

**AYRSHIRE JOINT STRUCTURE PLAN AND TRANSPORTATION COMMITTEE  
3 SEPTEMBER 2004**

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**Alteration to Glasgow & Clyde Valley Structure Plan – Glasgow International Airport**

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PURPOSE OF REPORT

- 1 To inform the Committee of the proposals brought forward to amend the Glasgow & Clyde Valley Structure Plan with respect to Glasgow International Airport and comment upon the issues the proposed amendment raises.

BACKGROUND

- 2 The Glasgow & Clyde Valley Structure Plan contains policy relating to Glasgow International Airport and the transport infrastructure that serves it. This amendment brings forward proposals to alter the policy relating to the Airport in the light of the proposals published in “The Future of Air Transport” white paper by the UK Government, amongst other pertinent documents.
- 3 The “Future of Air Transport” identified that land should be reserved in close proximity to the Airport to allow for its future development requirements, potentially outwith the 30-year timeframe addressed in the white paper. However, the white paper also acknowledges that there is a need to balance the economic and social benefits of expansion of Glasgow International Airport with the environmental impacts that would result. There is also recognition that the surface access infrastructure that serves the Airport requires upgrading to facilitate its growth. Although this is with the caveat that “all surface access requirements will need careful environmental assessment.”

GLASGOW & CLYDE VALLEY STRUCTURE PLAN ALTERATION

- 4 The proposed alteration to the Glasgow & Clyde Valley Structure Plan brings forward proposals to safeguard land to accommodate potential growth in traffic at the Airport to 2030. This is consistent with policy identified by the UK Government and Scottish Ministers which predicts that a significant increase in air patronage will be experienced in Scotland with the result being a corresponding requirement for increased airport capacity.
- 5 The alteration also introduces proposals to address capacity on the M8 between junctions 26 and 29 to improve access to Glasgow International Airport. This is in addition to existing policy which identifies the need to extend the M74 and improve the M8 at Ballieston as well as the provision of a rail link to the Airport. Whilst there is no

objection to these proposals it should be noted that “The Future of Air Transport” white paper identified in relation to Glasgow International Airport that, “...all surface access requirements will need careful environmental assessment”. There is no indication in the proposed alteration that this has been taken into consideration and it is therefore unclear whether further mitigating policies may be required.

## CONCLUSION

- 6 The proposals outlined in the alteration to the Glasgow & Clyde Valley Structure Plan in relation to Glasgow International Airport are consistent with UK and Scottish Government policy except in relation to environmental policy. Nevertheless, there are no objections to the principle of the development.

## RECOMMENDATION

- 7 It is recommended that the Committee note the contents of the report.

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