

Public Document Pack

When telephoning, please ask for:
Direct dial
Email

Democratic Services
0115 914 8511
democraticservices@rushcliffe.gov.uk



Our reference:
Your reference:
Date: 10 January 2024

To all Members of the Communities Scrutiny Group

Dear Councillor

A Meeting of the Communities Scrutiny Group will be held on Thursday, 18 January 2024 at 7.00 pm in the Council Chamber, Rushcliffe Arena, Rugby Road, West Bridgford to consider the following items of business.

This meeting will be accessible and open to the public via the live stream on YouTube and viewed via the link: <https://www.youtube.com/user/RushcliffeBC>
Please be aware that until the meeting starts the live stream video will not be showing on the home page. For this reason, please keep refreshing the home page until you see the video appear.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Gemma Dennis'.

Gemma Dennis
Monitoring Officer

AGENDA

1. Apologies for Absence
2. Declarations of Interest
[Rushcliffe Borough Council Constitution](#)
3. Minutes of the Meeting held on 5 October 2023 (Pages 1 - 8)
4. East Midlands Airport - impacts of future flight path changes and aircraft noise in general (Pages 9 - 18)
5. Work Programme (Pages 19 - 20)

Membership

Chair: Councillor G Williams
Vice-Chair: Councillor L Plant
Councillors: M Barney, J Billin, S Ellis, G Fletcher, R Mallender, H Parekh and A Phillips

Rushcliffe Borough
Council Customer
Service Centre

Fountain Court
Gordon Road
West Bridgford
Nottingham
NG2 5LN

Email:
customerservices
@rushcliffe.gov.uk

Telephone:
0115 981 9911

www.rushcliffe.gov.uk

Opening hours:
Monday, Tuesday and Thursday
8.30am - 5pm
Wednesday
9.30am - 5pm
Friday
8.30am - 4.30pm

Postal address
Rushcliffe Borough
Council
Rushcliffe Arena
Rugby Road
West Bridgford
Nottingham
NG2 7YG





Rushcliffe
Borough Council

Meeting Room Guidance

Fire Alarm Evacuation: in the event of an alarm sounding please evacuate the building using the nearest fire exit, normally through the Council Chamber. You should assemble at the far side of the plaza outside the main entrance to the building.

Toilets: are located to the rear of the building near the lift and stairs to the first floor.

Mobile Phones: For the benefit of others please ensure that your mobile phone is switched off whilst you are in the meeting.

Microphones: When you are invited to speak please press the button on your microphone, a red light will appear on the stem. Please ensure that you switch this off after you have spoken.

Rushcliffe Borough
Council Customer
Service Centre

Fountain Court
Gordon Road
West Bridgford
Nottingham
NG2 5LN

Recording at Meetings

The Openness of Local Government Bodies Regulations 2014 allows filming and recording by anyone attending a meeting. This is not within the Council's control.

Rushcliffe Borough Council is committed to being open and transparent in its decision making. As such, the Council will undertake audio recording of meetings which are open to the public, except where it is resolved that the public be excluded, as the information being discussed is confidential or otherwise exempt

Email:
customerservices
@rushcliffe.gov.uk

Telephone:
0115 981 9911

www.rushcliffe.gov.uk

Opening hours:
**Monday, Tuesday and
Thursday**
8.30am - 5pm
Wednesday
9.30am - 5pm
Friday
8.30am - 4.30pm

Postal address
Rushcliffe Borough
Council
Rushcliffe Arena
Rugby Road
West Bridgford
Nottingham
NG2 7YG



Mr Erwin-Jones took the Group through the various types of work and associated costs that the CRT undertook, including towpath management, hedge management, reed management, operation management, wellbeing activities, education and infrastructure management. He said that in 2023 Defra announced that there would be £300m of cuts to the charity's future grant, which formed about a quarter of its overall budget.

Mr Erwin-Jones said that the CRT's current agreement with the Council expired in 2024 and he suggested four possible options that the Group may wish to consider for a future agreement:

- End the agreement – no cost
- Maintain current levels - £48,265
- Enhanced Environmental Management - £78, 265
- Enhanced Environmental Management, Wellbeing Activities and Education and events - £110,365

The Community Development Manager said that the recommendation from the Group would be taken forward through the Council's budget workshop process.

