



Exeter International Airport
Addendum to the Airport Master Plan
Autumn 2011

Since 2009 when the current Master Plan was published, global economic, financial and political events have all impacted upon the assumptions that underpinned the Plan. In addition, in March 2011 the Government published a consultation on a scoping document for 'Developing a Sustainable Framework for UK Aviation'. This consultation is due to close in September 2011 with a draft policy framework being put to consultation in March 2012. The Government is targeting formal adoption of the policy framework itself by March 2013.

In July 2010, the Secretary of State for Communities and Local Government announced the abolition of Regional Spatial Strategies, which is being achieved through provisions in the Localism Bill 2011, currently proceeding through Parliament. The consequence for EDDC is that it can now set its own targets for employment and housing development within its administrative area rather than have these set by the Government.

Section 7 of the Master Plan entitled 'Phased Growth to 2015 and 2030' sets out how the anticipated growth at the Airport would be accommodated and refers to the Northern area at Sections 7.54 to 7.56 and the Southern area at Section 7.86.

This Addendum seeks to address the Northern and Southern Development Zones at the Airport in more detail than was provided in the Master Plan.

Development since Publication of the Airport Master Plan

Section 7 of the Airport Master Plan addressed the issue of phased growth to 2015 and, in less detail, to 2030 and the final page of Section 7, page 49, set out a 'Schedule of Works 2008 – 2015'.

Much of the anticipated development to 2015, as set out in the Plan, was linked to the growth in passenger numbers and general increase in activity projected at the time the Plan was prepared. In practice, global and national events have conspired to frustrate that growth within the aviation industry and the wider economy, which has inevitably impacted upon the pace at which development has taken place. There have nevertheless been a number of developments that have taken place:

- The Flybe Training Academy has been built, within the Southern Development Zone, and the Academy was officially opened by the Chancellor of the Exchequer, George Osborne, in April 2011. This is an Academy of national significance that has been developed in the Region. It has not only secured high value employment, but has also enabled Flybe to transfer pilot training into the Region.
- The Airport has promoted the development of an airport hotel that will serve the Academy, the Airport and provide much needed additional bed capacity to the District. Construction work on a Hampton by Hilton Hotel commenced in May 2011 and it is due to open in the spring of 2012.
- The Airport has worked with Royal Mail to expand their airport mail facility that, over the last two years, has seen all air mail into the Region concentrated into Exeter International Airport.

Development Options

The Airport Master Plan defined a number of options for development within the Northern and Southern Development Zones, which can be summarised as:





Airport Operational Development	Development of operational facilities and services such as taxiways, fire station, fuel farm etc.
Airport Related Development	Development of facilities to support the Airport such as car parking, flight catering, hotels and the Academy.
Land for Economic Development	The expansion of the Airport Industrial Estate or other non-aviation or Air related development that will provide employment and improve the economic performance of the District.

In the Exeter area, the Airport has been a key driver of the area's economic success and will continue to be a major driver in the local economy, through the direct employment of skilled labour, new job growth and the spin-off benefits of accessibility to the rest of the UK and Europe.

Flybe, which is based at the Airport, is also one of the Region's biggest employers and has a highly skilled workforce. The company has expanded rapidly in recent years and are continuing to develop their Exeter operation, through growth in aircraft maintenance operations, as well as additional flight capacity and their new Training Academy.

The Airport has worked closely with EDDC in recent years to bring forward a strategic Master Plan and the Airport is also a key part of the Skypark business park proposals which will bring forward high quality office and other development which will enjoy the benefits of being at the Airport.

The Airport is already one of the largest employment sites in the Region and is a very significant part of the south west region's transport infrastructure. The growth of the Airport and surrounding development sites will act as a catalyst to the growth and development of the Region.



The plan below defines the block planning of the operational, air related and economic development land.

The range of areas for air related and employment land reflects the options that exist for development for either purpose over some of the land. The current predictions for land uses can be summarised as follows:

Airport Operational Development

- An extension to the Flybe maintenance hangar;
- New apron to the hangar;
- Relocation of Motor Transport facilities from the north of airfield;
- Relocation of the Fire & Rescue station, Fuel Farm and other facilities from their current positions to enable expansion of the Terminal; and,
- Drainage lagoons and airside clearways.

