



**Edinburgh Airport  
Master Plan**

Consultation Analysis and Report  
July 2006

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# Master Plan Consultation

Edinburgh Airport commissioned Liddell Thomson Consulting to conduct an independent analysis and summary of the responses received during the consultation on the draft Edinburgh Airport master plan. The final report received from Liddell Thomson has been included in full as Appendix 2 and also includes BAA's specific responses to each of the issues raised.

The issues raised by Liddell Thomson have been produced in tabular form with summarised comments on the left hand column of the table and Edinburgh Airport's response in bold and in the right hand column of the table.

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# Executive Summary

Edinburgh Airport commissioned The Liddell Thomson Consultancy in January 2006 to carry out an analysis of all the responses to "Edinburgh Airport Outline Master Plan: May 2005" and prepare a report summarising the issues raised in the submissions.

The objective was to capture all issues raised by stakeholder groups and individuals to inform the final drafting of the "Edinburgh Airport Outline Master Plan" scheduled for publication in May 2006.

Edinburgh Airport's Outline Master Plan was published for consultation in May 2005. To engage a wide cross section of the community, a series of public drop-in sessions/meetings was held to enable interested parties to discuss the proposals with BAA. The drop-in sessions/meetings were held throughout the West Edinburgh Area. Following the consultation exercise, Edinburgh Airport received a total of 86 responses to the Outline Master Plan.

Responses were received from airport neighbours; local authorities; politicians; Scottish business groups; environmental and transport groups; public sector bodies; utilities; one community council and several individuals.

A summary of the issues raised by the 86 respondents is included in this report, arranged by the Chapter headings of the Outline Master Plan.

The main issues are:

- public transport targets and car use
- proposed extensions to the existing runway and the development of a new runway
- the future of the Royal Highland and Agricultural Society of Scotland (RHASS)
- BAA's commitment to Tram Line 2 and the Edinburgh Airport Rail Link (EARL)
- noise
- the environment and impact on water courses
- the impact of airport development on local communities
- the consultation process

### Introduction

Edinburgh Airport undertook public consultation following the launch of Edinburgh Airport's Outline Master Plan: May 2005. This provided an opportunity to consult with a wide range of stakeholders including public, private and voluntary sector organisations and individuals to help gauge opinion and, where possible, to reflect their opinions and comments in the Final Master Plan.

### Background

The Edinburgh Airport Outline Master Plan preceded a community survey carried out by MORI in November 2005. The MORI report sought to gauge the views of communities about their local airport, its future plans, perceptions of the airport's activities and possible improvements. The results were largely positive for BAA, with an 81% favourability rating for the airport, with only 3% unfavourable. 70% supported an additional runway.

### Outline Master Plan Consultation Process

Edinburgh Airport's intention is to produce a master plan for the future of Edinburgh Airport which attracts the widest possible consensus<sup>1</sup>. The Outline Master Plan was launched for consultation on 19 May 2005 and was supported by a multi-tiered process to elicit comment from interested parties. 166 copies of the Outline Master Plan were issued to key stakeholders including:

- Edinburgh Airport Consultative Committee
- Airline Operators Committee
- Control Authorities
- Local Authorities
- Ministers and senior officials of the Scottish Parliament
- MPs and MSPs
- Scottish Business and tourism representatives bodies
- Community Councils
- Airport neighbours
- Schools
- Lennymuir Householders

Further copies of the Outline Master Plan were issued on request and the plan was available for viewing and downloading on [www.edinburghairport.com](http://www.edinburghairport.com).

Meetings and discussions were held with:

- Ratho Station Community Council
- City of Edinburgh Council Planning Committee
- Kirkliston Community Council
- Newbridge Community Council
- Cramond Community Council
- Airport Enthusiasts

- Leith Rotary Club
- Murrayfield Cramond Rotary Club
- Linlithgow Grange Rotary Club

A drop-in meeting was also held at the Hilton Airport Hotel.

Response forms were available at all meetings and respondents were encouraged to log their comments.

The official consultation period closed on 31 August 2005.

### Responses

In total 86 responses were received. 38 submissions were received from stakeholders and 48 from individuals. A list of the respondents is included as an appendix.

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# A summary of responses

As might be expected the majority of submissions relate to concerns about airport development, however there are a number of specific positive and supportive submissions, particularly relating to economic benefit and the opportunities offered by expansion of the airport.

## Chapter 2: Social and Economic Benefits

The key social and economic benefits of aviation are perceived to be tourism, direct and indirect job creation, access to destinations and the positive impact aviation has on both the local area and Scotland as a whole.

