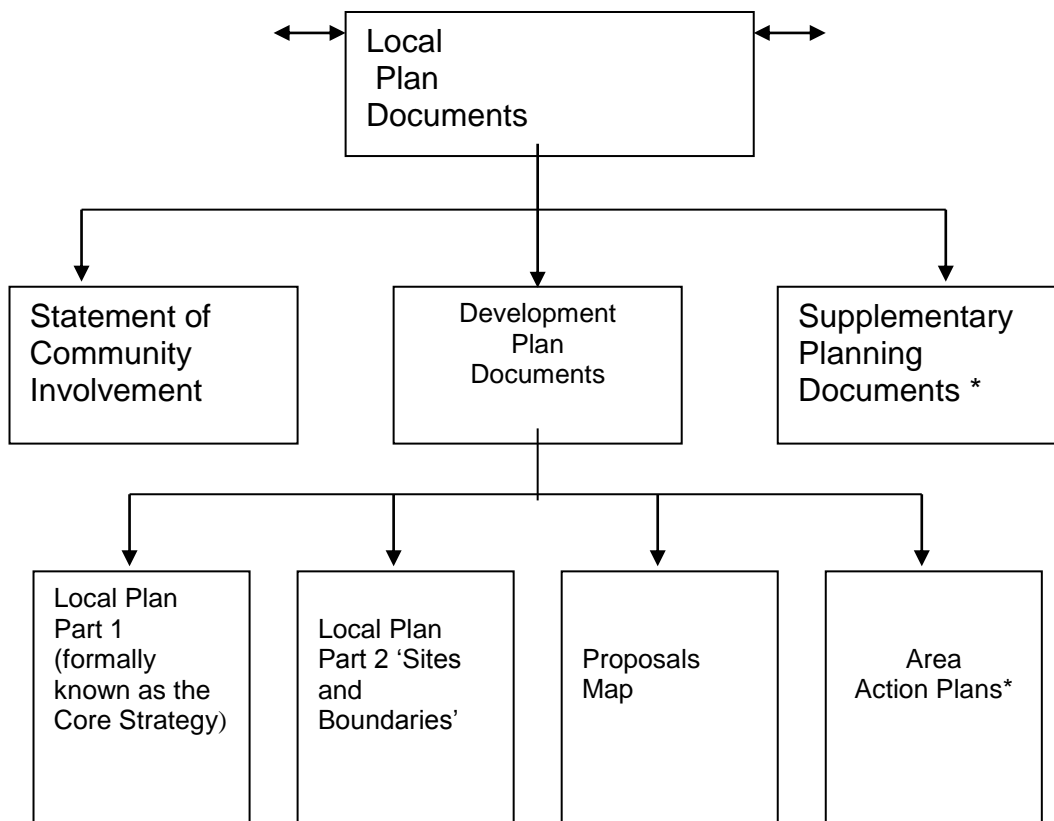
	Economic Development team, Tree Officer
External Resource	Police Architectural Liaison Officer
Community and Stakeholder Involvement	In accordance with the Town and Country Planning Regulations 2012 and as set out in the Councils Statement of Community Involvement.
Monitoring and Review	Progress on the preparation and production of the document will be carefully monitored to ensure that milestones in the LDS are met. Monitoring policies in this document will be a main feature of the AMR.
Timetable	
Stage	Date
Commencement of the process	March 2014
Consultation	November 2014
Adoption by Council	March 2015

Greenways SPD

Status	Supplementary Planning Document
Geographical Area	South Derbyshire District
Conformity	Conform to National Planning Policy Framework & Guidance as well as Part 1 of the Local Plan.
Description	Guidance and proposals on strategic multiuser routes for walkers, cyclists, horse riders and those with mobility difficulties across the District.
Joint Working	Derbyshire County Council who produce a County wide Green way Strategy
Management	Director of Community & Planning ► Environmental & Development Services Portfolio Holder ► Environment & Development Committee ► Full Council
Internal Resource	South Derbyshire District Council - Planning Policy Team, Development Management team, Economic Development team, Tree Officer, Open Space and Facilities Officer
External Resource	National Forest, Sustrans
Community and Stakeholder Involvement	In accordance with the Town and Country Planning Regulations 2012 and as set out in the Councils Statement of Community Involvement.
Monitoring and Review	Progress on the preparation and production of the document will be carefully monitored to ensure that milestones in the LDS are met. Monitoring policies in this document will be a main feature of the AMR.
Timetable	
Stage	Date
Commencement of the process	September 2014 (dependent on County Council review on their Strategy)
Consultation	March 2015
Adoption by Council	September 2015

