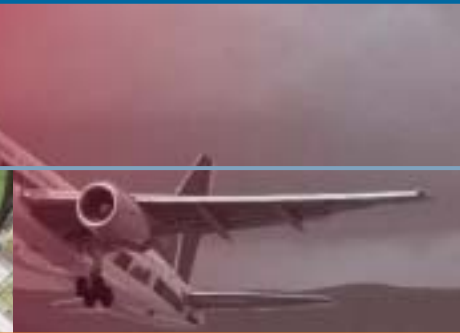


GLASGOW AND THE CLYDE VALLEY JOINT STRUCTURE PLAN

COLLABORATING FOR SUCCESS 2000

SECOND ALTERATION - SPRING 2004
GLASGOW INTERNATIONAL AIRPORT - STRATEGIC PLANNING ROLE





SUPPLEMENTARY WRITTEN STATEMENT

GLASGOW INTERNATIONAL AIRPORT - STRATEGIC PLANNING ROLE

FOREWORD by Councillor Hanzala Malik, Convener, Glasgow and the Clyde Valley Structure Plan Joint Committee.



Glasgow International Airport is a central element in both the regional and the Scottish economy. Our Joint Committee, which is tasked with undertaking long-term strategic development planning for metropolitan Glasgow and the Clyde Valley area, has already identified the Airport as a national priority. We did this formally in the Approved Glasgow and the Clyde Valley Structure Plan 2000. This priority status supports a similar position adopted by the Scottish Executive in its recent National Planning Framework for Scotland. Our economies, lying on the periphery of north-west Britain and Europe and with difficult rail and road connections, need to improve their long-term competitiveness relative to the wider UK, European and World economies. Air connections are fundamental in this context. As a result, we need, jointly and at all levels of government, to foster the long-term development of Glasgow International Airport and to safeguard its capability to fulfil an enhanced economic role.

Consequently, following publication in December 2003 of the UK Government's policy on the future of Airports in the UK, the Glasgow and Clyde Valley Structure Plan Joint Committee and its constituent Authorities have acted to promote an Alteration to its Strategic Development Plan of 2000. This Alteration is aimed specifically at safeguarding the long-term development of the Airport and its focus for the regional economy.



Hanzala Malik

SUPPLEMENTARY WRITTEN STATEMENT - GLASGOW INTERNATIONAL AIRPORT - STRATEGIC PLANNING ROLE

THIS ALTERATION REQUIRES TO BE READ IN CONJUNCTION WITH THE APPROVED GLASGOW AND THE CLYDE VALLEY JOINT STRUCTURE PLAN 2000

GLASGOW INTERNATIONAL AIRPORT A NATIONAL ASSET

1. The Government's policy on the future development of airports is set out in the White Paper **The Future of Air Transport**, (December 2003). This reinforces the Scottish Executive's **Framework for Economic Development** (June 2000) and the commitment in Scottish Planning Policies to safeguard the role of airports in the Scottish economy. Understanding and providing the linkages between Scotland and her trading partners is crucial to ensuring that Scotland remains well placed to reap the benefits of the global economy. In the face of growing demand for new air routes and increased service frequency in recent years, improving international connectivity is one of the key elements of the Government's economic strategy for Scotland.

2. The National Planning Framework recognises the importance of Glasgow International Airport as a key economic development generator and that it will continue to grow, with scope for further expansion of services. Improving surface access to it is therefore a national priority. The Framework also confirms the need to safeguard land for expanding terminal capacity and that the possibility of providing an additional runway is not foreclosed.

3. In accordance with national policy guidance, the Glasgow and the Clyde Valley Structure Plan 2000 therefore supports national policies by ensuring the provision of adequate airport capacity in Scotland, whilst taking full account of environmental concerns. This approach requires the identification of priorities for investment in transport infrastructure and the safeguarding of land for longer term development possibilities. This also involves providing confidence that future investment in Glasgow International Airport (the Airport) will not be undermined by inappropriate development.

METROPOLITAN CONTEXT

4. The economy of Glasgow and the Clyde Valley is forecast to continue growing at a steady pace, mainly on the strength of the electronic, health care, financial, business services and media sectors. The nature and scale of existing and committed development related to the Airport, for example on the Clyde Waterfront Flagship Initiative, will be significant to both the regional and Scottish economy. Access to the airport is important to a large number of firms in the Structure Plan area, particularly businesses within Glasgow City Centre. In addition, the Renfrewshire area is now one of the most important areas of economic development in Scotland.