Anticipated Use of Land in Southern Development Zone:



Air Related Development

- Staff car parking;
- Long-term parking (some of which will be a relocation to enable expansion of the Flybe Maintenance Hangars);
- Airport Hotel expansion; and,
- B1, B2 and B8 airport related development of cargo, workshops and office development.

Land for Economic Development

- B use classes reflecting the extension of the existing Airport Industrial Estate for activities such as distribution, open storage, medium sized niche manufacturing and warehousing for companies wishing to be based adjacent to an airport;
- A commercial centre, including a convenience store, to serve the demand of the population employed in this new development together with those employed within the existing Airport Industrial estate; and
- Other development that provides employment opportunities and generates wealth.

The land for economic development, adjoining the Flybe Training Academy and the Airport Hotel, has been promoted as a business park development to generate jobs as a logical extension to the current Airport Business Park. The existing Business Park has proved highly successful in recent years in attracting local and regional businesses, both of small and medium size employers. These businesses are attracted by the site's excellent accessibility to the major road network, the cluster effect of the existing and planned developments in the West End and the advantages of being close to the Airport itself. In particular, the development would serve the demand of local small to medium enterprises (SME), where there is a current shortage of accessible land, and where companies can benefit from adjacencies with other SMEs.

This new employment area offers the ability to generate a significant number of new and indirect spin-off jobs and, in the view of Exeter International Airport, has the potential to form a key part of, and be entirely complimentary to, the other suite of developments, new and proposed, in the West End. The site is alongside the A30 transport corridor and is close to Exeter and the M5 corridor. It is at the centre of the suite of proposals in the West End and the land is well located in close proximity to Cranbrook to the north and to other proposed housing areas to the west.

In addition, the development of the employment land offers the Airport a key revenue stream which will be an essential contribution to Exeter International Airport being able to fund essential infrastructure improvements, in particular, improving the local road network to the Terminal.

The Airport commissioned an Independent Report to review the market demand and the supply of employment land in the western part of East Devon. This concluded that over the LDF planning period there would be the demand for this type of job creating development.

The adopted Master Plan summarised that the growth of Exeter Airport to 3.25m passengers per annum would increase the jobs created by economic activity at the airport as follows;

	2007 FTE Total	2007 FTE Local	3.25mppa FTE Total	3.25mppa FTE Local
Direct jobs	1400	1400	3500	3500
Indirect jobs	700	50	1700	100
Induced jobs	1000	700	2600	1800
Total jobs	3100	2150	7800	5400