Appendix 1: Chart to show the relationship between Local Plan documents (formally known as the Local Development Framework)





* Optional

Appendix 2 - Glossary of Terms

Adopted Local Plan	The South Derbyshire Local Plan formally adopted in May 1998
AMR	Annual Monitoring Report to chart progress of producing and implementing policies and proposal
Duty to Cooperate	A statutory duty places on Local Planning Authorities to cooperate with other authorities and relevant bodies in the preparation of a DPD

LDD	Local Development Documents comprising DPDs and SPDs that together will make up the Local Plan
NPPF (National Planning Policy Framework)	Contains a range of planning policies set by National Government
Planning Inspectorate	An agency of Department of Communities and Local Government that provides independent adjudication on planning matters
Proposals Map	A map that identifies those areas to which specific policies apply.
SA	Sustainability Appraisal – a tool to ensure that policies in al LDD reflect sustainable development principle.
SCI	Statement of Community Involvement that sets out how the Council will consult the community and stakeholders on the preparation of planning documents and planning applications.
SEA	Strategic Environmental Assessment is a requirement of EU Directive 2001/42/EC and apples to plans and policies where impacts will be of a strategic nature.
SPD	Supplementary Planning Documents that provide additional detailed guidance to support polices in DPD.
SPG	Supplementary Planning Guidance provides additional guidance to support Local Plan Policies.

REPORT TO:	Environmental and Development Services Committee	AGENDA ITEM: 8
DATE OF MEETING:	10th April 2014	CATEGORY:
REPORT FROM:	Bob Ledger – Director of Housing and Environmental Services	OPEN
MEMBERS' CONTACT POINT:	Adrian Lowery – Direct Services Manager	DOC:
SUBJECT:	Derbyshire and Derby City Joint Municipal Waste Management Strategy Review	REF:
WARD(S) AFFECTED:	District Wide	TERMS OF REFERENCE: EDS07

1. Recommendations

- 1.1 That Members approve in principle the revised version of the Derbyshire and Derby City Joint Municipal Waste Management Strategy, which includes the South Derbyshire District Council Action Plan, prior to a final report being submitted for formal adoption by the Council in July 2014.

2. Purpose of Report and Summary

- 2.1 To review of the Derby and Derbyshire Joint Municipal Waste Management Strategy 2006 and the South Derbyshire District Council Action Plan contained within the Strategy.
- 2.2 To seek member support for an SDDC waste action plan.
- 2.3 The County Council has undertaken public consultation to find out what residents think of the proposed draft strategy, draft individual council waste action plans and the Strategic Environment Assessment draft environment report.
- 2.4 The key document for consideration is the South Derbyshire Action plan. Due to previous investment in recycling and composting we have out performed most of the other Derbyshire authorities. In addition we have already put in place the services which should see us exceed our statutory target of 50% and meet the strategy's long term target of 55% waste recycled/composted.

3. Detail

- 3.1 The Derbyshire Waste Partnership (DWP) comprising Derbyshire County Council and Derby City Council, in partnership with the eight Derbyshire district/borough councils, has been reviewing the strategy for dealing with Derbyshire's waste - the Derby and Derbyshire Joint Municipal Waste Management Strategy 2006 (DJMWMS).

- 3.2 SKM Enviros (a specialist consultancy firm) was commissioned by Derbyshire County Council in January 2012 to support the DWP with the strategy review process. The proposed strategy will provide the objectives, policies, actions and targets to be delivered from 2014 – 2030 with regard to local authority municipal waste management.
- 3.3 The full suite of draft strategy documents can be viewed by following this link [Dealing with Derbyshire Waste](#)
- 3.4 The formation of the strategy entailed an options appraisal process. Key stages in the options appraisal process have included:
- Identifying key issues/drivers for the strategy by considering the policy and legislative context.
 - Identifying a 'long list' of options for delivering the waste strategy outcomes and objectives, through workshop sessions with officers, elected members and stakeholders.
 - A short listing exercise to refine the long list of options. This involved a high level assessment of the contribution of each option to the strategic outcomes and practicalities of delivery. The assessment incorporated input from officers, elected members and stakeholders through workshop sessions.
 - Developing weighted evaluation criteria, based on the strategic outcomes, to assess the short list of options.
 - Undertaking a detailed appraisal of the technical and financial performance of each of the short listed options, including consultation with officers, elected members and stakeholders on the outputs of the options appraisal process and implication of the options.
- 3.5 The first step in developing the waste strategy objectives was to identify key policy drivers and related objectives within other relevant strategies and plans (e.g. the revised Waste Framework Directive), as these formed the basis of an initial set of potential strategic outcomes and allowed the potential outcomes to be assessed against the current position. This information was also used as part of the Strategic Environmental Assessment (SEA).
- 3.6 The selected policy documents were reviewed for common themes and a list of forty themes driving policy and strategy related to waste management at the national, regional and local level were identified for consideration.
- 3.7 The second element of this task was to agree and define the strategic outcomes and then convert them into a set of strategic objectives. This was achieved by a series of facilitated workshops with officers, elected members from the City, County and district and borough councils and stakeholders. A list of 13 strategic outcomes was derived from the 40 key themes and refined into a draft vision for the Strategy.
- 3.8 The potential outcomes were refined at the 'Outcomes and Objectives' workshops to allow discussion of the potential delivery options, into a draft vision for the Strategy.
- 3.9 The resultant draft Derbyshire and Derby City Joint Municipal Waste Management Strategy aims to deliver a sustainable waste management service that achieves:
- Reduced waste arisings
 - Increased reuse and recycling of waste