5. Glasgow International Airport, therefore has a key role to play in the economic development not only of Glasgow and the Clyde Valley, but also the whole of Scotland. It is currently estimated that there are about 5,000 persons employed locally with a further 15,000 employed in the wider Structure Plan area in airport related activities. It is anticipated that the levels of employment will increase as the Airport grows. The Airport therefore is one of the key sources of employment and drivers of national, regional and local economy.

6. This competitive strength of the Airport is based on a number of important factors:

- its location within the Central Belt of Scotland with connections to strategic road links and programmed links to the fixed rail networks



FUTURE SAFEGUARDING OF THE AIRPORT

- the ease of access, in particular to Glasgow's Central Business District, and to major industrial centres
- its links for international tourist and business destinations and life-line services in the Scottish islands
- its proximity to the major centres of population in Scotland, with 3 million people living within less than one hour travel time
- the investment that has been committed continually over the last two decades to upgrade the quality of its facilities and to maintain access to the Airport, and
- the provision of high quality and extensive industrial and business development opportunities within the immediate catchment of the Airport.

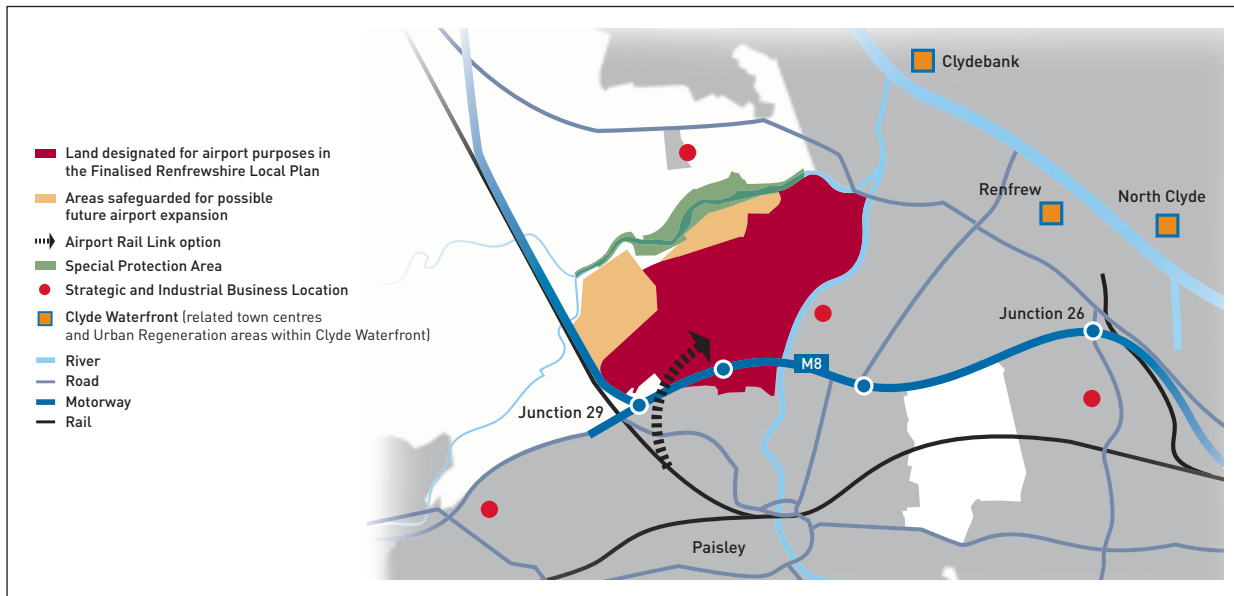
7. In the short term the future of the Airport depends on maintaining its ease of access by road and public transport routes to the whole of the country. As a result, tackling the growing road congestion problems on the M8 and remedying the lack of rail links have been recognised as both national and strategic priorities. In the longer term, the key challenge will be to maintain the capacity of the Airport to accommodate the potential for growth in terms of passenger numbers and related economic development.

