

**SOUTH EAST ENGLAND REGIONAL ASSEMBLY  
REGIONAL PLANNING COMMITTEE**

Date: 14 October 2005

Subject: **Southampton Airport Outline Masterplan**

Report of: Director of Planning and Transport

**Recommendation:**

It is recommended that the Committee:

1. Supports the expansion and enhancement of facilities at Southampton Airport in order to maintain its regional role;
  2. Emphasises the importance of working with the Regional Assembly to identify the surface access requirements, over and above existing commitments, necessary in order to enable the airport to fulfil its regional role.
  3. Encourages Southampton Airport to continue to work closely with sub-regional partners in order to ensure the linkages with the sub-regional strategy for South Hampshire are fully developed.
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**1. Purpose of Report**

- 1.1 To inform the Committee of the contents of the draft Southampton Airport Outline Masterplan, and to seek approval for a proposed response to the consultation.

**2. Background: Purpose of the Masterplan**

- 2.1 The “Future of Air Transport White Paper” (usually referred to as the “Aviation White Paper”) was published in November 2003 and sets out the Government’s view on the future role of the UK’s principal airports over the next 30 years. The White Paper expressed support for the expansion of Southampton Airport as an airport of regional significance.
- 2.2 The White Paper set out the need for the operators of the key airports in the region to prepare Masterplans. Southampton Airport is one of the airports required to prepare such a Masterplan.

**3. The Draft Southampton Airport Outline Masterplan**

- 3.1 BAA published the Southampton Airport Outline Masterplan in June 2005.

Comments on the draft have been requested by 31 October 2005. The Masterplan sets out two scenarios. Common to both is continuation until 2015 of the current arrangement whereby Southampton operates on a basis of one runway and one terminal. Currently the airport handles 1.5 million passengers per annum (mppa) and this is expected to grow to 3 mppa by 2015.

- 3.2 The scenarios do not fundamentally differ in terms of the assumptions made beyond 2015. In both cases the airport is assumed to grow from 3 mppa in 2015 to 6 mppa in 2030. Both scenarios assume that there would be no increase in the footprint of the airport. The difference lies in that under scenario 1 the additional growth is accommodated through an expansion of the existing terminal. In scenario 2 an additional terminal is proposed for the north-east sector of the airport.

#### **4. Key Issues Arising from the Masterplan**

- 4.1 Within the policy context provide by the Regional Transport Strategy and the Draft South East Plan the key issue for the Assembly is principally that of surface access. The level of development set out in the Masterplan will increase the pressure on the transport system, the implications of which have yet to be set out.
- 4.2 The current Airport Surface Access Strategy (ASAS) is based on achieving a modal split of 40% of passengers travelling to the airport by public transport. Work is currently underway to revise the ASAS and it is essential that this work take into account the implications arising from the additional airport capacity. In particular there will be a need to ensure that the modal share by public transport is maximised and the need for additional public car parking minimised. In addition, any revision of the ASAS should take into account the need under scenario 2 for airport operations taking place in two terminals.

#### **5. Conclusions**

- 5.1 The expansion and enhancement of facilities at Southampton Airport has a strong policy context at national regional and local level. From a strategic planning perspective both of the scenarios set out in the Masterplan appear consistent with the published policy context. There is, however, an urgent need to consider the implications for surface access arising from the additional capacity proposed for the airport and this should be undertaken as part of the ongoing work on revising the ASAS.

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