- Reduced waste to landfill and gaining greater value from waste that is left over for disposal
- Increased understanding and engagement leading to high levels of customer satisfaction
- An accessible, efficient, effective and value for money service

And contributes towards:

- Improved resource efficiency
- Reduced carbon / climate change impacts
- Protection of natural resources
- The management of non-household wastes

- 3.10 Waste prevention options relate to the development and management of policies that restrict waste generation or disposal. For example restricting residual waste capacity, and options related to the promotion and operation of campaigns that through targeted actions attempt to change householder behaviour e.g. promoting “Love Food, Hate Waste” (LFHW) campaigns.
- 3.11 Each option from the 'long list of options' was assessed against the contribution of the option to the strategic outcomes. The assessment was based on whether the option would have a Low (L) or Significant (S) contribution or was left blank if there was deemed to be limited/no contribution to the strategic outcome.
- 3.12 Each option was evaluated from a deliverability perspective. The deliverability assessment considered the practicalities of delivery i.e. how practical the option would be to deliver, political acceptability and the cost to implement and/or sustain the option.
- 3.13 The quantitative assessment of options has involved modelling of waste flows and recycling performance using a waste flow model combined with industry knowledge of likely performance changes for each option. Ecological footprint and carbon dioxide (equivalent) emissions have been calculated using the Environment Agency Waste and Resource Assessment Tool for the Environment (WRATE) model.
- 3.14 Cost has been assessed by producing a total estimate for each option which enables each option to be compared based on the estimated annual operational cost of implementing the change and incorporating any saving made through waste reduction or avoided landfill disposal.
- 3.15 The short listed options went through a detailed options appraisal, the purpose of which was not to reduce the short list of options any further but to compare their performance from both a technical and cost perspective so that the ability of each option to deliver the strategic objectives of the Strategy can be understood. The options appraisal process has highlighted a range of good practice measures that will enable delivery of the vision of the DWP through a range of delivery options. All options are retained as part of the suite of options available to the partners in the delivery of the Strategy.
- 3.16 Those options which performed well include:
- reduced residual bin size/capacity;
 - lower frequency of residual collection supported by a weekly food waste collection and sanitary waste collection;
 - separate food waste collection; and
 - education/behaviour campaigns e.g. Love Food Hate Waste.

3.17 As the DJMWMS is implemented it will be for each council to identify and prioritise the options that they feel will best achieve the overall strategic outcomes. The individual District Council Action Plans (DCAPs) will have a key role to play in this and should enable flexible local delivery of the DJMWMS and take account of local factors, for example contractual constraints and cost of implementing at the local level. The DCAP will set out which options each council has selected to implement along with process steps and a timetable for action.

4. **The South Derbyshire Action Plan** is summarised as.

4.1 **Waste Prevention and Reuse Initiatives**

4.1.1 The Council is already committed to a number of initiatives to encourage and promote waste prevention and reuse:

- An effective side waste policy is already in operation.
- Households receiving a larger bin are reviewed should circumstances change.
- The services of furniture reuse organisations are promoted and bulky waste diverted where possible for reuse.

4.1.2 The Council will further develop and promote the following initiatives in partnership with the DWP to prevent waste and encourage reuse:

- The home composting scheme (provided across the county providing discounted bins and composting information for Derbyshire householders).
- The national Love Food Hate Waste promotional campaign which provides information and events for householders to reduce food waste by shopping more carefully, planning meals and using up their leftovers.
- Furniture reuse through local furniture projects and third sector organisations to encourage diversion of bulky waste materials from disposal providing good quality furniture to householders on a budget.
- Freecycle, Freegle, waste exchange sites and internet auction websites to encourage reuse.
- Waste prevention within the council to reduce waste and costs.
- The reuse and recycling of electrical and electronic equipment.
- On-going marketing and promotion to maximise waste prevention and reuse by householders.