Councillor Phillips said that the canal was well used by a wide section of the community and he noted the positive difference in funded maintenance of the canal in Rushcliffe compared to when it moved into Leicestershire.

Members of the Group referred to the barriers along the canal. Mr Erwin-Jones confirmed that maintenance of them was covered by the current funding. In relation to accessibility, he noted that they can cause difficulty for cyclists and said that they had been removed in some areas, but that consultation was required before doing as there could be risks involved.

Members of the Group referred to the wellbeing activities and Mr Erwin-Jones confirmed that these did not currently form part of Rushcliffe's agreement although some had been held in Rushcliffe at Holme Pierrepont and had included some Rushcliffe residents and volunteers. He said that it was possible to carry out water based and other activities on parts of the canal and also on the river Trent.

In relation to how much input the Council could have into shaping wellbeing activities and social prescribing, Mr Erwin-Jones, said that some areas had a dedicated community groups officers who worked with local organisations and community groups to tailor packages to local need. The Community Development Manager added that the Council had the Reach Rushcliffe fund which could be used to pump prime a range of social isolation projects across the Borough, to the value of approximately £2k.

The Chair asked about the UKSPF funded reed clearance works. The Group was informed that this was a one-off pot of funding to cover reed clearance in specific areas of the canal but that ongoing clearance would require a reed clearance management plan.

The Community Development Manager said the four options offered covered three areas of delivery, being ecology and diversity, access and active travel, protection and heritage of the canal and education and activities. The

explained that the current agreement covered access and active travel opportunities and that this would need to be reduced if the Group wished to include other options at current funding levels.

In relation to water, Councillor R Mallender said that there was community support for the CRT to have an active role in keeping the canal in water. The Environmental Sustainability Officer said that whilst some of the enhanced programme of works would support water retention, such as through reed clearance, to make a significant difference would require separate culvert repairs at approximately £100k per culvert.

The Chair asked for Members of the Group to vote on which of the four options they would prefer, with the majority vote being for 'Enhanced Environmental Management at £78, 265', and confirmed that this would be reported into the Council's budget setting process.

It was **RESOLVED** that Communities Scrutiny Group:

- a) received a summary presentation of the work that has been undertaken by the Council in partnership with the Canal and River Trust (CRT)
- b) made comment on the strategic ambitions of the CRT for any future Service Level Agreement and the associated funding required for this work.

9 **Social Housing Models**

The Strategic Housing Manager presented the Social Housing Models report, which set out the Council's approved policy and operational framework for the provision of affordable housing, the different delivery models and the current approach to meet housing need.

The Strategic Housing Manager provided an explanation of the definition of affordable housing, which included affordable housing for rent and affordable housing for sale. She said that in 2003 the Council had transferred its housing stock to Metropolitan Housing Thames Valley who were currently the largest registered housing provider in the Borough, of approximately 15 in total. She said that the Council was responsible for managing the allocation of social rented housing in the Borough which it did through the housing register.

The Strategic Housing Manager confirmed that the Council did not own any housing stock nor run a Housing Revenue Account (HRA) and said that most councils who provided council housing stock usually also operated an HRA. Current regulation allowed councils to own up to 200 dwellings without the need to open an HRA and she said that factors supporting a council house building programme usually included; where there was exceptional housing need, and the resultant temporary accommodation costs were a big financial drain, where delivery by existing registered providers was limited, where the council had land assets, where it wished to develop bespoke housing and where it had funds which it wished to invest in affordable housing. She said that council owned housing stock was subject to right to buy.

The Group were informed that the Council had an affordable housing capital budget of £4.5m, the majority of which was a commuted sum from large site developments. The Strategic Housing Manager said that as the council did not have any land to build on, it allocated the funds through the work of its registered housing partners in identifying and acquiring sites either on the open market or through their own land assets and that the Council provided the grant funding to them to develop affordable housing. She said that without land assets the Council was dependent on the cooperation of third parties who had access to land, or developers who undertook housing developments in the Borough.