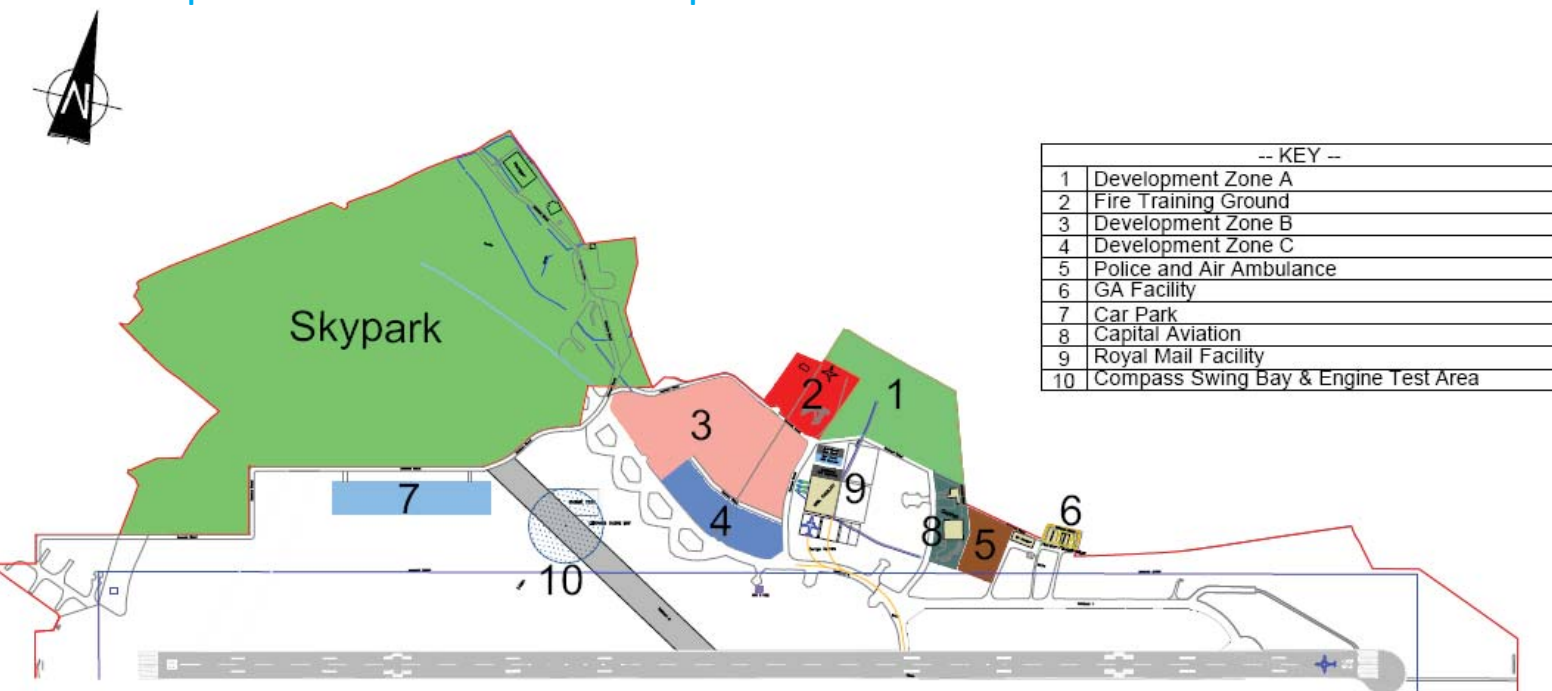
- Direct = directly employed at the Airport;
- Indirect Airport; and = jobs supported by the purchasing of companies based at the Airport; and
- Induced = jobs created by the spending power of jobs at the Airport.

This estimate did not take account of the development of land in the Airport's Southern Development Zone and it is forecast that this could create up to 1,500 additional jobs and increase the District's and the Region's GVA.

In addition to B class uses, the Airport will also investigate other possible economic development uses for this land that could benefit both the airport, through early release of funds to support investment in the airport infrastructure as well as increasing economic activity within the Region.



Anticipated Use of Land in Northern Development Zone



The review of the layout on the north side has taken account of;

- The maximum use of existing airfield pavements;
- A single road access from Skypark;
- The development of a road system that segregates land side and airside areas to limit vehicle / aircraft interface;
- Limiting relocations of existing facilities in the area; and
- Providing development zones for common uses.

This more detailed work supplements the comments in the currently adopted Airport Master Plan and identifies the following facilities within the Northern Development Zone, all of which will be either airport operational or airport related development:

- Up to 1,000 overflow long-term car parking spaces;
- Relocated primary radar and other uses;
- Engine test stand;
- Compass swing;
- Royal Mail sortation and screening;
- Devon & Cornwall Police Air Support Unit;

- Devon Air Ambulance Trust
- Joint Fire Training Ground;
- Relocated primary radar;
- Engine test stand;
- Compass Swing;
- Flying schools;
- Aviation workshops and servicing facilities;
- General Aviation parking and facilities;
- Executive Aviation;
- Hangars for GA and Flying clubs;
- New aviation SMEs;
- Fuel storage;
- Flood attenuation; and
- Waste water treatment works.

The pace of development of the Northern Development Zone, which is all within the existing airport operational boundary, will depend on user demand and terminal development to the south. Additionally, some flexibility will be required as a result of the timing of different demands, the integration with Skypark and the possible demand for a large aircraft engineering facility.