4.2 **Kerbside Dry Recycling Collection Service**

4.2.1 The Council will further develop and promote the following initiatives in partnership with the DWP to increase recycling:

- Palm Recycling are contracted to deliver the kerbside dry recycling collection service from October 7th 2013 until October 2021. The new service provides 240 litre wheeled bins, with an inner caddy for paper, to all households. Cardboard and mixed rigid plastic are now collected at the kerbside. Within the contract there is an obligation on both parties to seek to extend the range of materials collected.
- Seek to minimise contamination and increase public understanding of the new service.
- On-going marketing and promotion will help to maximise recycling activity by householders.

4.3 Kerbside Organic Waste Collection Service

- 4.3.1 The Council will further develop and promote the following initiatives in partnership with the DWP to increase composting:
- The compost treatment contracts are due for renewal in 2014/15. The current contracts are with Biffa (Etwall) and Vital Earth (Derby) Ltd. The Council will explore ways of enhancing these contracts.
 - The continued rejection and enforcement in relation to contaminated bins.

4.4 Kerbside General Waste Collection Service

- 4.4.1 The Council will further develop and promote the following initiatives in partnership with the DWP to reduce general waste:
- The Council are planning a service review by May 2015
 - The Council may consider a reduction in the standard general waste wheeled bin size for new properties or those requiring replacement bins at an appropriate time in the future. This would be gradual and is currently proposed to be considered as part of the May 2015 service review.

4.5 Bring Sites

- 4.5.1 The bring site service provision was amended and reduced from March 2014 to reflect reduced demand following implementation of the new kerbside collection scheme and avoid duplication of service. However the level of bring site provision will be kept under review.

4.6 Other Waste Collection Services

- 4.6.1 Opportunities to further promote reuse options for the bulky waste collection services will be investigated by 2015.
- 4.6.2 The Waste (England and Wales) Regulations 2011 requires waste collection authorities to take reasonable measures to provide separate multi material collections to its commercial customers, schools and businesses. The current commercial waste service provision will undergo an operational review from April 2014. A trial recycling collection service for cardboard is currently offered to a small number of customers. The options to offer the existing customer base the new kerbside recycling will be considered.

4.7 Communication and Promotional Activity

- 4.7.1 The Council will continue to pursue a wide range of promotional activity and utilise both internal and external funding opportunities where ever possible to facilitate this.
- 4.7.2 Significant promotional activity was undertaken in the summer of 2013, including twelve road shows, to inform and educate householders about the new kerbside recycling collection service.

4.8 Carbon Improvement Measures

4.8.1 The Council is continuously working towards operating efficient collection arrangements where feasible. Tipping points are reviewed regularly to make sure that travel is efficient where possible to maximise carbon benefits. The Council will also consider a four day working week as part of its in-house services. Such a working pattern would also lead to reduced carbon emissions.

5. Financial Implications

5.1 There are no direct financial implications of this report. However, reductions in the amounts of waste generated and disposed of will reduce the overall cost to Derbyshire Council Tax payers. Future Waste Strategy commitments could have financial implications and these would be subject to separate, more detailed reports.

6. Corporate Implications

6.1 The Council's Corporate Plan 2013/14 committed us to 'Develop the opportunities for increasing the range of materials recycled through the re-tendering exercise.' This is measured through the Proportion of Household waste recycled and composted. The actions within our strategy action plan continue the emphasis on delivering increased recycling and reducing waste.

7. Community Implications

7.1 Communication Issues – Derbyshire County Council have undertaken a public consultation, which closed on Friday 14th February. All the comments and questionnaires received are currently being analysed and considered in formulating the final strategy documents.

7.2 SDDC will continue to engage with the community to promote waste reduction and waste recycling. The main local focus of the strategy, the new kerbside recycling scheme, has already been implemented.

7.3 The review of our services in 2015 could have implications in the long term and as such would undergo further consultation prior to changes to service delivery.

REPORT TO:	Environmental and Development Services Committee	AGENDA ITEM: 9
DATE OF MEETING:	10 April 2014	CATEGORY: DELEGATED
REPORT FROM:	Director of Community and Planning Services	OPEN
MEMBERS' CONTACT POINT:	Richard Groves (01283) 595738 richard.groves@south-derbys.gov.uk	DOC: u:/Richard/Committees/EDS28
SUBJECT:	East Midlands Airport Sustainable Development Plan Consultation	REF:
WARD(S) AFFECTED:	All Wards	TERMS OF REFERENCE: EDS

1.0 Recommendations

1.1 It is recommended that the comments made under the Section 8 of the report "Conclusions", be forwarded to East Midlands Airport as the Council's response to the Sustainable Development Plan consultation exercise.