In relation to housing need, the Strategic Housing Manager explained that the Council's current housing assessment was carried out in 2022 as part of the Local Plans process and identified an unmet need for 294 affordable rented dwellings per year. She said that the total percentage of affordable housing of new completions was 25%

In relation to specialist housing needs, the Strategic Housing Manager explained that provision required both capital and revenue funding and as such Nottinghamshire County Council played a significant role in commissioning support for vulnerable residents.

The Strategic Housing Manager said that there were time limits on the allocation of some commuted sums and that if not allocated within that period they may need to be returned to the original party. The complexity and resources required to set up a council affordable housing build programme were also considered to be prohibitive.

Members of the Group asked about the number of affordable rented properties and the Strategic Housing Manager explained that if a development site delivered 30% affordable housing, of that, 60% would be rented, with a further split between social and affordable rented units. She said that the Council was also now looking to cap affordable rent at local housing allowance levels within S106 agreements.

Members of the Group referred to affordable housing viability issues on development sites and the Strategic Housing Manager said that these were complex and the Council would seek independent review of the feasibility assessment and would also discuss using the ringfenced £4.5m funds to make up shortfalls. The Director Neighbourhoods confirmed that the intervention of the Council generally secured an increase in the number of affordable housing units.

In relation to using the £4.5m funding towards adaptable housing on development sites, the Strategic Housing Manager confirmed that the Council would seek to support adapted provision, including ensuring that older persons' accommodation developments included level access showers. She said that whilst the Council currently sought to achieve 1% of developments of more than 100 dwellings complying with building regulation requirements M4, it was looking at increasing that figure. She that all of this helped relieve pressure on the disabled facilities grant funds

The Group referred to exceptions to the right to buy option, such as for adapted houses for older people and asked whether the Council could build this type of accommodation. The Strategic Housing Manager said that this provision would require the Council having land to build on and would also necessitate setting up a maintenance and management company. She said that the Council focussed on utilising the development sites being delivered in the Borough to deliver that provision.

Councillor Polenta asked for more information about the demand and supply of social housing in the Borough, including affordable housing costs in relation to income levels and the Strategic Housing Manager said that she would provide an update to the Group.

In relation to empty homes in the Borough, the Director of Neighbourhoods advised that there were currently 900 empty homes, with 425 of those empty for 6 months or longer. He said that the Council had an Empty Homes Strategy which was published on its website.

Members of the Group referred to costs associated with shared ownership and thought that it could sometimes cost more than the cost of buying 100% of a property. The Strategic Housing Manager said that part of the affordability was enabling people who wouldn't qualify for a mortgage to buy 100% of a property to gain a mortgage enabling them to buy a percentage. She said that it was based on a formula and model set by Government.

Member of the Group asked about registered providers in the Borough. The Strategic Housing Manager said appointment was through a competitive bid process run by the developer. Whilst the Council was not involved in that process it did require that the housing provider have a local management presence. In relation to complaints from residents living in registered provider accommodation, the Strategic Housing Manager said that whilst the Council was not directly involved in that process it had close working relationships with other stakeholders, such as the police. The Director for Neighbourhoods confirmed that the Council participated in the local Anti-social Behaviour group and could bring to bear a wide range of controls to manage anti-social behaviour. In relation to residents needing to temporarily move into alternative accommodation whilst repairs or adaptations were made to their home, the Strategic Housing Manager said this was managed by the housing provider and not the Council.

The Strategic Housing Manager said that she would circulate a list of the registered housing providers in the Borough to the Group.

It was **RESOLVED** that the Communities Scrutiny Group scrutinises the information provided by officers on the Council's current approach to the provision of social housing.

10 **Smoke Control Areas in the Borough**

The Director for Neighbourhoods presented the Smoke Controls Areas report and said that it provided opportunity for Members to input and shape a public consultation on revised smoke control orders within the Borough.