Regulatory and Planning Context

Section 4 of the adopted Master Plan referred to the Regulatory and Planning Context and noted that the Plan was influenced by a range of regulatory and planning policies including;

- National policies, such as the 2003 Government White Paper, which describes the guidelines for the long term strategic development of airports across the UK;
- Regional policies, which determine economic objectives, set transport priorities and ensure that regional sustainability objectives are met; and
- Local policies, which ensure that the social and economic benefits of the Airport's growth and development are balanced with the needs of the local communities and environment.

With the formation of the coalition Government in 2010, both National policies such as the 2003 "The Future of Air Transport" and Regional policies set through the existing Regional Spatial Strategies have either been withdrawn or are subject to review.

At a local level, the Local Development Framework, produced and managed by EDDC to set planning zones and policies in the East Devon area, is in the process of being prepared to replace the adopted Local Plan. Whilst an "issues and options" paper was issued by EDDC in 2008, and representations were requested to their LDF Core Strategy in late 2010, the production of a LDF draft was delayed until a further study on employment land and housing throughout the district was completed. The draft LDF is now expected to be issued in late 2011 / early 2012.

This Addendum to the Airport Master Plan is being issued to provide greater definition of the development proposed in the Airport's northern and southern zones to inform and assist EDDC in the production of its LDF. Exeter International Airport has proposed to EDDC that the significance of the Southern Development Zone, and the potential benefits that it will bring to the local economy, mean that the land is a strategic development location which should be identified in the core strategy of the LDF.

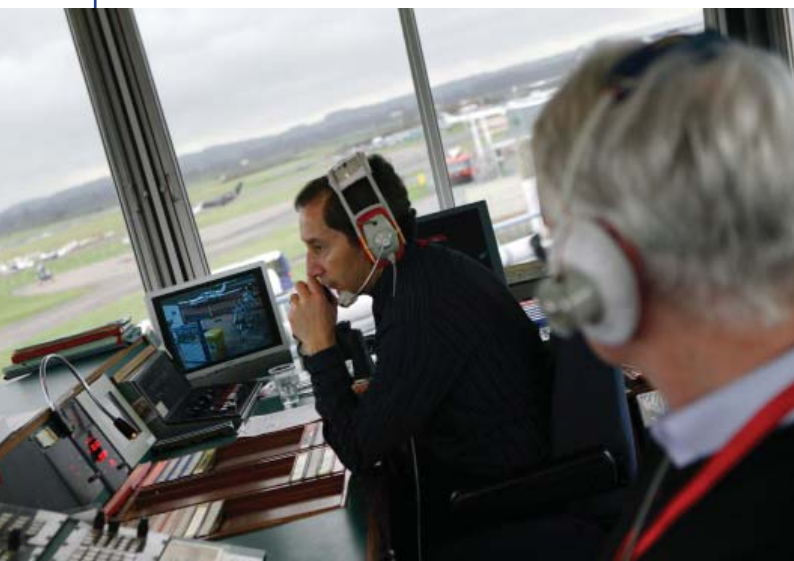
The adopted Airport Master Plan set challenging targets for the modal shift away from car based access to the Airport through improved public transport. The development of the southern zone will provide additional demand which, in turn, will support improvements to public transport. The development also offers the opportunity to improve the local road network that will have significant benefits in terms of improving access to the Airport by public transport and for those who cycle or walk.

Our Master Plan noted that airports are dynamic and changing businesses and it was noted in the foreword to the Plan that a review would take place at approximately five year intervals. Against the background of global financial and political events impacting upon assumptions in the Plan and the potential change to Government Aviation Policy it is considered premature for the Airport to undertake a full review of its Master Plan. It is currently anticipated that the next full review of the Plan will take place after March 2013.