2.0 Purpose of Report

2.1 The purpose of the report is to obtain a Council response to the East Midlands Airport Sustainable Development Plan.

3.0 Executive Summary

3.1 This report explains the purpose of the East Midlands Airport (EMA) Sustainable Development Plan. It reviews changes to passenger and cargo throughput since the publication, in 2006, of the EMA Master Plan and sets out future capacity forecasts. Proposals for those aspects of future activity that are of particular interest to South Derbyshire are summarised. These comprise physical development on the airport site; employment growth, including training and recruitment; sustainable surface access to the airport site; limits to future noise levels and measures to be used to minimise noise generation, particularly at night; the means by which aircraft movement and noise will be communicated to the public; community consultation arrangements and support for community projects. The report then draws a series of conclusions which are proposed to form the Council response to the consultation exercise.

4.0 Detail

4.1 The EMA Master Plan, published in 2006, showed how the airport intended to deliver the objectives of the 2003 Air Transport White Paper at the local level and how the adverse impacts of airport activity could be mitigated and managed. The Air Transport White Paper has been superseded by the National Aviation Policy Framework, published in March 2013, which, like its predecessor, encourages airports to prepare Master Plans and surface access documents.

4.2 Since the time of publication, the context within which the airport operates has changed significantly, as a consequence of the global economic downturn and changes to the aviation industry. Growth in both passenger and cargo throughput has fallen far short of levels anticipated in the forecasts upon which much of the Master Plan was founded.

- 4.3 The Sustainable Development Plan (SDP) updates the Master Plan. The Vision for EMA is to “develop the airport as a business that contributes to the competitiveness of the region, promotes inward investment, provides high quality jobs and meets the travel needs of local people”. The SDP seeks to achieve the following objectives:
- Set out the long term opportunities for the growth and development of EMA.
 - Inform the plans and strategies of others across Derbyshire, Leicestershire and Nottinghamshire.
 - Set out a vision for the development of the EMA site.
 - Set out plans to enable a constructive dialogue between EMA and its customers, neighbours and business partners
 - Provide the framework for capitalising on the benefits of EMAs development and for managing and minimising local disturbance and environmental impact.
- 4.4 The 2006 Master Plan included forecasts that passenger throughput would grow to 9.22 million per year by 2016. Passenger traffic reached 5.6 million in 2008, but the economic recession resulted in passenger traffic falling. The total number of passengers in 2013 was 4.3 million, but is expected to grow in coming years. Cargo growth has also been substantially lower than anticipated with a forecast that throughput would be some 723,000 tonnes by 2010. It reached 313,000 tonnes in 2011, but is currently some 300,000 tonnes. The integrated cargo carriers, which dominate the cargo market at EMA, have proven more resilient than the general air freight market. The Department for Transport forecasts are for EMA to achieve a passenger throughput of 6.7 million passengers a year by 2030, rising to 8.2 million by 2040. However, EMA considers these forecasts to be conservative, believing that the airport is capable of achieving a throughput of 10 million passengers a year during the period 2030-2040. EMA also forecasts cargo throughput of 618,000 tonnes by 2035, rising to 700,000 tonnes by 2040. EMA believes it can achieve its own passenger and cargo forecasts through increased penetration of its own and adjacent catchment areas and by making full and effective use of its existing runway and infrastructure.
- 4.5 EMA handled 59,744 Air Transport Movements in 2013. This was made up of 35,939 passenger movements and 23,805 cargo movements. There were also 17,495 other aircraft movements including 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 2013 the airport handled 23,805 cargo movements (freight and mail), and by 2040 the number of movements could grow to around 42,600. This reflects the growth of the integrated carriers and the expectation that the average freight load per cargo aircraft movement will increase from 14.4 tonnes in 2012 to 17.9 tonnes by 2040.
- 4.6 The Sustainable Development Plan is supported by four detailed documents covering “Land Use”, “Community”, “Economy and Surface Access” and “Environment”. These are described in turn below.

Land Use

- 4.7 The Land Use Plan identifies the land, the uses and the facilities required to support the operation of an airport capable of handling 10 million passengers annually and 1.2 million tonnes of cargo. North West Leicestershire District Council’s Local Plan sets out EMA’s development requirements within the existing Operational Area. To

accommodate future growth additional passenger handling capacity will be required. There is sufficient runway capacity, however additional aircraft parking will be needed in the long-term. The vast majority of EMA's car parking will continue to be on-site, as this will generate fewer road journeys than would facilities where passengers are picked-up and dropped-off.