The Environmental Health Officer explained that smoke control areas were first introduced as part of the 1956 Clean Air Act and that Rushcliffe had had smoke control areas in place since the 1970s. She said that whilst legislation had had an impact on air quality, it continued to pose the biggest environmental risk to public health. She said that it contributed to a wide range of detrimental health and neurological impacts, with the Chief Medical Officer stating in 2022 that the mortality burden of air pollution within England stood at between 26,000 and 38,000 lives per year.

The Environmental Health Officer said that evidence suggested that the main contributor to health impact was associated with fine particulate matter (PM2.5) and that in 2021 domestic combustion contributed approximately 27% of PM2.5 emissions.

The Environmental Health Officer referred to the Government Clean Air Strategy which set out the framework for local authorities to improve air quality, including through review of smoke control areas. She explained that the Council had signed up to the Nottinghamshire Clean Air Strategy and also had its own Clean Air Strategy Action Plan.

Within a smoke control area, the Environmental Health Officer said that a number of rules applied, such as that smoke could not be released from a chimney and that only authorised fuel could be burned and only a Defra approved appliance could be used. She said the guidance applied to chimneys of buildings and under roofs and to furnaces, with the potential to include permanent moored vessels. She said that a list of all approved appliances and fuels was published on the Defra website.

Whilst previously it had been hard to enforce control of smoke release from chimneys, the Environmental Health Officer said that the Government had enabled local authorities to introduce their own civil penalties and Defra recommended a staged process, with the initial action being to serve an improvement notice, the next stage being to serve notice of intent to issue a financial penalty, with the final action being to issue a penalty, which a local authority could set at between £175-£300.

The Environmental Health Officer said that it was for each local authority to determine what constituted smoke from a chimney and that the Council wanted to take a proportional approach, recognising that smoke could be emitted for example when lighting and refuelling a fire. She said that it was illegal to sell or buy unauthorised fuel within a smoke control area unless for use on a Defra approved appliance and as such retailers would need to display notice to this effect.

The Environmental Health Officer said that there was a legal requirement for the Council to undertake a public consultation exercise before making a smoke control order.

The Environmental Health Officer recommended checking the Defra website for the list of Defra approved stoves and fuels and confirmed that authorised fuels could continue to be burnt on approved stove appliances. She confirmed

that it would not apply to bonfire night fires.

In relation to the consultation process, the Director for Neighbourhoods explained that there were a number of other local authorities within Nottinghamshire going out for consultation on smoke areas, some with a recommendation for district wide schemes. He said that this scrutiny review was for the Council to receive a steer from the Group, which could be included in the consultation information and that a recommendation would then be taken to Cabinet as the decision making body. He said that the public consultation would likely conclude by the end of the year, with a proposal to Cabinet early 2024, and that implementation timelines could be included as part of the recommendation.

The Chair referred to the businesses selling appliances and fuels, both within and outside of the Borough. The Environmental Health Officer said that Trading Standards would manage retail activity and would liaise with affected suppliers. She said that it would be an offence for a person to sell fuel such as wood in a smoke control area unless they had reason to believe that it was for use on a Defra approved appliance.

In relation to enforcement of smoke control measures, the Environmental Health Officer said that previously there had been limits on what could be done but that there was now a push to increase public awareness and controls.

The Chair asked Members of the Group to vote on which of the four options they would prefer and the Group voted unanimously in favour of Option D.

It was **RESOLVED** that the Communities Scrutiny Group:

- a) considers on the options provided for smoke control areas within the Borough
- b) indicates a preferred option enabling public consultation to take place
- c) recommends its preferred option to Cabinet for adoption.

11 **Work Programme**

It was **RESOLVED** that the Group agrees the work programme for next year 2023 – 2024 as set out below:

18 January 2024

- Flight Paths
- Work Programme

21 March 2024

- Streetwise In-Sourcing
- Carbon Management Plan
- Work Programme

xx June 2024

- Use of Community Facilities
- Work Programme

Actions – 5 October 2023

Min No.	Action	Officer Responsible
5	Social Housing Models: Councillor Polenta asked for more information about the demand and supply of social housing in the Borough, including affordable housing costs in relation to income levels	Strategic Housing Manager
5	Social Housing Models: The Strategic Housing Manager said that she would circulate a list of the registered housing providers in the Borough to the Group.	Strategic Housing Manager

The meeting closed at 9.07 pm.

