



York Aviation

Note in response to points raised in LAAG11/D by Mark Watts to Public Inquiry into developments at London Ashford Airport (APP/L2250/V/10/2131934 & APP/L2250/V/10/2131936)

1. This note is not intended to address all the points raised by Mr Watts in LAAG/11/D, a document which was submitted to the Inquiry immediately prior to him giving oral evidence. I deal with selected points relating to terminal capacity and the examples of other airports cited by Mr Watts. Where a specific point is not dealt with in this Note, this does not mean that these points are accepted.

Intention to Grow towards 2 mppa

2. Mr Watts continues to refer to what he alleges to be the true intention of the Airport to grow to 2 mppa, in a two-phased development. He also makes simplistic claims regarding the capacity of the proposed new terminal building. In particular, he notes, at paragraph 29 of LAAG/11/D, that the floor area of the new terminal will be some 7,380 m² compared to 2,500 m² in the existing terminal.
3. I dealt with the capacity of the existing terminal at in Appendix C to my main Proof of Evidence (LAA/4/C). The capacity of an airport terminal is assessed not by reference to overall floor areas, but by considering the specific peak period demand on the terminal and the requirements and expectations of airlines and passengers. Whilst the existing terminal is capable of handling a B737 load and a smaller aircraft load simultaneously, this will not be to modern expectations, particularly in terms of the amount of space for retail and catering activities necessary to generate commercial income. By contrast, the new terminal would provide sufficient space to handle two B737 aircraft simultaneously, necessary to sustain over 500,000 passengers per annum, as well as providing sufficient space for important revenue generating commercial activities and to service the expectation of passengers. Hence, Mr Watts' comparison of floor areas, which he then uses to claim that the capacity of the proposed terminal is 900,000 passengers per annum, does not have any validity in practice. In any event, the number of passengers which can be handled will be limited by condition.

Momentum Once an Airport is Established

4. Despite the terms of the applications, Mr Watts continues with his contention that the current application would enable the Airport to handle more than 500,000 passengers per annum by seeking to refer to growth in passengers using other airports over time, stating that *"when airports are successful they grow rapidly and the economic and social imperative for them to continue once they are established is extremely strong, despite any adverse environmental impacts they may produce."*

5. In support of this claim, Mr Watts sets out a table listing a number of UK airports and their growth in passenger numbers between 1990 and 2010. He seeks to infer that an initial planning permission then allows further unfettered growth with no regard for environmental impact. This is simply incorrect. It is not an accurate reflection of reality or the planning system. Mr Watts fails to mention that each of the airports in question is subject to planning controls and have had to gain separate planning approvals for each stage of their growth. Each such planning application is considered on its merits and requires careful consideration of environmental and other implications. In some of the cases to which he refers, planning applications have been initially turned down by the Local Planning Authority and a Public Inquiry has subsequently been held.
6. Although certain airport development is permitted under the Town and Country Planning (General Permitted Development) Order 1995, this is restricted to certain operational developments such as piers or satellites. The construction of a passenger terminal with floor-space exceeding 500 square metres, or the extension or alteration of an existing passenger terminal, where the floor space of the original building would be exceeded by more than 15%¹ is not permitted under such rights and the general permitted development rights are subject to environmental impact assessment regime in appropriate cases.
7. In addition, the exercise of general permitted development rights normally requires consultation with a Local Planning Authority. This was the case recently at Bristol Airport, where the Airport made an application to construct a passenger walkway between the terminal building and the western apron.² In that case, the development was judged to be a pier and therefore permitted development, although the Planning Authority nevertheless registered various objections. This example serves to illustrate that further development of airports beyond that for which specific planning approval has been given is not automatic, as Mr Watts seems to imply.
8. In any event, it is often the case that when planning approvals are obtained they are often accompanied by conditions which may impose limitations on aircraft movements, either overall or by categories or times of day, or on passenger throughput. Such limits are common at many airports in the UK and the same approach is being applied consistently to these applications.
9. To illustrate this, I have listed in the table below the airports cited by Mr Watts and set out the main capacity-enhancing developments that have taken place at each airport in the period under consideration (1990 to 2010). Where information has been readily available, I have indicated whether a specific planning approval has been obtained for the development in question. Where specific information has not been available I have highlighted where it is reasonable to assume that planning permission would have had to be obtained under the provisions of the Order mentioned above, for example when a new terminal building has been constructed or significantly extended.

¹ The Town and Country Planning (General Permitted Development) Order 1995, Part 18 (Aviation Development.),

² North Somerset Council, Planning Application 07/P/3214/PAI, February 2008.