Consultation key issues	Our way forward
The impact of aviation on residential areas	BAA is very conscious of the impact of aviation on surrounding communities. In response to concerns raised during the consultation Edinburgh Airport has now launched a dedicated noise phone line and is looking at ways in which noise effects can be mitigated.
Balance between the benefits of the airport and the impact / blight and reduction of property values of local communities	Edinburgh Airport recognises the concern amongst some residents about the impact of the airport's development on property prices. However, to date, there is no evidence that property values around the airport have suffered. Edinburgh Airport has already published two noise and blight schemes which seek to protect the value of properties that would be affected by a possible second runway.
BAA underplaying Edinburgh Airport's contribution to the economy	In response to the representations received, Edinburgh Airport has ensured the master plan contains the most accurate information on its contribution to the local economy by including the latest information from the Fraser of Allander Institute.
Measurement of the airport's economic and social benefits should be replaced by a Scottish Transport Appraisal Guide	It is for the Scottish Executive to decide if such a Scottish Transport Appraisal Guide (STAG) evaluation is required.

**Chapter 3: The Framework of Regulation and Legislation**

There are few comments with regards to the framework of regulation and legislation that BAA has to work within. The main assertion is for more recognition within the Outline Master Plan for various planning / legislative frameworks.

Consultation key issues	Our way forward
The Outline Master Plan should define the legislative framework that supports proposed land / business acquisition (such as RHASS)	Chapter 3 of the master plan sets out the regulatory and legislative framework within which all airports operate. Acquisition of land to enable the airport to grow will be the subject of commercial negotiation, and if this does not prove possible, of compulsory purchase.
More detailed guidance required from BAA on aerodrome safeguarding issues for developers earlier in the development process	In the light of the comments from a number of stakeholders Edinburgh Airport has reviewed the advice given on future safeguarding policy and has amended Chapter 9 to take account of concerns raised.
Need for more specialist guidance and rules to be established on early land acquisition	Land acquisition will be the subject of normal commercial negotiations.
Need for reference to the planning polices which cover the airport and the surrounding land, recognition of development proposals which already have planning consent and a review of the likely impact that expansion could have on these sites	Edinburgh Airport agrees it is important to make reference to the planning policies which cover the airport and has done so in Chapter 3. The airport has always worked and will continue to work within the statutory planning framework. Any acquisition of land will take account of its development status.
Outline Master Plan should acknowledge the National Planning Framework	Chapter 3 has now been amended to include reference to the National Planning Framework.

## A summary of responses

### Chapter 4: Today's Airport

BAA's description of Edinburgh airport as it is today is generally accepted. There are a few calls for more detailed information and one suggestion that the chapter should be renamed a summary of Edinburgh Airport's "facilities".

Consultation key issues	Our way forward
<ul style="list-style-type: none"> <li>● Need for information on:               <ul style="list-style-type: none"> <li>● development proposals over the last 10 years and facilities relocated within the airport</li> <li>● bus, hire coach and taxi usage since 1995</li> <li>● income arising from this and the use of these funds</li> <li>● income from property rentals</li> <li>● the extent of staff car sharing and changes since 1995</li> </ul> </li> </ul>	<p>Over the last 10 years BAA has undertaken a huge development programme at Edinburgh including expansion and redevelopment of the Terminal building, construction of several aircraft stands, surface and multi storey car parking, cargo facilities, extended taxiways and construction of a new air traffic Control Tower. The Airport Surface Access Strategy (ASAS) which is to be reviewed and reissued by the end of 2006 will track the historical mode transport share. All financial data which is not commercially confidential is published in the annual report. There is now a staff car sharing scheme which Edinburgh Airport encourages its staff to use.</p>
<ul style="list-style-type: none"> <li>● Edinburgh Airport – Airport's relationship with planning authorities</li> </ul>	<p>Edinburgh Airport has an excellent relationship with both the local planning authority, City of Edinburgh Council, and the Scottish Executive and is committed to working in partnership with both organisations in developing the airport.</p>
<ul style="list-style-type: none"> <li>● The main runway's ability to accommodate a fully laden Boeing 747</li> </ul>	<p>The main runway can handle a fully laden B747 with range restrictions. Conversely, for improvements in range there will be payload restrictions.</p>
<ul style="list-style-type: none"> <li>● The classification of a Boeing 737-400 as "small" and an Airbus A319 as "large"</li> </ul>	<p>The classification of B737-400 as "small" and A319 as "medium" (as stated in the outline master plan) is a standard classification within the aviation industry and relates to the size of aircraft stand required.</p>
<ul style="list-style-type: none"> <li>● Perceived BAA monopoly to run its own licensed taxis</li> </ul>	<p>Edinburgh Airport has recognised the concern over the operation of taxis at the airport. In January 2006, Edinburgh Airport introduced a new system of operation for taxis. This has resulted in three separate taxi ranks now being provided in the forecourt area. The fleet of airport taxis continue to operate from the eastern end of the terminal building, with a new city 'black cab' taxi rank now also operational adjacent to the coach park. The third rank is located in the short stay multi- storey car park and is available for pre booked taxis. This has provided a far greater choice for passengers.</p>
<ul style="list-style-type: none"> <li>● Monopoly of single fuel company for all airlines</li> </ul>	<p>The aviation fuel facility at Edinburgh Airport is operated by Pentland Aviation, a management company which is owned by BP, Conoco Philips,</p>