- 4.8 Major works are underway to provide a new security search area and other facilities in the passenger terminal and further development will be needed in the future to handle increased passenger numbers. This will include looking for opportunities to spread passenger flows, which currently peak between 7.00am and 8.00am, more evenly across the day. This will enable greater and more efficient use of existing facilities, helping to minimise some of the environmental effects of growth.
- 4.9 Land has been reserved for the further development of the DHL hub and land is also safeguarded for a second major integrator hub in Cargo East. Commercial development proposals, focussed towards developments that require a location at EMA, will be brought forward for land within the Pegasus Business Park.

Economy and Surface Access

- 4.10 The economic benefits of EMA to the region are in the form of passenger and cargo connectivity, economic activity (Gross Value Added (GVA) – the value of goods and services produced in an economy) and in direct and indirect employment. EMA is estimated to generate £239 million of GVA each year. The most recent employment survey (2013) showed 6,730 people are employed on the site in 90 companies. Of EMA employees 42% live in Derbyshire, 23% in Leicestershire and 23% in Nottinghamshire. An education and employment programme, currently in place, will be developed to target local employment and to support EMA's future workforce. The Airport Academy opened in June 2013 to provide pre-employment training and a bespoke recruitment service for on-site employers and will continue to be developed. At present it accommodates job seekers aged 19 and over who are currently unemployed. In future EMA hopes to extend the project to encompass 16 to 18 year olds to bridge the gap between education and employment.
- 4.11 High quality surface access is vital to future passenger and cargo growth at EMA and is particularly important for staff travelling to work. The Surface Access Plan seeks to manage the growth in airport-related road traffic. EMA's Surface Access Strategy, which formed part of the 2006 Master Plan, included two primary targets:
- Achieve 10% of the Airport's passengers using public transport.
 - Increase to 30% the proportion of employee journeys that are made by means other than by single-car-occupancy.
- 4.12 Passenger public transport use reached 9% in 2012 and 29% of staff journeys in that year were made other than by single-car-occupancy. New long term targets are for 15% of passengers using public transport and 65% single occupancy car use. EMA will seek to increase frequencies on the Skylink network to Derby, Nottingham, Leicester, Loughborough and Long Eaton; to develop new services to Ilkeston, Coalville and Ashby and to work with the train operators and Network Rail to encourage the better use of East Midlands Parkway Station.

Environment

- 4.13 EMA will seek to reduce energy demand by 10% over the next 5 years. It will also establish a reduced maximum night noise envelope: for the period between 11.00pm and 7.00am the area contained within the 55 LAeq noise contour will not be permitted

to exceed 16 sq. km. In relation to the limit set in the current Master Plan, this represents a 27% improvement. EMA will also continue to undertake on-site air quality monitoring and ensure that the airport remains within local air quality limits.

- 4.14 The Airport's Noise Action Plan is being reviewed in parallel with the consultation on the Sustainable Development Plan and must be produced to accord with the Environmental Noise (England) Regulations 2006.
- 4.15 The 2006 Master Plan set a target that by 2012 all flights would be by quieter aircraft types, achieving at least International Civil Aviation Organisation (ICAO) "Chapter 4" compliance. By 2012 only 83% of flights were "Chapter 4" compliant, but EMA indicates that it will consider means by which to incentivise operators to help achieve 100% compliance.
- 4.16 Noise disturbance from departing aircraft is controlled by the use of Noise Preferential Routes (NPRs), which limit the number of people the aircraft fly over on take-off. The current Master Plan target is to limit non-compliance with NPRs to 10% of all departures. Aircraft navigation systems have improved and EMA will therefore review the widths of the NPRs and investigate the use of new operational procedures and technologies to achieve further noise benefits.
- 4.17 In regard to training flights, permission for these is only granted between 8am and 9pm in the winter and 7am and 8pm in the summer. Training flights will only be permitted by based operators, regular users of the airport or small propeller aircraft. Training is not permitted at weekends or on UK Public Holidays, except by small propeller aircraft. However, operators have indicated that, due to the stringent nature of EMA's controls, they have been compelled to fly to other UK airports to undertake training. As a result, mindful of the Government policy to make the most efficient use of available airport capacity in the UK, EMA wishes to consider whether there is a case to allow greater flexibility to airlines in some circumstances. Therefore, beginning in 2014, EMA is to review the definition and controls that are applied to training aircraft to better understand how the development of a pre-defined training circuit might potentially further reduce the number of people affected by training activity.
- 4.18 All aircraft landing at EMA are expected to use low power / low drag and continuous descent approach (CDA) procedures, both of which minimise noise levels. The current EMA target is for 80% of inward flights to be compliant with CDA, whilst compliance was 93% in 2012. In keeping with industry commitments, from 2014 the target will rise to 95%.
- 4.19 EMA operates a system of night-time runway charges that incentivise airlines to use the quietest types of aircraft. The 'shoulder' and 'night' noise supplements are based upon the noise classification "Quota Count" (QC) of an aircraft and are applied to both arriving and departing flights. The noisiest aircraft, with a QC of 8 or 16, cannot be scheduled to operate between 11.00pm and 7.00am and will only be allowed to take-off during this period in exceptional circumstances. These flights are charged at the highest night supplement rate and are also subject to an additional noise surcharge of £5,000 or £10,000 for QC 8 or QC 16 aircraft respectively. To support and reinforce the target of 100% Chapter 4 operations, EMA intends to review its noise related charging mechanisms by 2015/16. All of the money from these surcharges is donated to the East Midlands Airport Community Fund.
- 4.20 To encourage departing aircraft to be flown in the quietest possible way, for flights that generate noise levels above published limits, EMA issues the airline with a financial

