

WEST DUNBARTONSHIRE COUNCIL

Report by Executive Director of Housing, Environmental and Economic Development

Planning Committee: 3 May 2011

Subject: Glasgow Airport Draft Master Plan 2011

1. Purpose

- 1.1** To inform the Committee of the publication of the Glasgow Airport Draft Master Plan 2011 and to approve the Council's response.

2. Background

- 2.1** A draft Master Plan has been prepared by BAA Glasgow and updates the existing 2006 Glasgow Airport Master Plan. The 2003 White Paper, The Future of Air Transport, required a master plan to be produced for Glasgow Airport reflecting the content of the White Paper and to explain how the development of airport facilities will be taken forward. Guidance issued by the Department of Transport recommends that master plans should be reviewed every five years. The draft master plan looks to 2020 as the short to medium term and 2040 as the longer term time horizon.

3. Main Issues

- 3.1** Glasgow airport handled 7.2 million passengers in 2009, with numbers expected to grow to 10.04 million in 2020 and 16.39 million in 2040. There were 73,600 passenger aircraft movements in 2009 and this is forecast to increase to 94,500 in 2020 and 134,000 by 2040. Peak hour all-aircraft runway movements were 32 per hour in 2009. This is forecast to increase to 36 by 2020 and 48 by 2040, although current capacity would limit peak hour runway movements to 36 per hour. Companies based at the Airport directly provide nearly 4,500 jobs, with over 7,300 jobs supported across Scotland. The airport contributes nearly £200 million annually to the Scottish economy. It is expected that on-site employment will grow to 5,600 jobs by 2020 and 7,200 jobs by 2040. A 2009 staff travel survey showed that 3.9% of staff employed at Glasgow Airport lived within West Dunbartonshire.
- 3.2** Airport development requirements up to 2020 can all be undertaken on land currently owned by Glasgow Airport. To cater for projected growth forecasts to 2020, proposals include development of additional aircraft stands, upgrading/refurbishment of parts of the main terminal, additional multi-storey capacity for short stay car parking and additional

long stay car parking, an additional aircraft maintenance facility and a new hotel.

- 3.3** Proposals to 2040 include optimising development and operation of the existing runway, additional aircraft parking stands, additional rapid access/exit taxiways, acquisition of additional land, extension to existing pier and terminal building, any additional maintenance facilities required, potential increase in airspace capacity and ancillary facilities. Forecasts for peak hour runway movements also suggest that there will be a need to evaluate requirements/options for other means of increasing runway capacity and/or a second runway around 2040. The Plan outlines that the capacity of the existing runway could be increased to around 45 runway movements per hour (currently limited to 36 runway movements per hour) and in the event that operational/technical improvements cannot increase the capacity beyond this level should the demand for it arise, then the airport is committed to delivering a second runway. Proposals for a second terminal indicated in the previous master plan has been removed but could still be proposed if passenger growth accelerated. The master plan shows an indicative airport layout at 2040 should a second runway be required.
- 3.4** Glasgow Airport is directly connected to the M8 and the national motorway network. The M74 completion is due to open this year and upgrading works to the M80 are also underway which are expected to improve access and journey times. The airport is not directly connected to the rail network. For those more locally based, the airport is accessible using the network of footpaths and the cycle route. The airport recognises that an alternative fast, reliable direct link to the city centre is required, as there is currently a high level of dependency on travel to the airport by car and taxis. An airport surface access strategy was produced by Glasgow Airport and this requires to be revised.
- 3.5** The master plan shows noise contours at 2006, 2020 and 2040 (single and twin runway). Noise contours are shown to contract a little between 2006 and 2020, but expand by 2040 owing to the projected increase in aircraft movements. Drawings showing noise contours and indicative layouts (discussed at sections 3.2 and 3.3 above) can be viewed online at www.glasgowairport.com/masterplan.