## A summary of responses

Consultation key issues	Our way forward
	Q8 and Statoil. Each company has a 25% stake. They all share the same fuel tanks which gives them economies of scale. Pentland Aviation acts on behalf of the four companies distributing fuel to the airlines. Any airline who uses Edinburgh therefore has the choice of four companies for fuel. Pentland Aviation provide annual cost transparency information which is agreed with airline customers and IATA.

### Chapter 5: Passenger Demand – The Forecasts

Most respondents agree with BAA that growth of air travel is driven primarily by economic growth and the price of air travel. It is suggested, however, that other factors should be taken into consideration that could affect growth, such as government subsidies. There are differing views on Edinburgh Airport's decision to base its development plans on the midpoint of the range of forecasts. Some view this as an appropriate strategy, while others feel the figures are not sufficiently robust.

Assumptions that domestic rail travel will have a moderate effect on the growth of air travel split opinion. A similar number of respondents believed the assumptions were correct or that it could have a more negative impact. Car parking forecasts attracted some comment suggesting the proposals send the wrong message about BAA's commitment to public transport.

Consultation key issues	Our way forward
<b>Air travel growth</b>	
<ul style="list-style-type: none"> <li>● Growth assumptions are long term and uncertain and clarification is needed on the acceleration or deceleration of development according to need</li> </ul>	Edinburgh Airport fully accepts that there is always a degree of uncertainty around any forecasts. That is why it intends to develop the airport incrementally, providing capacity on a "just in time" basis. Chapter 6 makes it clear that growth will only take place in response to demand. If traffic growth is faster than predicted it may be necessary to advance some of the expansion plans. Similarly, any slow down in growth would be reflected in development of facilities at a later stage.
<ul style="list-style-type: none"> <li>● Other factors that could affect growth should be considered including; fuel price increases, oil price, carbon emissions targets, government subsidy, world security events, aviation fuel tax; the reduction in the number of low cost operators and changes to the size of aircraft</li> </ul>	Edinburgh Airport has responded to concerns over traffic forecasts by explaining in Chapter 5 the methodology and data behind the forecasts. BAA's forecasting team take all the above factors into account in formulating their forecasts.
<ul style="list-style-type: none"> <li>● Competitive landing charges should be recognised as helping to grow air travel</li> </ul>	It is recognised that competitive landing charges help air traffic to grow and this is why BAA continually strives to keep landing charges as low as possible with very favourable introductory schemes for airlines wishing to start up new routes. BAA Scotland has set up a £95m route development fund to encourage airlines to set up new international routes from Scotland. This has been a resounding success, with 22 new