penalty. The level of the penalty is related to the noise level and the maximum level of noise a departing aircraft is allowed to make is dependent upon its size. The penalty for going over the maximum noise level is currently £750, plus £150 for each decibel above the limit. The noise penalty scheme will be reviewed on an annual basis from 2015 onwards to ensure that it remains relevant and appropriate. All of the money from these penalties is donated to the East Midlands Airport Community Fund.

- 4.21 EMA monitors its noise performance using its “noise and track” system. This will be upgraded in 2015 and the noise monitoring points will be reviewed at the same time, as will the ways in which the information obtained is shared. This will include an upgrade of the “Webtrack” facility, which allows the public to observe the track-keeping performance of arriving and departing aircraft online.
- 4.22 To help people understand the noise climate around the airport, from 2014 EMA will start to publish ‘Number Above’ contour maps showing the number of times aircraft noise was louder than a given level. EMA will also publish the first flight-path maps, showing the number of flights into and out of the Airport and where they flew. Following the improvements to the noise and track monitoring systems, the ability to record aircraft noise complaints through the EMA website will be introduced by 2015.
- 4.23 EMA will continue to run a Sound Insulation Grant Scheme to assist in mitigating aircraft noise for the most affected properties.

Community

- 4.24 The priority areas for EMA’s Community Plan are:
- Community engagement
 - Managing local impacts
 - Investing in the local community
 - Education and employment
 - Employee engagement
- 4.25 EMA will continue to host quarterly meetings of the Independent Consultative Committee, the formal interface between the airport and its neighbouring communities. It operates according to Government guidelines with representatives of local authorities, amenity and user groups.
- 4.26 Outreach Events will continue and there will be regular communications such as the “Community Flyer” publication. EMA representatives will continue to attend local community meetings and forums to discuss airport operations.
- 4.27 Every other year EMA distributes a community survey to key stakeholders to improve understanding of local concerns and assist in the identification of issues to be addressed.
- 4.28 EMA will continue to make a minimum contribution to the Community Fund, toward which it will continue to contribute £50,000 annually. This sum is supplemented by the financial penalties charged to excessively noisy aircraft. Eligible community groups can apply for funding up to a maximum of £2,000 and their request is put forward to an independent committee that includes a representative from each of the three surrounding counties and an on-site business. EMA will continue to provide visits to Aerozone, an on-site education facility for students from Foundation to University stage.

5.0 Financial Implications

5.1 There are no financial implications for the Council.

6.0 Corporate Implications

6.1 EMA's activities have implications for the following themes of the Corporate Strategy:

"Sustainable growth and opportunity" in that EMA is important to the local economy as an employer in its own right, as an attraction to business investment and as a tourism asset.

7.0 Community Implications

7.1 EMA's activities have implications for the following themes of the Sustainable Community Strategy:

- "Vibrant communities" in that air transport is a significant generator of carbon emissions and noise generated by aircraft can impact on local amenity.
- "Sustainable development" in that EMA is important to the local economy as an employer in its own right, as an attraction to business investment in the region and as a tourism asset.

8.0 Conclusions

8.1 EMA has made good progress in working towards the environmental targets identified in the 2006 Master Plan. The noise mitigation measures pursued since the Plan was published, including the use of CDA and NPRs; the phasing out of noisier aircraft; the use of night-time runway supplementary charges; the use of financial penalties to discourage excess noise and the Sound Insulation Grant Scheme are all welcomed. EMA has also been very helpful and effective in communicating with, and listening to the concerns of, the Council and the public at large. Community Fund contributions toward local projects are also very much appreciated.

