

Phase 2 Land Use Plan Review Call for Sites Assessment

Reference: SA/084

Site name: Alderney Airport

AY Parcel(s): Various

Submission Type: Use/development

Source: States of Alderney



Proposals

Summary of respondent's proposal: Safeguarding of land at the east of the airport to allow for potential future extension of the runway to 1,110m, and land to the north of the airport for potential expansion or replacement of the terminal.

Planning history and other context:

Accordance with the Land Use Plan Evidence Base

Does the proposal accord with the Vision Statement?	Yes	Expansion of the runway and expansion or replacement of the terminal would accord with the vision which seeks to ensure a resilient and sustainable island. It also accords with the guiding principle which relates to resilient infrastructure systems, as it would support a more resilient and efficient service to facilitate economic and social activities.
Does the proposal accord with the Housing Strategy?	N/A	The Housing Strategy does not relate to the proposed use.
Does the proposal accord with the Economic Development Strategy?	Yes	<p>The Economic Development Strategy recognises the role of the airport to the functioning of the Island. Whilst the Strategy notes that the land zoned for airport uses (Zone 17) in the Land Use Plan 2016 map is sufficient for the current operation for the airport, it also acknowledges that there may be a requirement for more land, or a different configuration of land, to bring forward runway upgrades and other airport-related development.</p> <p>The Economic Development Strategy also states that a runway upgrade would necessitate a terminal upgrade, given that larger planes would require a greater capacity for departures, arrivals, baggage handling, security screening and so on.</p>

Phase 2 Land Use Plan Review Call for Sites Assessment

Reference: SA/084

Site name: Alderney Airport

Does the proposal accord with the Natural Environment Strategy?	Partial	<p>Much of the eastern part of the site contains improved grassland, which falls under regional tier of the hierarchy of environmental designations set out in the Natural Environment Strategy (see Map F.5 in the Natural Environment Strategy). The refurbishment to the runway which could be delivered through widening it could be delivered without resulting in the loss of this habitat. However, for the longer term, the proposal seeks to safeguard the area to the east of the existing runway to enable it to be extended, which is where the improved grassland is located.</p> <p>The northern part of the site also includes improved grassland, under the regional tier of the hierarchy of environmental designations.</p> <p>Should this proposal be brought forward it should seek to retain this grassland where possible and offset any loss.</p>
Does the proposal accord with the Built Environment and Heritage Strategy?	Partial	<p>A very small part of the eastern portion of the site falls within an area identified in the Built Environment and Heritage Strategy as being an important World War II asset - Flak Battery Millionär (MH/028). A very small part of the northern portion of the site falls within another such areas - Strongpoint Windmuhlenberg & 88 MM Flak Battery (MH/027). These assets are recommended for inclusion on the Register and will be provided interim policy protection through the Land Use Plan. Proposals for the extension of the runway and expansion or redevelopment of the terminal would need to consider the importance of this site and protect any extant constructions. Given that this only relates to very small portions of the site, for the purposes of the assessment it is not expected that the any major physical development would be located in this area.</p>

Assessment of Suitability, Availability and Achievability

Is the site suitable for the proposed purpose?	Yes, with mitigation	<p>The 2017 report on the economic and financial case for extending the runway, prepared by York Aviation, found that whilst there is currently a case for refurbishment works at the airport (including runway widening), there is not an economic case for the lengthening of the runway at this time. However, it recommended that the case for runway extension should be kept under review, and that works should not preclude the cost effective construction of an extension at a later date.</p> <p>The 2014 Runway Options Study found that the preferred option to lengthen the existing paved runway (Runway 08/26) would be to the east, since a westward extension would generate significant operational and maintenance constraints, and would also increase the impact of turbulence from westerly or south-west winds on take-off. Extension to the east is therefore preferable. There is therefore a case for safeguarding land for airport extension, and the land to the east is suitable for this purpose.</p> <p>A runway upgrade would necessitate a terminal upgrade, given that larger planes would require a greater capacity for departures, arrivals, baggage handling, security screening and so on.</p> <p>Whilst the 2014 Runway Options Study considered alternatives from a technical perspective and the 2017 York Aviation report from an economic and social perspective, a consideration of alternatives from an environmental perspective has not been undertaken. This would be required before any safeguarded land could be removed from the Designated Area for the purposes of runway lengthening or terminal expansion or replacement.</p>
--	----------------------	---

Phase 2 Land Use Plan Review Call for Sites Assessment

Reference: SA/084

Site name: Alderney Airport

Is the site available for the proposed purpose?	Yes, with mitigation	Some but not all of the land is owned by the States of Alderney. The States would need to acquire the necessary land in order to deliver the runway extension. No work has yet been undertaken on a land assembly strategy.
Is the site achievable for the proposed purpose?	Yes	<p>It is technically feasible to extend Runway 08/26 (the paved runway) to provide an 1100m long runway. For operations using typical 42-seater aircraft, it would be necessary to provide a 30m wide runway. This would also require widening of the taxiway, although the existing apron appears large enough to accommodate one aircraft of this size.</p> <p>(It is not currently economically feasible to deliver the runway extension or terminal upgrades, but given the proposal is for safeguarding alone this does not impact on the assessment of achievability.)</p>

Any other comments	It should be noted that widening works do not require any additional land to be zoned for airport use.
--------------------	--

Conclusions

Does the proposal accord with the emerging Land Use Plan?	Yes, with mitigation	Safeguarding of the land for airport uses in the Land Use Plan should make it clear that biodiversity and heritage considerations should be taken into account in the optioneering and design of the scheme, and that a consideration of alternatives from an environmental perspective has taken place.
Indicative development capacity (if applicable)	N/A	