10. The fact that sequential planning approvals have been necessary for the majority of these airports to be able to reach the level of passenger throughput they experience today, indicates that Mr Watts' claim about the "*momentum*" of growth where an airport is established can only properly be considered in the correct context of the requirement for subsequent approval(s) to be granted through the planning system, where any effects of such development will be assessed.

Table 1: Developments and Planning Approvals at Selected UK Airports 1990-2010		
Airport	Date	Development
Stansted	1991	New Passenger Terminal opened (planning approval obtained).
	1999	Movement cap raised to 185,000 movements per annum (planning approval obtained).
		Planning permission for 'Phase 2' development obtained.
	2002	Planning permission obtained from Uttlesford Council for 25 mppa
	2006	Planning permission for further (G1) expansion refused
	2007	Public Inquiry into G1 expansion (25mppa to 35mppa)
	2008	Planning application for G2 expansion submitted
	2010	G1 Permission granted G2 Application withdrawn
London City	1990/91	Public Inquiry into Runway Extension
	1991	Runway Extension given planning approval with strict conditions
	1997	Planning approval granted for increased weekend movements
	1998	Planning approval granted for increased annual movements to 73,000
	2001	Planning approval granted for apron and other improvements
	2008	Planning approval granted for increased annual movements to 120,000
	2008/9	Latest planning approval challenged by judicial review
	2010	Latest planning approval upheld by High Court
Liverpool	2000-02	New Passenger Terminal opened (would have required planning approval).
	2002	New Control Tower
	2006-07	Runway & Taxiway Reconstruction
	2009-11	Security Search Area and Retail Expansion
Prestwick	1994	Airport Rail Station (planning approval obtained).
	1999	New Freight Centre
	2005	Terminal Refurbishment
	2007	New Car Park (planning approval obtained).
Bristol	1999/2000	New Passenger Terminal opened (planning approval would have been required).
	2010	Planning application for further terminal and other development approved by North Somerset Council in May 2010.
Bournemouth	2007	Planning permission obtained for terminal and apron development.
	2010	New Arrivals Building plus runway and apron works completed.
Southampton	1993/94	Planning Permission for New Passenger Terminal obtained 1993 - opened 1994.

Edinburgh	2004	New Multi Storey Car Park (planning approval required)
	2005	New Control Tower
	2006	Terminal Extensions (planning approval likely to have been required)
	2008	Departure Lounge Extension begun
East Midlands		
East Midlands	1996	New Departures Building (would have required planning approval)
	1997	New Cargo Terminal 4
	2000	Runway extended to 2,893 metres (would have required planning approval)
	2000	Further planning application submitted for runway extension to 3080 metres
	2009	Planning approval obtained for further runway extension with night movement restrictions
Exeter		
Exeter	1999	New Arrivals Building (would have required planning approval)
	2003	New Departures Building (would have required planning approval)
Luton		
Luton	1999	New Terminal (would have required planning approval)
	2005	Further Terminal Development (would have required planning approval)
Newcastle		
Newcastle	1994	Extended and improved Terminal Building
	2000	Further terminal extension
	2004	Further terminal extension (some or all of these would have required planning approval)
	2008	Southside Freight Development
Inverness		
Inverness	1999	New Passenger Terminal opened (planning approval obtained).
Cardiff		
Cardiff	1993	Various terminal expansion projects - landside forecourt area, Int Departures Lounge, road access etc. (would have required planning approval)
	2006	£7 million development programme to accommodate passenger growth.
	2010	Further Terminal Extension (planning approval would have been required)
Norwich		
Norwich	1998	Alterations and extension to Terminal Building (planning approval obtained)
	2005	Alterations and extension to Terminal Building (planning approval obtained)
Manchester		
Manchester	1989	Terminal 1 BA (now Terminal 3 - planning approval obtained))
	1993	Terminal 2 (planning approval obtained)
	1993	Planning Application for Second Runway
	1997	Runway application approved
	2009	Expansion to World Freight Terminal
Heathrow		
Heathrow	1995-99	T5 Public Inquiry
	2000	Inspector submitted report
	2001	Planning Permission obtained
	2008	T5 opened
Gatwick		
Gatwick	1994	Extensions to North and South Terminals (planning approval would have been required)
	2000/01	Extensions to North and South Terminals (planning approval

		would have been required)
Glasgow	2002	New MSCP
	2004	New Terminal (2) (planning approval would have been required)
	2008	Terminal Extension
Source: Airports and other Websites		