8. A policy of meeting the demand for air travel will require the careful integration of transport and land use so that accessibility is not compromised and, where possible, travel times to the Airport are actually improved. It will also be necessary to ensure that the capacity for additional development is created within the context of the Structure Plan's Guiding Principles of Sustainable Development and that the environmental impact (e.g. in terms of noise levels) of the future growth of the Airport on surrounding communities is acceptable. It is therefore important that growth of the Airport accords with the Glasgow and Clyde Valley Green Belt and the environmental objectives of the Structure Plan.

9. Consequently, there is a strategic need to:

- improve public transport access to the airport, particularly rail links
- improve road access and manage traffic movement to the Airport, especially from the M8
- safeguard opportunities for the longer term expansion of the Airport
- reinforce the role of the Green Belt in the vicinity of the Airport
- safeguard a reserve of land for Airport related development; and
- minimise the environmental impacts of any proposed Airport related development, particularly the number of people affected by the noise arising from the Airport.





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AIRPORT DEVELOPMENT REQUIREMENTS

10. By 2030 Glasgow International Airport is expected to be handling around 15 million passengers per annum, representing a broad doubling of current passenger volumes; a level significantly higher than earlier Structure Plan estimates. This growth will require substantial development of terminal and airside facilities, including potentially doubling or more the present terminal capacity. As part of a wider strategy for developing the West of Scotland as a **Centre of Excellence** for aircraft maintenance, repair and overhaul activities, the provision of improved hangar facilities will also be needed. The Structure Plan supports such developments and also the safeguarding of land required outside the Airport boundary to allow full use to be made of the existing runway.

11. Although Glasgow International Airport is expected to continue to develop and increase passenger numbers, it is not considered by the recent Airport White Paper that at this stage there is a clear case for an additional runway in the period to 2030. This conclusion is based on assumptions about the nature of air travel demands, and assumptions about the availability of capacity at Edinburgh and Prestwick Airports.

12. These assumptions will continue to be monitored by the Joint Committee. In particular, the White Paper recognises that these longer term growth assumptions for the Airport may be higher if the recent trend of more rapid growth in passenger demand on the eastern side of the Central Belt were to diminish or be reversed. It also

notes that there are significant plans for development along the River Clyde Waterfront, which may have an impact on the volume and type of passenger traffic at the Airport.

13. Although the formal safeguarding of land for the construction of a second runway is not sought by the White Paper, the Government do not wish to foreclose on the possible provision of a close-spaced parallel runway over the long-term period as established by the White Paper. The land to the north west of the Airport which could be required for a second runway is currently designated as Green Belt and covered by policies relating to the protection of the environment in the finalised Renfrewshire Local Plan. It will be necessary to ensure that the longer term potential development of the Airport is taken into account in the application of these and other appropriate policies in the Development Plan.

RELATED INDUSTRIAL AND BUSINESS REQUIREMENTS

14. The Structure Plan policies require that there are sufficient development opportunities to provide for industrial and business activities associated with the Airport's operational activities (e.g. aircraft maintenance), the many support services (e.g. catering) as well as businesses which require good access to the Airport to function successfully. The finalised Renfrewshire Local Plan continues to safeguard land for the currently projected operational requirements of the Airport as well as for uses appropriate to the airport campus, and those with a specific need to be located at the Airport. In respect of other related activities there is flexibility in the location of many support services and locations for these can be met from the range of existing opportunities already identified in the Structure Plan and Local Plans. The Structure Plan has also provided for a limited expansion of Inchinnan Business Park in view of its particular relationship to the Airport (paragraph 10.16 - 10.17). It is concluded that no additional releases of land for industrial and business development are required at this stage beyond the current provision in the Structure Plan.



TRANSPORT REQUIREMENTS

15. The proposed increase in terminal capacity at Glasgow International Airport will need to be supported by improvements to the surface transport infrastructure serving the Airport. The White Paper invites the British Airports Authority (BAA) and the relevant Local Authorities, in conjunction with Strathclyde Passenger Transport (SPT) to work up proposals for enhancing the transport corridors serving the Airport, including an airport rail link from Glasgow City Centre.

