

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	31 May 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Consultation Response to the Aberdeen Airport Master Plan
REPORT NUMBER:	EPI/12/113

1. PURPOSE OF REPORT

- 1.1 Aberdeen Airport has published a Draft Master Plan for consultation. The purpose of this report is to bring to the attention of this Committee the proposals contained in the Draft Master Plan and to agree a response to the consultation.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
- (a) Note the main proposals contained in the Aberdeen Airport Draft Master Plan
 - (b) Agree that the letter in Appendix 1 is sent to Aberdeen Airport in response to the consultation on the Draft Master Plan.

3. FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications arising from this report.

4. OTHER IMPLICATIONS

- 4.1 There are no known legal or equipment implications arising from this report.

5. BACKGROUND/MAIN ISSUES

- 5.1 The Aberdeen Airport Draft Master Plan differs from the other land use masterplans that are regularly reported to this Committee for approval and the similarity of the title should be largely ignored. Airport master plans are required as a result of The Future of Air Transport White Paper 2003 and this master plan will not be adopted as supplementary guidance to support our Local Development Plan. However, once the

Airport publishes the final Master Plan we must have consideration of it when reviewing plans and strategies that relate to the Airport.

- 5.2 The Draft Master Plan sets out plans to develop the airport up to 2040 with targets of raising passenger numbers by 40% by 2040. Aberdeen is estimated to have been the UK's fastest growing airport last year, with forecasts produced by BAA predicting a growing demand in the long-term for air services to and from the city. BAA estimated passenger numbers at the airport would reach four million by 2020 and more than five million by 2040. The draft master plan sets out in two phases how Aberdeen Airport will develop to meet that future demand, and compete more effectively against UK and European rivals.

Phase 1: Airport Development to 2020

- A focus on making best use of current facilities and alterations to existing infrastructure to meet capacity requirements
- Construction of new aircraft parking stands
- Upgrade and refurbish parts of the main terminal to provide a more efficient and attractive facility
- Additional short stay car parking capacity and possible additional long stay parking
- Develop an air freight strategy with ACSEF and Scottish Enterprise
- Ancillary facilities to support growth, located within the land allocated for airport use

Phase 2: Airport Development to 2040

- Possible requirement to extend runway, part of which would be in addition to the current planning permission, this would require land not currently owned by the Airport at Stoneywood Cricket Club to be acquired
- Additional aircraft parking stands
- Further extensions and improvements to the terminal
- Land safeguarded for maintenance facilities
- Ancillary facilities to support growth located within the land allocated for airport use

- 5.3 Aberdeen Airport plays an important role in the economy of the North East, both directly in the jobs it creates and the connections it provides, which are essential for national and international business. This Master Plan sets a positive vision for improvements to Aberdeen Airport and the development proposed is, alone, estimated to create about 1,100 jobs. This vision should be strongly supported by the Council.

- 5.4 It is essential that airports providing international freight and passenger links are supported by an effective road and rail infrastructure and a main role of the Master Plan is to identify the surface access and transport connections to the airport. In promoting enhancements at our airports, the Scottish Government is placing emphasis on measures that improve surface access by public transport. The Aberdeen Airport

Surface Access Strategy 2008-2012 set out a number of targets and actions to improve access to the airport and increase the use of more environmentally sustainable modes of transport. Aberdeen Airport has committed to review and reissue this strategy in 2013. The previous strategy was produced in consultation with the Airport Transport Forum and the Council were involved in discussions. The Council has not been listed and, as the transport authority for the area, it is requested that specific reference is made to ensure that the Council is involved in future discussions.

- 5.5 Aberdeen Airport commits to work with transport authorities and operators on the surface access strategy to ensure that improvements are delivered in a timely manner to support the growth of the airport. The key objective of the surface access strategy is to support Government aims to increase public transport mode share. The following projects and improvements are identified in the Draft Master Plan to support expansion:

Road: The Aberdeen Western Peripheral Route and A96 link road projects, which will help to ease congestion at Aberdeen Airport. There is a commitment by the Council, with partners, to deliver both of these projects to support efficient and effective surface access.

Rail: Operation of the number 80 Dyce station shuttle bus. Aberdeen Airport has also committed to provide land, currently within its ownership, to support improvements to linkage with Dyce railway station. At this point in time detailed plans for the improvements are not available, but are currently being developed by Aberdeen City Council with the support of NESTRANS, the Regional Transport Partnership.

Walking and cycling: Footpaths link the airport with Dyce, cycle routes connect with National Cycle Network route 1 and a number of cycle parking facilities are located throughout the airport campus. There is commitment from Aberdeen Airport to upgrade and improve the cycle network facilities to provide functional and attractive routes.

- 5.6 The Draft Master Plan identifies some general development principles to guide and inform development. It would be valuable, given the gateway to Aberdeen that the Airport creates, to consider in more detail the issues such as those highlighted in the Council's own Masterplanning Process, namely Context, Identity and Connection. It is understood that there are constraints on public realm within the airport environment, but any future redevelopment could address sense of arrival, combined with ease of movement and comfort around the site for passengers. A detailed land-use plan could supplement the Master Plan to identify areas of improvement and aid in co-ordinating future development. This could also provide an opportunity to consider future building design, the relationship of the various functions of the airport and thereby create a positive impression co-ordinating all new proposals. Officers would be willing to work with Aberdeen Airport and provide advice should they wish to progress further detailed plans.

6. IMPACT

- 6.1 The proposals can be accommodated within the Local Development Plan allocations and as a planning authority and transport authority the Council will commit to working with the airport to achieve the growth of Aberdeen Airport to support the local and national economy.
- 6.2 The Master Plan allows the Council to identify where there is likely to be a requirement for planning permission, which will assist in the implementation process. The Council would also encourage that where planning permission is required for development, the Airport engage with the Planning and Sustainable Development Service, key stakeholders and the community at the earliest opportunity.

7. BACKGROUND PAPERS

Aberdeen Airport Draft Master Plan:

[http://www.aberdeenairport.com/static/Aberdeen/Downloads/PDF/GA12015%20Aberdeen%20MP%20Document%20\(Final\).pdf](http://www.aberdeenairport.com/static/Aberdeen/Downloads/PDF/GA12015%20Aberdeen%20MP%20Document%20(Final).pdf)

National Planning Framework 2:

<http://www.scotland.gov.uk/Resource/Doc/278232/0083591.pdf>

8. REPORT AUTHOR DETAILS

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