## A summary of responses

Consultation key issues	Our way forward
	international routes from Edinburgh established since 2003.
<ul style="list-style-type: none"> <li>● The effect of growth at other airports should be taken into consideration</li> </ul>	As outlined in Chapter 5, the effect of growth at other airports is taken into consideration in forecasting – traffic growth at one airport is never considered in isolation.
Mid point range of forecasts	
<ul style="list-style-type: none"> <li>● Forecasts and assumptions are subject to cumulative errors and place unreasonable blight on those affected</li> </ul>	BAA acknowledges that there is always a degree of uncertainty with any forecasts. The White Paper directed BAA to prepare compensation schemes to cater for generalised blight. These schemes were put out to consultation in January 2004 and final voluntary schemes were published last year.
<ul style="list-style-type: none"> <li>● Forecasts are too high or too conservative</li> <li>● Forecasts on which development is planned should not be set in stone</li> </ul>	Forecasting always carries a degree of uncertainty. BAA has therefore produced high, medium and low scenario forecasts to reflect this uncertainty. In response to concerns about the background to the forecasts, in Chapter 5 BAA has provided more detail on the methodology used.
<ul style="list-style-type: none"> <li>● Mid point growth forecasts should be replaced by higher growth forecasts to help plan developments more effectively</li> </ul>	Basing development plans around a mid point is considered, from past experience, to be the most efficient scenario.
<ul style="list-style-type: none"> <li>● Variations in aircraft size and occupancy could result in different numbers of aircraft with different characteristics affecting runway and terminal requirements</li> </ul>	BAA forecasting takes into account the likely size of aircraft. Together with forecast passenger numbers the master plan aims to develop the airport to meet that demand.
<ul style="list-style-type: none"> <li>● Need for scenario planning to scope the parameters of growth assumptions to produce a more robust document, based not just on a mid point but also forecasts that illustrate the possible extremes around a central case</li> </ul>	A great deal of scenario planning was undertaken by the DfT during the three years preceding publication of the White Paper. Scenarios which illustrate slower or faster traffic growth will not give rise to a fundamentally different development plan. As explained in Chapter 6, they will simply determine if development is speeded up or slowed down.
<ul style="list-style-type: none"> <li>● Air traffic growth figures are overestimated so:             <ul style="list-style-type: none"> <li>● only part of the RHASS site will be required</li> <li>● public transport usage will increase</li> <li>● the need for road capacity enhancements and linkage to the national trunk road will lessen</li> </ul> </li> </ul>	BAA fully accepts that there is always a degree of uncertainty around any forecasts and the further into the future that forecasting is done, the greater the level of uncertainty becomes. Greater detail regarding the methodology behind the forecasts is now included in Chapter 5. However, the Government has decided to develop an aviation strategy to the period 2030 and development scenarios have to be predicated on the best information available at the present time. On the basis of detailed forecasts, it is considered

## A summary of responses

Consultation key issues	Our way forward
	<p>that land currently occupied by the RHASS will be required in 2013.</p> <p>Forecasts indicate that new road access will be required. West Edinburgh is, and will continue to be, the focus for economic growth and this will increase pressure on the existing road system.</p>
<ul style="list-style-type: none"> <li>● A demand led approach to predict future growth and unsustainable low airfares creates unrealistic future growth indicators</li> </ul>	<p>Edinburgh Airport has responded to concerns over traffic forecasts by explaining in Chapter 5 the methodology and data behind the forecasts.</p>
Impact of rail	
<ul style="list-style-type: none"> <li>● Domestic rail improvements could have more impact on the growth of air travel than predicted by BAA; particularly high speed train links to London</li> <li>● BAA should lobby Government for a high speed rail link to London</li> </ul>	<p>BAA takes account of the impact of improvements to the rail network when assessing forecast demand for air travel. As a commercial airport operator BAA has no remit to lobby the Government for high speed rail links to London.</p>
Cargo / mail forecasts	
<ul style="list-style-type: none"> <li>● Consideration of the impact of emailing and the break up of Royal Mail franchise on cargo and mail forecasts</li> <li>● Clarification on cargo growth rates</li> </ul>	<p>In response to representations made during the consultation, additional information has now been included in this section. The cargo market is forecast to grow by an average of 3.2% per year out to 2030, with mail forecast to grow at half this rate. Forecasting of cargo and mail takes account of all factors which impact the freight industry. Evidence from the last 10 years has shown that the onset of electronic communication has not adversely impacted cargo growth.</p>
Aircraft movements	
<ul style="list-style-type: none"> <li>● More information on aircraft movements</li> </ul>	<p>In response to representations received, information on the number of cargo aircraft movements (CATMs) have now been included in Chapter 4.</p>
Car parking	
<ul style="list-style-type: none"> <li>● Increased car parking forecasts give wrong signal about BAA's commitment to public transport</li> </ul>	<p>BAA is fully committed to increasing public transport mode share and has set a challenging target of 25% by 2007. In response to representations received, more information on public transport is now provided in Chapter 7, including a section on car parking strategy. It has to be recognised that a large number of people in the airport's catchment area have no access to public transport and are not likely to have in the immediate future and therefore car parking demand is likely to grow as the airport grows and it is important for the airport to plan for this.</p>