16. These are reflected in the WESTRANS-SPT Joint Transport Strategy (JTS). Two of its core strategy themes relate to safeguarding the role of the Airport. The JTS has committed itself to enhancing the rail capacity between the City Centre and the Airport, as the current 'pinch-point' on the rail network limits the potential growth of Airport. The **Glasgow Airport Rail Link** scheme is also being progressed to detailed design stage by SPT, following ministerial approval and will address track and platform capacity issues.

17. There is also a commitment to remove capacity constraints on the M8 in the vicinity of the Airport and its relationships to:

- (a) the long-term regeneration of the **Clyde Waterfront Flagship Initiative** in Renfrewshire, Inverclyde and the southside of Glasgow
- (b) the long-term development of Bishopston
- (c) the continuing access to Inverclyde; and
- (d) the national trunk road network.

The capacity of the M8, particularly between Junctions 26 and 29, will therefore become an increasingly significant strategic issue. This requires further investigation to identify appropriate action to maintain accessibility to the Airport. In the meantime local planning, in conjunction with action emerging from the JTS, should protect options for enhancement of the motorway, its junctions and access roads serving the Airport.

ENVIRONMENTAL ISSUES

18. Sustaining and enhancing the natural and built environment is one of the four interrelated aims of the Structure Plan. Part of the land to the north-west of the Airport is designated as a Special Protection Area under the E.C. Birds Directive. The finalised Renfrewshire Local Plan also designates land adjacent to the airport as a Site of Importance for Nature Conservation. The White Paper highlights the issue of noise impacts on adjacent communities. It is considered that these matters are adequately covered by the approved Structure Plan and do not need any modification or amplification of existing policies. The land to the north west of the Airport also lies within the Green Belt. It is proposed that the land for expansion of the Airport should continue to be designated as Green Belt pending its possible development for airport purposes. No modification to the Green Belt policy is therefore required.



POLICY IMPLICATIONS STRUCTURE PLAN REQUIREMENTS

19. The economic importance of Glasgow International Airport is recognised in Joint Policy Commitment 1 **Metropolitan Flagship Initiatives**, which supports it as an established national priority, recognising its links to the **Corridor of Growth** as well as to Glasgow City Centre. (paragraph 8.20a). In respect of freight movement, the Structure Plan also supports developments which are specifically linked to the Airport (paragraph 8.23) which is recognised as an International Transport Facility (paragraph 10.24). The Structure Plan in paragraphs 10.15 - 10.17 requires the provision of an adequate supply of land to meet the operational needs of the Airport and to provide for developments to be located close to the Airport, where such developments have a specific locational need. This commitment now requires to be extended beyond the 2010 horizon in the Approved 2000 Structure Plan. The implications of this requirement are set out below.

20. **Safeguarding of land for expansion of the Airport:** Renfrewshire Council, in a future review of the their Local Plan, should reserve land for the long-term development of the airport, including sufficient land for:

- the potential operational needs of the airport to 2030; and
- the possible requirement for a second runway.

In advance of the Local Plan update, Renfrewshire Council, in the exercise of its development control

powers, should also take account of the White Paper and afford appropriate protection to the land which may be required for future expansion of the Airport. The possibility of a second runway should also be taken into account in the application of Green Belt policy in Structure Plan Strategic Policy 1. Such protection is without prejudice to the assessment of the requirement for a second runway to be brought forward through a future Structure Plan or (Strategic Development Plan) Review.

21. **Transport Links:** The 2000 Structure Plan, under Strategic Policy 4/Schedule 4(ii) identifies links to the Airport as one of the several public transport schemes to be investigated and confirmed through Local Plans. The Plan therefore already safeguards the opportunities for rail links to the airport. Measures however to enhance road access to the airport, are made explicit in this Alteration.

22. This Structure Plan Alteration therefore makes additional provisions to safeguard the potential of Glasgow International Airport. In addition to the requirements of the 2000 Structure Plan through the application of Strategic Policies 1, 4, 5(f), 9 and 10, there is a need to provide explicitly for the long term future potential of the Airport in terms of:

- land for the operational requirements of the airport to 2030

- the option for a second runway in the longer term land for public transport, in particular Glasgow Airport Rail Link
- land requirements for improved road access including improvements to M8.

23. **Inset Diagram - Glasgow International Airport** illustrates the scope of these requirements.

