

Nicholas James Rushton

Hood House, 19 Lower Church Street, Ashby De La Zouch, Leicestershire LE65 1AB
Tel. 01530 412059, fax. 01530 417227 & Email nr@dkrs.co.uk

James Holden
Planning & Transportation Dept.
Leicestershire County Council
County Hall
Glenfield
Leicestershire

PLANNING AND TRANSPORTATION			
DIRECTOR			
TRANS & WD	/	31 OCT 2002	POL E&R
RES & S.S.			ENV PL
H.D. & MAINT			DLO
REFER		REFER 2	November 1, 2002
ACK		FILE	

My ref. EMA/No

Dear James,

Re. DOT consultation on air transport in the UK

As the County Councillor for Breedon Division which includes all the most severely affected villages I am totally opposed to any further expansion of East Midlands Airport on the following grounds.

The development of an air transport strategy for the UK and its constituent regions should be firmly bedded within the Government's national sustainability objectives and policies. Whilst recognising the constraints on Government action (eg. international treaties) it is considered that every effort should be made to ensure that air transport pays its full environmental impact costs on the basis of the "polluter pays" principle. The Government should therefore give further consideration to the relationship between the expansion of air transport and the principles of sustainable development and should undertake a rigorous examination of all available fiscal and capacity measures in order to secure the most sustainable level and pattern of national and regional airports capacity. The strategy should be based on an assessment of Environmental Capacity, which will in effect determine the scale of any acceptable growth.

(Continued on next page)

Conservative County Councillor for the division of Breedon on the Hill
&
Conservative District Councillor for the ward of Breedon on the Hill

RE a second runway at EMA

- (a) The case for additional runway capacity at EMA is highly tenuous in that it assumes an unrealistic level of constraint on the expansion of airport capacity in the South East together with failure to provide for more pressing expansion needs elsewhere in the Midlands, and is even then a very long-term (and therefore highly uncertain) prospect. This last aspect of the second runway option will bring with it a period of protracted blight for local communities.
- (b) Such a proposal, if implemented, will have very severe and unacceptable impacts on the environment, amenities and character of the settlements and communities adjoining the airport.
- (c) EMA is currently not well served by public transport and, given its location, will continue to perform relatively poorly in terms of the objectives of national integrated transport policy.
- (d) The scale of employment growth envisaged under the second runway option is such that it is likely to result in the severe overheating in the local and sub-regional labour and housing markets.
- (e) The provision of a second runway could only be financed through substantial public subsidy. Such a subsidy is not considered to be appropriate for this type of development.

There is a strong case for substantial improvements in relation to surface access to EMA, and in particular public transport, which should be addressed regardless of which option is selected as the basis for policy for the future development of the airport. Such improvements would be an appropriate focus for public financial support.

The growth of airfreight operations at EMA must be seen in the light of the competitive advantage resulting from the absence of night flying controls. The Government's review of national and regional airports policy provides an opportunity to impose an appropriate level of control on such activities. Any national policy that did not provide a consistent approach to the assessment and control of environmental detriment, particularly in relation to noise, would be fundamentally flawed.

I would also like it noted that to date I have received 122 letter and 53 phone calls from the electorate of my division all opposed to the DOT proposals.

Yours sincerely,

A handwritten signature in black ink, consisting of a large, stylized 'R' with a horizontal line extending to the right, and a smaller 'N' or 'X' shape below it.

Nicholas Rushton