## A summary of responses

Consultation key issues	Our way forward
<ul style="list-style-type: none"> <li>Limited detail about taxi / bus reflects BAA's priorities [car use]</li> </ul>	<p>In response to representations raised, Chapter 7 now gives more detail on the taxi and bus provision at the airport.</p>
<ul style="list-style-type: none"> <li>More car parking, more congestion</li> </ul>	<p>There is a complex relationship between provision and pricing of car parking, car park utilisation and road congestion. Experience in recent years in Edinburgh has shown that provision of high quality parking, such as the MSCP, reduces the number of passengers being dropped off/picked up by friends and relatives. It is in everyone's interests to reduce "kiss and fly" as much as possible as this is the most environmentally damaging mode of transport.</p>
<ul style="list-style-type: none"> <li>Need for car parking to be considered as part of integrated transport approach alongside public transport / road access</li> </ul>	<p>BAA fully agrees that car parking needs to be considered as part of an integrated transport approach alongside public transport. In response to representations raised, Chapter 7 now makes this clear.</p>
<ul style="list-style-type: none"> <li>The provision of land to accommodate proposed increases in car parking</li> </ul>	<p>Edinburgh Airport intends to accommodate short stay parking within multi storey car parks in close proximity to the terminal, thereby intensifying usage of the existing land holding. Some additional land will be required for future long stay parking provision, although Edinburgh Airport accepts that this does not all have to be on airport.</p>
Miscellaneous	
<ul style="list-style-type: none"> <li>The current predict and provide policy set out in the 2003 White Paper The Future of Air Transport cannot be assumed if there are future changes in Government</li> </ul>	<p>The master plan is a response to the White Paper, as directed by Government. It is not for BAA, as a private company, to attempt to predict future changes in aviation policy as a result of future changes in Government.</p>
<ul style="list-style-type: none"> <li>The expanding numbers of low cost operators and the number of stands required by them</li> </ul>	<p>The growth in low cost operators has been taken account of in the forecasts. In response to representations raised, Chapter 5 has now been expanded to explain more fully the methodology behind the forecasts.</p>
<ul style="list-style-type: none"> <li>Limited scope for long haul flights and the growth of domestic air services from regional UK airports</li> </ul>	<p>The majority of future growth is expected to come from short haul international services, although there will be some increase in long haul.</p>
<ul style="list-style-type: none"> <li>No frills international services offering the greatest growth potential</li> </ul>	<p>There is growth potential from both "no frills" and "traditional" carriers and the master plan forecasts have taken this into account.</p>
<ul style="list-style-type: none"> <li>Increasing numbers doubling the chance of a crash at Cramond</li> </ul>	<p>Aviation safety is of paramount importance to the industry and for Edinburgh Airport– there is no evidence to suggest that the predicted increase in growth will double the likelihood of a crash at Cramond.</p>

**Chapter 6: Land Use in 2013**

There is support for incremental development at the airport to ensure capacity more closely meets demand and general agreement to the existing runway being extended. Both should be subject to a sound business and financial case. There is support for extending taxiway systems. BAA is urged by several respondents to work with RHASS to look for a solution to the expansion and accommodation of both businesses although there is some support for the Government’s white paper recommendations on the relocation of the RHASS.

Mixed representations were received regarding the exclusion of Lennymuir cottages from the master plan area.

Consultation key issues	Our way forward
<b>RHASS</b>	
<ul style="list-style-type: none"> <li>● BAA and RHASS can coexist without RHASS relocation</li> <li>● A solution should be found to expand both the airport and the RHASS</li> <li>● Need for information on the exploration of other RHASS relocation options</li> <li>● The environmental consequences of relocating the RHASS which is conveniently situated to benefit from future transport infrastructure investments</li> </ul>	<p>The Government’s White Paper directed that the RHASS should move. The studies undertaken by the Department for Transport (DfT) in the 3 year period prior to the preparation of the White Paper provided the justification for the move. It is not for BAA to revisit the Government’s original studies. The DfT and their consultants spent many months consulting with both Edinburgh Airport and RHASS. The DfT’s regional consultation document prepared in the run up to the White Paper set out 8 alternative layouts for the development of Edinburgh Airport, including options retaining RHASS in its existing location. The DfT conducted a thorough analysis of the options and came to the conclusion that the most appropriate one for the future development of Edinburgh was that shown in the White Paper.</p>
<ul style="list-style-type: none"> <li>● The Outline Master Plan does not recognise RHASS’s contribution to society/economy</li> </ul>	<p>The contribution of RHASS to the Scottish economy is not disputed. However, this contribution can be realised from alternative sites. The airport, however, cannot move site in order to expand and to ensure the airport’s continuing contribution to the local and national economy, land currently occupied by RHASS will be required from 2013.</p>
<ul style="list-style-type: none"> <li>● Costs to the public purse of the relocation of the Showground; “a major economic flaw” in the Outline Master Plan</li> </ul>	<p>The airport master plan is a high level planning document providing a strategic plan for the development of the airport. It isn’t the appropriate forum to consider the costs associated with the relocation of the RHASS.</p>
<b>Incremental Development</b>	
<ul style="list-style-type: none"> <li>● An incremental development approach should be:               <ul style="list-style-type: none"> <li>● subject to a full business and financial case</li> <li>● reviewed every 5 years</li> <li>● accommodated within existing airport land until 2013</li> </ul> </li> </ul>	<p>BAA agrees with this and has produced a master plan that fits with these principles.</p>