The Local Plan should therefore make provision for such requirements including the potential operational needs of the Airport to 2030 and the possible requirement for a second runway, taking specific account of the environmental implications including:

- the Black Cart Special Protection Area and noise arising from the Airport
- the continued implementation of the Green Belt policy; and
- the transport requirements to support the forecast expansion of the Airport.

24. The consequential amendments to the Written Statement and Schedule 4 of the Structure Plan 2000 are set out in the Addendum to this Alteration.



ADDENDUM TO SUPPLEMENTARY WRITTEN STATEMENT

ALTERATIONS TO THE WRITTEN STATEMENT OF THE 2000 STRUCTURE PLAN

SECTION C - Replace paragraph 7.30(b) with following text

(b) **Glasgow International Airport:** involving the safeguarding and expansion of the Airport's capacity to handle the potential growth of traffic to 2030 and beyond. The requirements of the 2000 Plan have been supplemented in the 2004 Structure Plan Alteration.

Add to Schedule 4(iv)

Improvement of the M8 between Junctions 26 and 29, the junctions and access roads to Glasgow International Airport.

Replace paragraph 8.21 with the following text

8.21 New Road schemes: There are acknowledged gaps in the Strategic Road Network within the Structure Plan area which will have a significant impact upon the competitiveness of the Metropolitan Area over the longer term period to 2020. Some of these have already been the subject of detailed evaluation and justification, and previous approvals by the Scottish Ministers. These schemes are identified in [Schedule 4\(iv\)](#) and include:

- M74 Completion. This scheme, in particular, will improve access to and from Inverclyde, West Dunbartonshire, Renfrewshire and Glasgow International Airport, through Glasgow City Centre to Lanarkshire and the national motorway network of the M74/M6
- The M8 Baillieston - Newhouse will upgrade strategic road links to the east of Scotland in the same Corridor of Growth.

Other road schemes are recognised as strategic priorities in government policy but still require detailed evaluation and assessment. These are also identified in [Schedule 4\(iv\)](#) and include:

- The capacity of the M8 between Junctions 26 and 29. The junctions that serve this stretch of motorway and the access roads to Glasgow International Airport are critical to ensuring ease of road access, in the western part of the Metropolitan Area, in particular to the Glasgow International Airport. The potential for improvements to this part of the Strategic Road Network therefore need to be safeguarded.

SECTION D - Replace paragraphs 10.15 and 10.16 with the following text

10.15 The Structure Plan recognises Glasgow International Airport and its expansion as a Metropolitan Flagship Initiative. It also supports the planned improvements in the strategic transport network linking to the Airport, and the provision of land for business development which will support or benefit from the airport operations. The Government's White Paper **The Future of Air Transport** provides a forecast of the growth in air traffic and passengers which will result in the expansion of Glasgow International Airport. It states that both the UK Government and the Scottish Executive recommend that the Local Planning Authority considers reserving further land for long-term development of the Airport, including beyond the timescale of the White Paper, in a future review of their Local Plan. The Structure Plan requires that provision be made for an adequate supply of land to meet the operational needs of the Airport.

10.16 The Structure Plan requires the provision of an adequate supply of land to provide for developments which have a specific locational need to be located near to the Airport. The Local Plan should make provision for such requirements. Consideration has been given to the issues arising from further major development in the vicinity of the Airport. General business and manufacturing needs can be met in the Airport Business Zone which includes nearby locations at Linwood, Erskine, Paisley, Hillington and Renfrew/Braehead. Proposed inward investment sites have also been provided for in the Structure Plan. Proposals for a major new office and business based development in the Green Belt at Abbotsholm is not supported by the Structure Plan as it would not create a significant scale of additional jobs without diversion of development from other better located sites in Renfrewshire and the wider area, including Glasgow City Centre.

Replace paragraph 10.24 with the following text

10.24 Export-based Industries in particular will be supported through enhancing and developing the capacity and effectiveness of the international transport network and docks, rail freight facilities and road links. The completion of the M74, M8 and M80 and provision of more effective public transport links nationally to Glasgow International Airport are of particular significance in ensuring the continued competitiveness of the Structure Plan area. It is also important to maintain and improve the quality of access to the airport from the M8. These are reflected in [Strategic Policy 4](#).



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