CHAIR



Communities Scrutiny Group

Thursday, 18 January 2024

East Midlands Airport - impacts of future flight path changes and aircraft noise in general

Report of the Director for Neighbourhoods

1. Purpose of report

- 1.1. The item has been brought to this meeting following a request for scrutiny from Councillor Thomas. A copy of the scrutiny matrix is provided in Appendix 1 to this report.
- 1.2. Representatives from East Midlands Airport (EMA) will be in attendance and will provide the Group with further information about flight paths and wider noise from aircraft arriving and departing at the airport. A presentation will be given, and members will also be able to answer specific queries.

2. Recommendation

It is RECOMMENDED that the Communities Scrutiny Group consider the information provided and provide feedback to EMA representatives.

3. Supporting Information

- 3.1. Whilst aircraft noise is a concern for some residents, aircraft noise is not currently a statutory nuisance in the UK. It is not covered by the Environmental Protection Act 1990 or the Noise Act 1996. This means that local authorities do not have the legal power to take action on matters of aircraft noise.
- 3.2. In the United Kingdom, government policy on the control of aircraft noise is the responsibility of the Department for Transport (DfT). However, apart from at three airports - Heathrow, Gatwick and Stansted, where DfT retains direct responsibility for regulating aviation noise - the overall policy is that noise issues are best handled at a local level by the airport and the relevant local authority, engaging with people who are affected by noise. That means decisions about whether aircraft can operate at night, and how many aircraft are allowed to fly on any given day, etc are generally made by local authorities when they give permission for an airport to be built or expanded. The Civil Aviation Authority (CAA) has the final say on where aircraft are allowed to fly and has a legal obligation to consider noise impact as well as safety and the efficiency of airspace when deciding whether a proposed route is acceptable.

- 3.3. Manchester Airports Group (MAG) acquired EMA in 2001 and since that time the airport has grown significantly and is currently the largest dedicated air cargo operation in the UK.
- 3.4. In 2023, EMA published their draft noise action plan 2024-2028 for consultation with stakeholders including local residents, airlines, local authorities and wider Government. Rushcliffe Borough Council's response to the consultation is provided in Appendix 2. It should also be noted that Councillor Andy Brown is Rushcliffe's representative on the EMA Independent Consultative Committee (ICC) and will be attending to support this meeting.
- 3.5. The draft noise action plan introduces a number of new actions including:
- Placing a ban on the operation of the noisiest rated aircraft at night
 - Updating the sound insulation grant scheme to reflect inflationary pressures
 - Increasing the contribution to the East Midlands Airport Community Fund
 - Ensuring noise charges incentivise the use of quieter aircraft, and reviewing the noisy-aircraft penalty scheme so that it applies to aircraft departing during the day as well as at night.

4. Risks and Uncertainties

None identified.

5. Implications

5.1. Financial Implications

Costs arising from the consultation and the Council's role on the ICC are contained within existing budgets.

5.2. Legal Implications

None identified.

5.3. Equalities Implications

None identified.

5.4. Section 17 of the Crime and Disorder Act 1998 Implications

None identified.

5.5. Biodiversity Net Gain Implications

None identified.

6. Link to Corporate Priorities

The Environment	The noise action plan is designed to minimise the impact of airport operations on the environment and local communities
Quality of Life	The noise action plan is designed to minimise the impact of airport operations on the environment and local communities
Efficient Services	The recommendations of this report make no contribution to the efficient running of the Council.
Sustainable Growth	The recommendations of this report make no contribution to sustainable growth in the Borough.

7. Recommendations

It is RECOMMENDED that the Communities Scrutiny Group consider the information provided and provide feedback to EMA representatives.

