

Plymouth Airport Interim Planning Statement 16

1 Introduction

- 1.1 The City of Plymouth Local Plan First Deposit (1995-2011) was published in December 2001. Following consideration of all the representations received, the City Council had intended to publish the 'Second Deposit' version in the autumn of 2003. However, because of the changes being proposed by the Government to the development planning system nationally, the Council's Executive Committee resolved at a meeting on 18 March 2003, to move towards the production of a new 'Local Development Framework' (LDF). This is expected to be published in Autumn of 2004. Subject to the necessary legislation having been introduced, the LDF will then be placed on formal deposit, as soon as possible thereafter.
- 1.2 In order not to prevent progress being made by the City Council and its partners in the meantime, in actively pursuing urban renaissance and other planning objectives, the Council has decided to produce a number of 'Interim Planning Statements' (IPSs).
- 1.3 IPSs have been devised by the City Council as a means of dealing with matters on which guidance or decisions are urgently required, in the period between First Deposit of the Local Plan, and the publication of the new LDF. They are intended to:
- address any policy issues that require urgent attention
 - supplement policies and proposals of the adopted and emerging plans, by the provision of 'Supplementary Planning Guidance' (SPG)

2 Background to Interim Planning Statement 16

- 2.1 This report concerns Interim Planning Statement (IPS) 16. It is about the need to prepare a strategic master plan to guide the future development of Plymouth Airport in accordance with advice contained within the Government White Paper: The Future of Air Transport (Department for Transport, December 2003). It is also about the need to safeguard land immediately to the east of Plymouth Airport (as illustrated in Appendix One) from development to ensure that its future in relation to the operation of the Airport can be given proper consideration in the development of the strategic master plan.
- 2.2 The White Paper on Air Transport recommends that master plans should be prepared by airport operators with support and input from key local and regional agencies. Plymouth City Airport Limited (PCA) is the operator of Plymouth Airport. PCA has committed to the preparation of a master plan for the Airport. The master plan will be developed over forthcoming months so that it informs the content of the emerging Local Development Framework.
- 2.3 This IPS proposes an up date of existing planning policy to prevent development on land to the east of the Airport which may prejudice the current and/ or future operation of Plymouth Airport including its future extension.

- 2.4 The IPS has been prepared at this time because there is a known commercial interest in developing on the land in question and because there is a possibility that development on the land may seriously limit strategic options for the future development of the airport. The IPS will also signal to anyone interested in buildings or land that fall within the area east of the runway that they are within the area covered by the Airport Master Plan Study Area.

3 Current Planning Policy in Relation to the Airport

- 3.1 Current planning policy concerning Plymouth Airport is contained within national, regional and local planning guidance. Guidance within the Government White Paper: The Future of Air Transport (Department for Transport, December 2003), Regional Planning Guidance Note 10, The Devon County Structure Plan, and the City of Plymouth Local Plan all support the continued operation and improvement of Plymouth Airport. Guidance also recognises the importance of not worsening the environmental impacts of the Airport - particularly in relation to the residential amenity of local residents.
- 3.2 Strategic Objective 3 of the Deposit Version of the City of Plymouth Local Plan (December 2001) *supports the improvement of Plymouth Airport to secure and develop its contribution to the economy of Plymouth and its sub-region.*
- 3.3 Proposal 75 of the Local Plan concerning Land at Plymouth Airport highlights the important role that the airport plays in *helping to reduce the effects of peripherality, and in contributing towards economic development and inward investment.* The proposal also points out that safeguarding residential amenity is a key issue in managing its future growth.
- 3.4 David Mackay in his City Visioning work commissioned by the Plymouth 2020 Partnership was quite forthright in his view that Plymouth needs to be served by an enhanced airport in order to successfully fulfil its ambition of achieving an urban renaissance in accordance with Government and Regional policy.

4 Preparation of a Master Plan for Plymouth Airport

- 4.1 The Future of Air Transport (DfT December 2003) recommends that airport operators prepare and maintain master plans and that the process of master plan development should preferably be completed by December 2004. The White Paper advises that master plans should have regard to Regional Spatial Strategies, Regional Transport Strategies and Local Transport Plans and that they inform the content of the Local Development Framework.
- 4.2 The guidance advises that master plans should set out proposals for development to 2015 in some detail and should include proposals for:
- Surface access (transport proposals)
 - Environmental controls
 - Mitigation proposals
 - Indicative land use plans for the period 2016 to 2030
- 4.3 PCA has committed to developing a master plan for the airport in consultation with the City Council and other interested agencies, groups and organisations.