West Dunbartonshire Council Response

Employment

- 3.6** The draft Glasgow Airport Masterplan is welcomed and the Council supports the proposals for the continuing growth of the airport. It is acknowledged that Glasgow Airport is a major economic driver for Scotland, and specifically west central Scotland, contributing an estimated £200 million to the economy at 2009. The airport provides jobs directly to approximately 180 people in West Dunbartonshire (based on the Airport staff travel survey of 2009) and supports a

number of West Dunbartonshire based jobs indirectly. It offers further support to West Dunbartonshire's economy through providing links to the local businesses economic markets and brings visitors to the area. The close proximity of West Dunbartonshire to Glasgow Airport via the Erskine Bridge and M8 makes it well placed to support and benefit from the continuing growth of the Airport. The West Dunbartonshire Economic Development Strategy recognises this opportunity and BAA Glasgow are encouraged to liaise with the Council to investigate opportunities within West Dunbartonshire's labour and land supply that could support the growth of the airport.

Access

- 3.7** The accessibility, by land, of Glasgow Airport is an important issue which will require further consideration and improvement. There are currently congestion issues during peak hours on the M8 approaching Glasgow Airport which have an impact on the strategic road network. It is expected that upgrading works of the M80 and completion of the M74 will improve journey times and impacts on the wider road network, but these may also increase congestion on the road network in the immediate vicinity of the airport. The accessibility of the airport therefore needs to be improved for the future growth of the airport itself and the businesses and residents living to the west of Glasgow City Centre. This Council continues to support the proposal for a fast, reliable link between the Glasgow City Centre and the airport and supports the safeguarding of land to facilitate this. The Council would also support joint investigations between Glasgow Airport, SPT and this Council into improving direct public transport links between West Dunbartonshire and the airport. Currently only Clydebank is directly linked to Glasgow Airport by public transport. The service runs hourly and has a journey time of over 40 minutes. It is considered that given West Dunbartonshire's proximity to the airport and the impacts that airport operations have on the area, West Dunbartonshire residents should have the benefit of a better public transport service.

3.8 Impact on Communities

BAA has established a 'Flightpath Fund' which local community groups and good causes within areas affected by airport operations can benefit from and community groups in Clydebank have benefited from this fund in the past. West Dunbartonshire welcomes the airport's commitment to engaging with communities affected by the impacts of the airport and providing funding to community based groups. The Council requests that this is continued and where possible further funding provided to those areas affected.

Noise Impact

- 3.9** The projected expansion of the noise contours covering West Dunbartonshire show an increase in the populated area to be affected by increased aircraft noise. The Council requests that Glasgow Airport continue to consult effectively with relevant communities on this matter. Measures to minimise aircraft noise have been taken but it is

requested that the airport commits to expanding the noise mitigation scheme to those who live under the flight path within the 60db contour, as the current scheme does not include any residential properties within West Dunbartonshire.

Consultation

- 3.10** Presently the Council attends the Masterplan Steering Group and it is requested that BAA Glasgow continue to consult with West Dunbartonshire Council in respect of any future changes to the Airport Safeguarding Zone and future airport proposals and their impact on the West Dunbartonshire area.

4. People Implications

- 4.1** There are no personnel issues associated with this report.

5. Financial Implication

- 5.1** There are no financial implications associated with this report.

6. Risk Analysis

- 6.1** There are no known risks associated with this report.

7. Equalities, Health & Human Rights Impact Assessment (EIA)

- 7.1** No significant issues were identified in a screening for potential equality impact.

8. Conclusion and Recommendation

- 8.1** The Glasgow Airport Draft Master Plan has been produced in line with the 2003 White Paper, The Future of Air Transport, and outlines the airports proposals to 2020 and 2040.
- 8.2** Glasgow Airport is in close proximity to West Dunbartonshire, part of which is directly under the flight paths. The airport is of benefit to West Dunbartonshire's local economy including businesses, employment and tourism. It is recommended that further consultation takes place as airport proposals are implemented and the Council are kept informed and consulted regarding improvements to the local transport network, further funding in affected areas, expansion of noise contours and any changes to safeguarding zones.
- 8.3** It is recommended that the Committee approve paragraphs 3.6 to 3.10 as the Council's response to the draft Glasgow Airport Masterplan 2011.

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Date: 11 April 2011

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Appendices: None.

Background Papers: Glasgow Airport Draft Master Plan 2011 -
www.glasgowairport.com/masterplan

Wards Affected: All