For more information contact:	Geoff Carpenter Service Manager Public Protection Tel: 0115 9148229 gcarpenter@rushcliffe.gov.uk
Background papers available for Inspection:	None
List of appendices:	Appendix 1 – Original scrutiny matrix Appendix 2 – RBC response to the consultation on the draft noise action plan

This page is intentionally left blank

Rushcliffe Borough Council – Scrutiny Matrix

Councillor Request for Scrutiny	
Councillor C Thomas	
Proposed topic of scrutiny ...	East Midlands Airport - impacts of future flight path changes and aircraft noise in general
I would like to understand ... (key lines of enquiry)	<p>EMA is currently in a lengthy consultation and design process to review airspace. i.e. flight paths. Parts of Rushcliffe are already heavily impacted by aircraft noise and changes to the airspace has the potential to improve or worsen the situation for residents currently affected and those elsewhere in Rushcliffe.</p> <p>This scrutiny item would invite EMA to explain the process, members to question, and Rushcliffe to influence the outcome for the benefit of residents. This is an ongoing process and more than one discussion might be helpful over the period of the review.</p> <p>Looking at the aircraft noise problem in general for communities and homes already affected, there could be consideration of noise insulation standards to feed into planning when it comes to new builds. For existing homes there could be advice and exploration of measures and any grants available. Similarly for community buildings like village halls and churches adversely affected by noise.</p> <p>The issues linking to the corporate strategy are health and wellbeing and quality of life.</p>
I think this topic should be scrutinised because ...	Poor Performance Identified
	X Change in Legislation or Local Policy
	X Resident Concern or Interest

(please tick)		Cabinet Recommendation	
	X	Links to the Corporate Strategy	
		Other (please state reason)	
Officer Consideration of Councillor Request for Scrutiny			
Officer Feedback (please tick)			
- Issue already being addressed	x	Issue of a complaint investigation	x
- Issue has already been considered in the last 2 years?	x	Issue is a staffing matter	x
- Issue is a legal matter	x	There is an alternative way of dealing with the issue	x
Is there sufficient capacity ...			
- Scrutiny Work Programme?	✓		
- Officer Resources?	✓		
Recommendation	Schedule for Scrutiny		
Consideration of Request for Scrutiny at COG			
Public Involvement / engagement?			
Expert witnesses?	Officers will try to engage a representative from the airport to come and participate		
Portfolio holder?	Cabinet member nominated to Nottingham East Midlands Airport Independent Consultative Committee – Outside Body		
Lead Officer?	Geoff Carpenter		
Proposed Timescale for Scrutiny and Scrutiny Group	January 2024 – Communities Scrutiny Group		

From: EMA Community <Community@eastmidlandsairport.com>
Sent: 31 July 2023 16:00
To: Caroline McCaffrey <CMcCaffrey@rushcliffe.gov.uk>
Subject: RE: East Midlands Noise Action Plan 2024 - 2028 Consultation (Our Ref: 23/02206/PLANAP)

Thank you for your response to our Noise Action Plan public consultation. The public consultation ends on 31st July and we will review all feedback to shape the final draft NAP which will be submitted to Defra in September 2023.

This will be followed by a period of review by Defra, where the airport will work with Defra to clarify any points raised and agree a final NAP. The approved NAP will be formally adopted by Defra in February 2024 and published on our website.

Kind regards
Community Engagement Team
East Midlands Airport

From: Caroline McCaffrey <CMcCaffrey@rushcliffe.gov.uk>
Sent: Monday, July 31, 2023 1:28 PM
To: EMA Community <community@eastmidlandsairport.com>
Subject: East Midlands Noise Action Plan 2024 - 2028 Consultation (Our Ref: 23/02206/PLANAP)

OFFICIAL

Good afternoon,

Thank you for giving us the opportunity to provide comments on the Draft Noise Action Plan 2024 – 2028 for East Midlands Airport.

We welcome the introduction, development and implementation of measures to reduce the noise impact on people who live and work in the areas surrounding the airport. We note the draft NAP makes several references to the likely increase in capacity and aircraft movements as the airport continues to grow which is encouraging in terms of socio-economic benefits for the wider area. However, this increased activity is likely to be a concern for people impacted by airport related noise e.g. although the noise impact from an aircraft arriving to the airport may be reduced the increased frequency, particularly at night may render people more sensitive to the noise. We assume the proposed noise action plan measures and particularly those which refer to review of existing measures will be undertaken in the context of this increased capacity and activity.