8.2 The economic significance of EMA, both in terms of the direct employment of local residents and the generation of wider benefits to the region, is fully recognised. The Airport Academy is a valuable means of securing employment for younger job seekers and the Council would welcome the expansion of the initiative to include 16-18 year olds.

8.3 EMAs success in working towards sustainable surface access goals is welcomed and the identification of new, more challenging targets, as identified in para. 4.12 of this report, is supported. The lack of a public transport connectivity between EMA and Swadlincote is a matter of on-going concern and it is requested that consideration be given to the following potential solution: a circular express bus route, with limited stops, connecting EMA, Ashby-de-la-Zouch, Swadlincote, Burton-on-Trent, the Southern fringes of Derby and the East Midlands Distribution Park, using the A42, A511, A38 and A50. It is considered that this may have potential to attract sufficient patronage, both from EMA and EMDC workers and EMA passengers, to be economically viable.

8.4 Anticipated growth in passenger and cargo flights must be inextricably linked to the curtailment of associated noise for local residents. The reduction in the size of the noise envelope, as described in para. 4.13 of this report, will reduce the potential future noise impact on South Derbyshire residents of flights to and from EMA and is welcomed. EMA is urged to continue to seek to phase out the use of all aircraft failing to meet the IACO "Chapter 4" standard and the proposed review of the "night time" and

“shoulder time” charging regime, as described in para. 4.19 of this report, to assist in achieving this objective is supported.

- 8.5 The achievement of high levels of compliance with NPRs and CDA procedures, as described in para.s 4.16 and 4.18 of this report respectively, is welcomed. However, it is considered that all flights should be expected to meet these requirements and that the targets for each should be raised to 100%, whilst recognising that there may be exceptional circumstances that would justify non-compliance, for example emergencies where safety would otherwise be compromised.
- 8.6 The proposal to review the definition and controls applied to training aircraft is a matter of significant concern. It is understood that there is a need for pilot training, but it is considered that arrangements for accommodating this should be reasonable and proportionate, taking full account of the need to protect the amenity of local residents. Therefore, any extension of training flights at night beyond existing parameters could not be supported and it is requested that the Council be kept fully informed of any proposals to change current arrangements.
- 8.7 The proposal to review the noise penalty scheme on an annual basis from 2015 onwards to ensure that it remains relevant and proportionate is supported.
- 8.8 The proposed upgrading of the “noise and track” system and the ways in which the information is shared, as described in para.s 4.21 and 4.22 of this report, is supported.
- 8.9 The continuation of community initiatives, as described in para.s 4.23 to 4.28 of this report, is supported.

9.0 Background Papers

East Midlands Airport Sustainable Development Plan	East Midlands Airport, 2014
National Aviation Policy Framework	Department for Transport, 2013
East Midlands Airport Master Plan	East Midlands Airport, 2006
Air Transport White Paper	Department for Transport, 2003

REPORT TO:	ENVIRONMENTAL AND DEVELOPMENT SERVICES COMMITTEE	AGENDA ITEM: 10
DATE OF MEETING:	10th APRIL 2014	CATEGORY: DELEGATED
REPORT FROM:	Director of Community & Planning Services / Director of Housing & Environmental Services Stuart Batchelor (Ext. 5820) Bob Ledger (Ext. 5775)	OPEN
MEMBERS' CONTACT POINT:		DOC:
SUBJECT:	WORK PROGRAMME	REF:
WARD(S) AFFECTED:	ALL	TERMS OF REFERENCE: G

1.0 Recommendations

1.1 That the Committee considers and approves the updated work programme.

2.0 Purpose of Report

2.1 The Committee is asked to consider the updated work programme.

3.0 Detail

3.1 Attached at Annexe 'A' is an updated work programme document. The Committee is asked to consider and review the content of this document.

4.0 Financial Implications

4.1 None arising directly from this report.

5.0 Background Papers

5.1 Work Programme.

**Environmental & Development Services Committee – 10th April, 2014
Work Programme**

Work Programme Area	Date of Committee meetings	Anticipated completion date	Submitted to Council target date	Contact Officer (Contact details)
Derbyshire Waste Policy	10 th April 2014			Adrian Lowery Direct Services Manager (01283 595764)
East Midlands Airport New Master Plan Consultation	10 th April 2014			Richard Groves Planning Policy Officer (01283 595738)
Local Plan Pre Submission	June 2014			Nicola Sworowski Planning Policy Manager (01283 595821)
Quarterly performance	Sept 2014, Nov 2014, March 2015			
Repton High Street – Air Quality	March 2105			Matt Holford Environmental Health Manager (01283 595856)

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