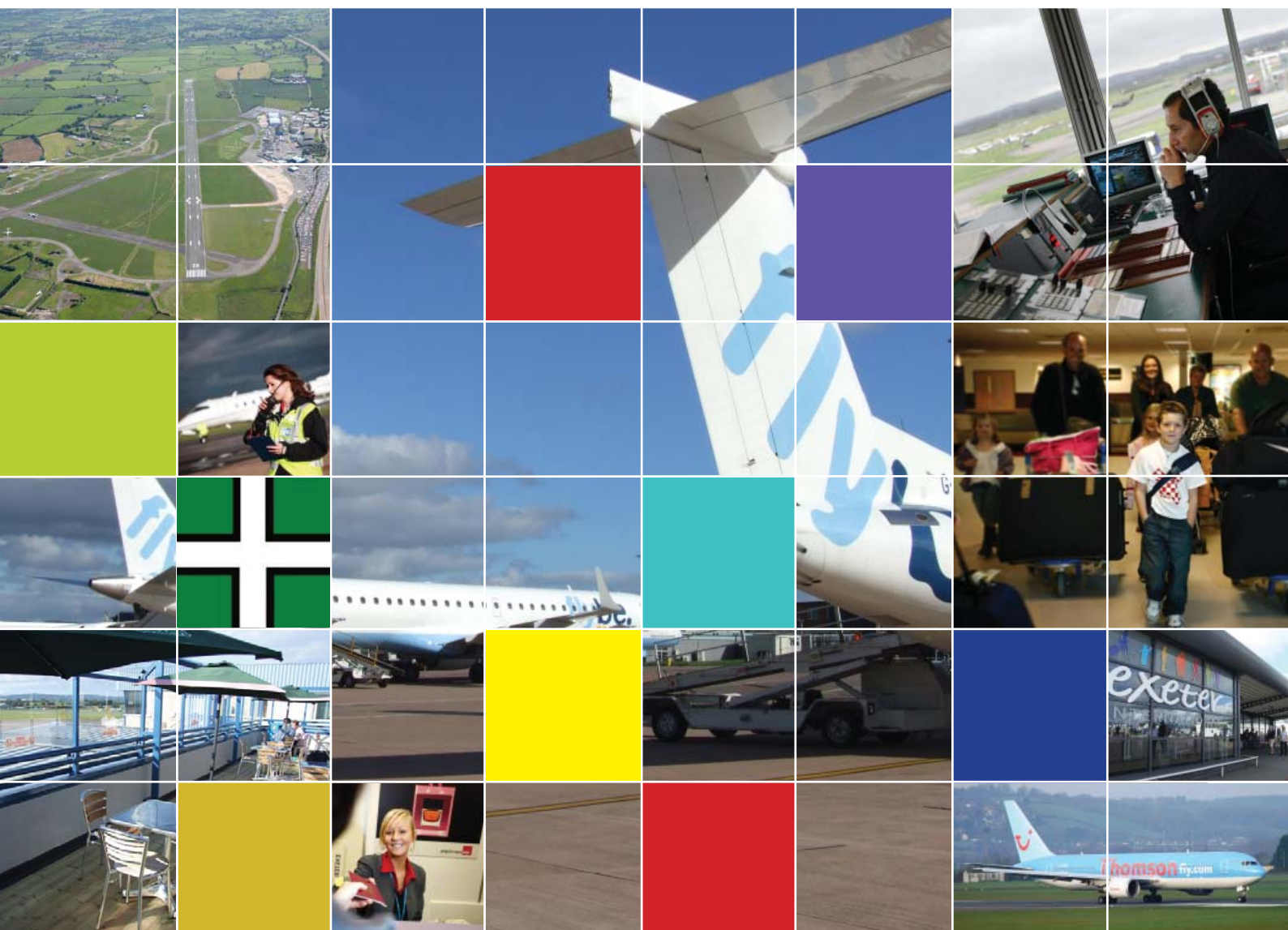
Summary

Exeter International Airport believes that the Northern and Southern Development Zones offer significant potential and looks forward to developing the Airport and the development zones to support the social and economic fortunes of the Region.

This Addendum will be presented to the principal Local Government and Planning agencies and will be posted on the Exeter International Airport website. Comments on the content and proposals made in this addendum would be welcome.







Comments on the addendum can be made in writing to:

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