We have provided some comments on a chapter basis below:

Chapter 8: Noise Controls

We welcome the continued commitment to work with airlines to increase the proportion of night flights operated by aircraft that meet the requirements of Chapter 14 and the ambition that this will be achieved by 2040. Also, the commitment to ensure the 'night noise envelope' (based on the 55dB L_{Aeq} 8-hour) will not exceed an area of 16km². We note the future growth of aircraft activity will remain within the agreed noise envelope in the long term and any short term exceedances will be kept to a minimum. Noise Action Plan 1: We would query if the increased airport capacity will impact on the ability of the airport to maintain the preferential runway policy. We recognise there is a long term environmental objective to encourage and incentivise the use of quieter aircraft with existing measures in place including the introduction of a detailed noise certification database. We would

like to see more clarity around the timescales for aircraft that do not meet the quieter aircraft criteria.

Chapter 9: Arriving Aircraft

Whilst we recognise the reasons why it is disappointing to note the target that 98% of arriving aircraft achieve a CDA (set in the existing NAP) has been revised downwards to 95% although the commitment to increase the target to 98% CDA following implementation of modernised airspace through our Future Airspace Programme.

A number of the measures proposed in the draft NAP relate to the Future Airspace Programme and we would query whether there is a similar action plan for implementation of measures through the Future Airspace Programme so as to ensure reasonable timescales can be achieved.

Chapter 10: On the Ground

As the airport capacity increases there will be a requirement to ensure emerging opportunities to reduce noise from aircraft ground operations are explored to avoid overall 'creep' from operations that themselves may not be particularly noisy. Noise Action Plan 5 – 10 are encouraging but there are no timescales attached. It would be helpful to publish the outcomes of the proposed reviews and clarify timescales for any specific measures that may have been identified through the review process. Robust procedures should be in place to ensure partners at the airport are aware of their responsibilities to reduce noise levels e.g. use of lower noise vehicles, low/no noise (audible) alarms, minimising vehicle movements, driver training, staff behaviour, ancillary activities e.g. opening/closing roller shutter doors etc.

Chapter 11: Departing Aircraft

Noise Action Plan 11 -15: We welcome the notable improvement in departure track-keeping and continuous climb performance and the potential for use of increasingly sophisticated aircraft flight and navigation systems to continue to improve CCD.

We would like to see timescales for some of the proposed measures e.g. Noise Action Plan 15 Noisy Aircraft Penalty Scheme review and the introduction of a penalty scheme for daytime.

Chapter 12: Night Noise

We would anticipate an increase in night-time activity will be a cause of concern and the source of complaint as the airport capacity increases therefore robust measures are required to protect the neighbouring population. Although the proposed measures will help ensure only 'quieter' aircraft fly at night the increased frequency of flights may be an issue. We note the number of people within the L_{night} and L_{den} noise contours, which include night-time activity, increased between 2016 and 2021.

Noise Action Plan 16 – 20: Any penalty and incentivisation scheme need to be kept under constant review to ensure effectiveness and the penalties/incentives need to reflect the potential impact on the operator. If a penalty is not sufficiently high it will not act as a deterrent. The findings of the review should be made available to the public. We would suggest the locations of any fixed noise monitors are also periodically reviewed to ensure changes in local topography/layout/background noise etc are adequately reflected in the monitoring data.

We welcome the time limited measure including Noise Action Plan 18 – the operational ban from 1 January 2024 on aircraft with a QC4, QC8 or QC16 noise rating operating at night.

Chapter 13: Training Flights

Noise Action Plan 21-23 it is evident from Chapter 16 that training flights are a cause of complaint. We note a review of training flight procedures, identifying and where possible implementing opportunities to minimise the impact on local communities will be undertaken. We would suggest the outcome of this review is available to the public.

We welcome the time limited measure included in Noise Action Plan 22 to reduce the number of hours available for training activities by commercial jet aircraft from 1 January 2022. Training activity will only be permitted from 08:00 to 12:00 and from 14:00 to 16:00 daily, excluding weekends and bank holidays.