## A summary of responses

Consultation key issues	Our way forward
<ul style="list-style-type: none"> <li>● Unreasonable to develop the airport incrementally and cause blight without a full business and funding plan</li> </ul>	<p>The Master Plan is a high level land use strategy document. All developments will be subject to full financial and economic appraisal. The commercial acquisition of land currently outwith our boundaries is a separate issue which it is not appropriate to deal with in the Master Plan. Edinburgh Airport intends to develop the airport such that capacity matches demand on a “just in time” basis.</p>
<ul style="list-style-type: none"> <li>● A demand led approach should be applied to the rest of the airport expansion programme</li> </ul>	<p>We attempt to anticipate demand through our forecasting scenarios. It is our policy to deliver facilities “just in time”.</p>
<ul style="list-style-type: none"> <li>● BAA should adopt a partnership approach to stimulate demand for long haul services for Edinburgh Airport</li> </ul>	<p>BAA recognises its responsibility in improving Scotland’s connectivity through direct international air links. BAA Scotland provides financial incentives to airlines for new services through its Route Development Fund.</p>
<ul style="list-style-type: none"> <li>● BAA “mentality” of responding rather than anticipating demand</li> <li>● Airport development should be delivered just in time to reflect forecasts</li> </ul>	<p>We attempt to anticipate demand through our forecasting scenarios, details of which are set out in Chapter 5. The purpose of the master plan is to develop a strategy that meets demand.</p>
<ul style="list-style-type: none"> <li>● An incremental development approach may lead to changes in the stated plans for land take if demand is slower or faster than predicted. This could affect lead times for land take for stakeholders such as the RHASS</li> </ul>	<p>Edinburgh Airport's future development plans are based on forecasts. BAA has always made it clear that the airport will be developed in line with actual traffic growth, which will dictate the acquisition programme for the purchase of land outwith our existing boundaries.</p>
<ul style="list-style-type: none"> <li>● Incremental development should not lead to the airport being a permanent building site</li> <li>● Incremental development should not create difficulties in ensuring the continuity of design of the airport</li> </ul>	<p>It is inevitable that with a policy of incremental development there will be an ongoing construction programme. However, Edinburgh Airport aims to minimise disruption as much as possible and ensure continuity of design.</p>
<ul style="list-style-type: none"> <li>● BAA’s need for legal advice on powers of compulsory purchase of land outside its defined operations</li> </ul>	<p>BAA is aware of its powers for compulsory purchase as laid out in the 1986 Airports Act.</p>
<b>Runway Extension</b>	
<ul style="list-style-type: none"> <li>● Runway extension not needed</li> <li>● Any extension to the existing runway should be appraised both socially and environmentally</li> <li>● The business and financial case for an extension has to be proven</li> <li>● A runway extension should be developed speculatively to stimulate demand</li> <li>● Opposition expected to a runway extension from local residents</li> </ul>	<p>The White Paper considered that a runway extension may be required at some point in the future to facilitate direct services to a range of long haul destinations (reflecting the fact that there are currently payload penalties for some aircraft for certain long haul destinations). It is not BAA’s intention to develop this speculatively – a runway extension requires considerable investment and could only be justified on the basis of proven demand. It would be the subject of a planning application at which time residents would have the opportunity to make representations to the planning authority.</p>