4.4 It is the intention that the master plan will be prepared in accordance with Government advice. The White Paper recommends that master plans produce a balanced and sustainable strategy for the future of airports. They should support four key Government policy objectives:

- social progress which recognises the needs of everyone
- effective protection of the environment
- prudent use of natural resources
- maintenance of high and stable levels of economic growth and employment

5 The need to Safeguard Land to the East of Plymouth Airport

5.1 The Government White Paper recommends that as master plans are developed for airports ***land outside existing airports that is needed for future expansion will need to be protected against future development in the intervening period.***

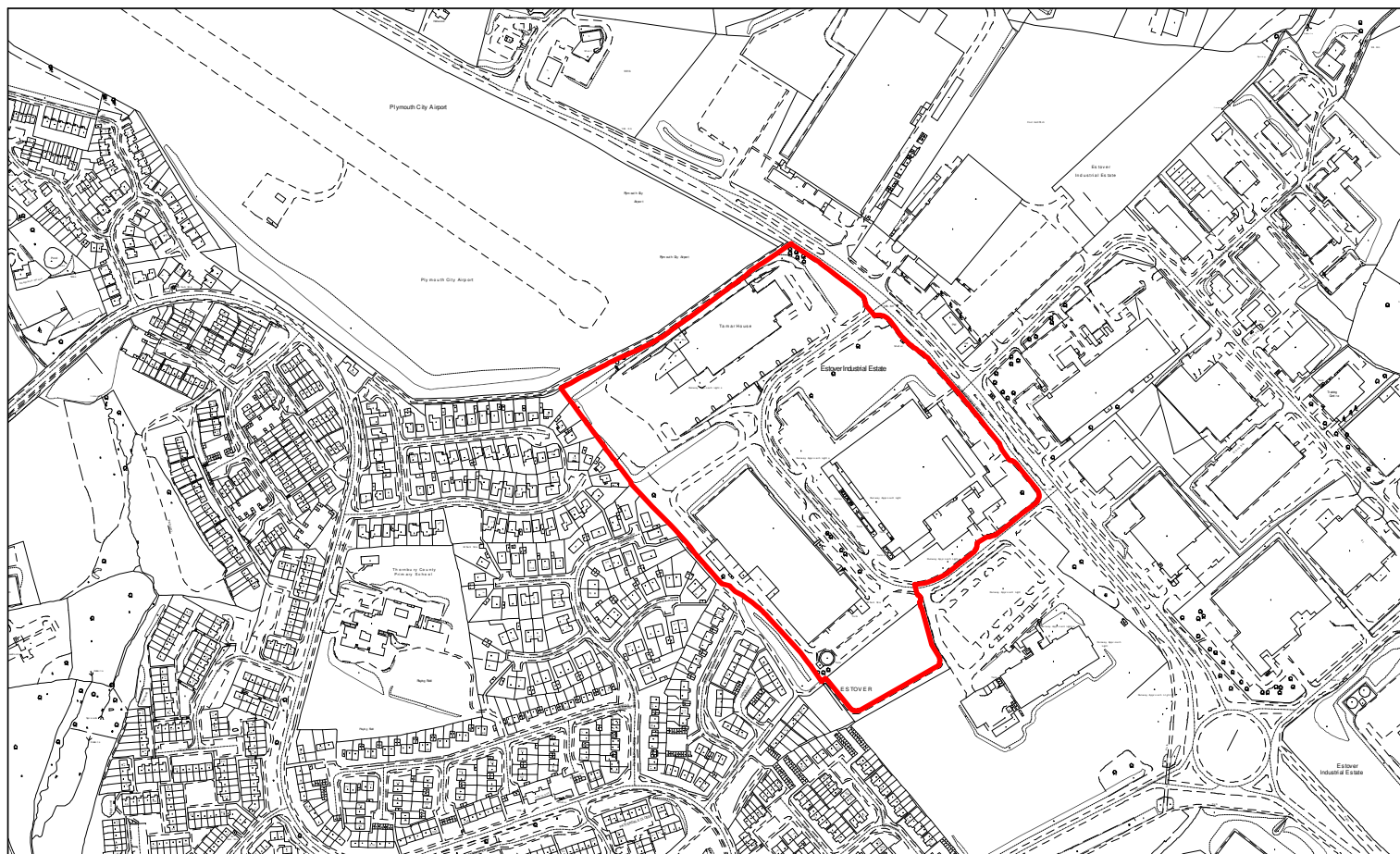
5.2 So that Plymouth does not restrict its ability to maintain a serviced Airport facility into the future and in accordance with Government advice, it is important to keep options open. The publication of the Panel Report into the Devon County Structure Plan Enquiry In Public (EIP) did not recommend complete support for a new airport at Sherford. It is therefore of increased importance that the existing Airport operation is safeguarded and that its future enhancement is not prejudiced.

5.3 Whilst there is not a proposal to extend to the east at present, it is important that the possibility of future extension is not prejudiced pending the completion of the Master Plan and related studies to substantiate the need for, scale, viability and impact of such an extension. If any changes are required in the future an extension to the east is the only viable option. Works to the west-end of the runway which will be carried out in association with improvements to the A386 Tavistock-Plymouth road include an extended runway end safety area (RESA). The proposed works are the minimum that are necessary at this time to comply with current aviation requirements of the Civil Aviation Authority (CAA) and to ensure that aircraft will be able to continue to operate from the Airport in the short term. It is very unlikely that it will ever be possible to provide a further extension to the west.

6 Conclusion

6.1 This IPS has been prepared to up date existing planning policy so that it can respond better to changes in recent circumstances and changes in Government policy in relation air transport. The report recommends support for the preparation of an airport master plan to be prepared in accordance with Government guidelines. It also recommends a change in policy in relation to land immediately to the east of the airport in order to ensure that development in the short term does not prejudice the future operation of the airport.

APPENDIX 1



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