Chapter 14: Mitigation Schemes

Noise Action Plan 24 – Noise Action Plan 28: we welcome the continued operation of the grant scheme and the increased contribution to the Community Fund. We would suggest a focussed communication strategy is developed to ensure people eligible for the grant scheme are made aware of its existence and the changes around the updating of the scheme rules to reset the value of grant funding offered to properties 20 years after any previous grant was awarded.

Chapter 15: Monitoring and Reporting

We note community noise monitoring has been reintroduced following the COVID 19 pandemic and you welcome requests from Parish Councils for mobile noise monitoring in their area. We would ask if there a mechanism in place to georeference noise complaints from members of the public to observe any patterns/trends in the complaints so that mobile noise monitoring can then be undertaken in these areas as not all members of the public engage with their Parish Councils.

Chapter 16: Effective Communication

Noise Action Plan 32 social media channels can be an effective way of engaging with the local community.

Noise Action Plan 36 we would query if the annual report on progress made by the airport against this Noise Action Plan will be publicly available.

Noise Action Plan 38 The regular review of the process for handling noise complaints and enquiries is welcomed. We would recommend the review considers not only the airport activities but also the receptor lifestyle and changes that may have occurred in recent years following the COVID-19 pandemic. We note the first review will be complete by mid-2024 with agreed actions implemented by the end of 2025.

Noise Action Plan 39 The development and publication of a noise complaints policy is a positive step.

Once again, thank you for the opportunity to comment on the draft NAP. Should you have any queries on the above please do not hesitate to contact me.

Regards

Caroline


Caroline McCaffrey
Senior Environmental Health Officer
Environmental Protection & Housing Team

.....
Telephone: 0115 9148574

.....
Rushcliffe Borough Council,
Rushcliffe Arena, Rugby Road,
West Bridgford,
Nottingham, NG2 7YG

.....
Email: cmccaffrey@rushcliffe.gov.uk
www.rushcliffe.gov.uk

This page is intentionally left blank

 <p>Rushcliffe Borough Council</p>	<p>Communities Scrutiny Group</p> <p>Thursday, 18 January 2024</p> <p>Work Programme</p>
--	---

Report of the Director of Finance and Corporate Services

1. Summary

- 1.1. The work programmes for all Scrutiny Groups are created and managed by the Corporate Overview Group. This Group accepts and considers Scrutiny Matrices from both officers and councillors which propose items for scrutiny. If those items are accepted following discussion at the Corporate Overview Group, they are placed on the work programme for one of the Council's Scrutiny Groups.
- 1.2. The work programme is also a standing item for discussion at each meeting of the Communities Scrutiny Group. In determining the proposed work programme due regard has been given to matters usually reported to the Group and the timing of issues to ensure best fit within the Council's decision-making process.
- 1.3. The work programme is detailed in this report for information only so that the Group is aware of the proposed agenda for the next meeting. The work programme does not take into account any items that need to be considered by the Group as special items. These may occur, for example, through changes required to the Constitution or financial regulations, which have an impact on the internal controls of the Council.
- 1.4. The future work programme was updated and agreed at the meeting of the Corporate Overview Group on 5 September 2023, including any items raised via the scrutiny matrix.

Members are asked to propose future topics to be considered by the Group, in line with the Council's priorities which are:

- Quality of Life;
- Efficient Services;
- Sustainable Growth; and
- The Environment

2. Recommendation

It is RECOMMENDED that the Group agrees the work programme for next year 2023 – 2024 as set out below:

21 March 2024

- Streetwise Update
- Carbon Management Plan
- Work Programme

xx June 2024

- Use of Community Facilities
- Work Programme

3. Reason for Recommendation

To enable the Council's scrutiny arrangements to operate efficiently and effectively.

For more information contact:	Pete Linfield Director of Finance and Corporate Services 0115 914 8349 plinfield@rushcliffe.gov.uk
Background papers Available for Inspection:	None.
List of appendices (if any):	None.