## A summary of responses

Consultation key issues	Our way forward
<ul style="list-style-type: none"> <li>● Clarification of possible further enhancements to the existing runways</li> <li>● Potential noise and pollution impacts at Lennymuir from extending the main runway / taxiways during both construction and operation</li> </ul>	<p>Further enhancements to the existing main runway will comprise Rapid Exit taxiways (RETs) and Rapid Access Taxiways (RATs), which will enable a greater number of movements per hour to be achieved. The planning application would entail a full environmental impact assessment to assess noise and pollution impacts in the surrounding area. Residents will have the right to make representations to the planning authority.</p>
<b>Miscellaneous</b>	
<ul style="list-style-type: none"> <li>● The proposed airport expansion and its impact on local communities</li> </ul>	<p>Edinburgh Airport is very conscious of the impact of aviation on its surrounding communities. In response to concerns raised during the consultation, Edinburgh Airport launched a dedicated free phone telephone line for people to complain about noise and from May 2006, the airport will be fining those aircraft that infringe stated noise thresholds. Edinburgh Airport also responded to requests from local residents to be more open by launching a quarterly community newsletter. Edinburgh Airport's commitment to its community neighbours has been underlined by the appointment of a new Public Affairs Manager, who has been specifically tasked with working with local communities.</p>
<ul style="list-style-type: none"> <li>● Need for information on future plans involving Lochend Rd, Ratho Station</li> </ul>	<p>The properties at Lochend Rd and Ratho station are outwith the proposed future airport boundary and BAA does not envisage having to purchase them.</p>
<ul style="list-style-type: none"> <li>● Need for information about development to be located within the airport perimeter and what could be located elsewhere</li> </ul>	<p>Chapter 4 explains the rationale behind the desire to locate as many ancillary facilities as possible within the airport boundary and adjacent to the core operation.</p>
<ul style="list-style-type: none"> <li>● Compatibility of contingency planning for land outside the current airport boundary (up to 2013) with the expectations of the Outline Master Plan to provide a degree of certainty in land use</li> </ul>	<p>The master plan states that Edinburgh Airport will be able to develop within its existing boundaries up to 2013. There is therefore no requirement for contingency plans for land outside the current boundary up to 2013.</p>
<ul style="list-style-type: none"> <li>● Belief that businesses within the airport locale are protected from anti-competitive practices and that BAA should maximise existing ancillary facilities</li> </ul>	<p>No anti competitive practices are proposed by Edinburgh Airport. Existing ancillary facilities will be maximised where possible - some may need to be relocated.</p>
<ul style="list-style-type: none"> <li>● Onus on BAA to substantiate the viability of potential development rather than seek answers through the Outline Master Plan process</li> </ul>	<p>BAA accepts that the onus lies with it to establish the financial viability of its expansion plans.</p>
<ul style="list-style-type: none"> <li>● Need for BAA to open development of ancillary facilities such as car parking and hotels to competition</li> </ul>	<p>Car parking and hotels are open to competition – Over 60% of long stay spaces are located in off-airport car parks and there are numerous hotels in the west of Edinburgh providing competition to the Hilton Airport Hotel.</p>

## A summary of responses

Consultation key issues	Our way forward
<ul style="list-style-type: none"> <li>Excessive land encroachment could be curbed by developing within BAA's existing boundaries</li> </ul>	<p>The White Paper stated that developing within Edinburgh Airport's boundaries is not a long term option for future development to 2030.</p>
<ul style="list-style-type: none"> <li>Two areas identified for ancillary development in the Outline Master Plan are subject to constraints that will hinder BAA's ability to accommodate development to 2013 if growth is accelerated. Land currently in use as a driving range is offered to accommodate growth</li> </ul>	<p>One of the areas of land identified for ancillary growth prior to 2013 is currently subject to some constraints relating to the floodplain of the Gogar Burn. Chapter 8 explains how we intend to work with all key stakeholders to resolve this issue.</p>
<ul style="list-style-type: none"> <li>Ancillary facilities, such as hotels, should be categorised according to necessity for location flexibility</li> </ul>	<p>The location of ancillary facilities is subject to a number of factors, including the nature of the business and relationship to the core operation. Sites for future hotel development will be reserved within the airport boundary.</p>
<ul style="list-style-type: none"> <li>BAA's land safeguarding policy does not demonstrate good planning practice stemming from a desire not to pay compensation or acquire land until the latest possible time</li> </ul>	<p>The Master Plan is a high level land use strategy document. It is not an acquisition strategy and does not set out to be. Acquisition of land required to enable the airport to grow will be the subject of discussions between BAA and the relevant land owner, and the Scottish Executive.</p>
<ul style="list-style-type: none"> <li>Funding for airport development should come from user charges and property returns</li> </ul>	<p>Funding for airport development comes from three sources: user charges, property and retail facilities. The BAA does not receive any government grants or subsidies.</p>
<ul style="list-style-type: none"> <li>The Outline Master Plan should recognise the impact development could have on the wider West Edinburgh Area</li> </ul>	<p>BAA does appreciate that airport development will have an impact on the wider west Edinburgh area. That is why it is committed to working with both the Scottish Executive and City of Edinburgh Council as their development plans and policies are formulated.</p>
<ul style="list-style-type: none"> <li>BAA should consider the airport as a tourist attraction and develop visitor facilities / viewing platforms</li> </ul>	<p>The airport is first and foremost an operational facility handling thousands of passengers a day within strict regulatory standards. Edinburgh Airport is committed to providing facilities which improve our customers' experience. However these must always be considered within the security and other regulatory requirements set down by Government.</p>
<ul style="list-style-type: none"> <li>Clarification of land allocation for an expansion of airport services at Turnhouse</li> </ul>	<p>The plans at the rear of the document illustrate the additional land requirement at east side of the airport for cargo growth over the plan period.</p>
<ul style="list-style-type: none"> <li>More aircraft contact stands are required</li> <li>Concern about unpredictable usage of runway 12/30, the maintenance cycle of various airport functions and the lack of contact stands, particularly if BAA are trying to gain allies among airlines</li> </ul>	<p>The construction of the South East Pier is designed to create additional contact stands. As the airport grows it is BAA's target to serve 75% of aircraft from contact stands. Runway 12/30 is used for approx 3% of aircraft movements.</p>

## A summary of responses

Consultation key issues	Our way forward
<ul style="list-style-type: none"> <li>● Concern about airport expansion and potential resource and security issues</li> <li>● Effective design a useful crime deterrent as the airport grows. "Secured by design" – a car parking initiative – is a successful preventive scheme</li> </ul>	<p>Edinburgh Airport places security as its top priority. Additional resources have been allocated to front line security staff to ensure Edinburgh Airport can meet the security demands of its increasing numbers of passengers. BAA is committed to working in partnership with Lothian and Borders police to ensure an integrated response to the airport's security issues. The master plan is a high level, land use planning strategy document and is not therefore the appropriate vehicle to discuss security issues.</p>
<ul style="list-style-type: none"> <li>● More non traditional check in processes</li> </ul>	<p>The development of alternative check-in processes lies with the airlines. BAA is very supportive of new check-in initiatives such as on line check-in and works closely with the airlines to facilitate such developments.</p>
<ul style="list-style-type: none"> <li>● Concern whether Barnton Park Avenue is on the flight path</li> </ul>	<p>Barnton Park is located close to though not directly under the airport arrival path. The Barnton Park area currently falls out with the 54dB leq noise contour.</p>

### Chapter 7: Surface Access to 2013

The majority of respondents acknowledge BAA's concern about road access and note that improvements to ground transport links are important for the future. It is considered that an integrated transport system requires a joined up approach and each scheme has to be viable.

There is general agreement that a link to the national trunk road from the airport is needed and some support for the Gogar roundabout plan. BAA's commitment to the proposed rail and tram links is questioned and it is felt that public transport usage targets are too low.

Consultation key issues	Our way forward
<b>Road Congestion</b>	
<ul style="list-style-type: none"> <li>● Airport access, congestion and delays at peak times</li> <li>● Road capacity to be developed in line with strategies to promote public transport</li> <li>● Unacceptable congestion during Highland Show</li> <li>● Current and future road congestion in Lennymuir, particularly at Turnhouse Road</li> </ul>	<p>Good surface access will be critical to the future ability of Edinburgh Airport to grow. The key issue for Edinburgh Airport is general road traffic congestion in the airport's immediate surroundings which is unconnected with the airport. BAA shares all the concerns raised by many respondents regarding capacity on the local road network serving the airport.</p>
<b>Funding</b>	
<ul style="list-style-type: none"> <li>● BAA's "part" funding of the proposed Gogar and M8 link but belief that it's crucial to airport expansion</li> <li>● BAA's commitment to provide the necessary road infrastructure</li> <li>● Need for BAA to financially contribute to the West Edinburgh Planning Framework Review (WEPFR) if it does not propose its own transport modelling</li> <li>● Public sector partner's insistence on BAA contributing to surface access enhancements</li> </ul>	<p>The master plan is a land use strategy and not a funding plan. All issues regarding the funding of road infrastructure will be discussed with the Scottish Executive and City of Edinburgh Council.</p>

## A summary of responses

Consultation key issues	Our way forward
<b>Road Miscellaneous</b>	
<ul style="list-style-type: none"> <li>● Airport access, congestion and delays at peak times</li> <li>● Road capacity to be developed in line with strategies to promote public transport</li> <li>● Unacceptable congestion during Highland Show</li> <li>● Current and future road congestion in Lennymuir, particularly at Turnhouse Road</li> </ul>	<p>Good surface access will be critical to the future ability of Edinburgh Airport to grow. The key issue for Edinburgh Airport is general road traffic congestion in the airport's immediate surroundings which is unconnected with the airport. BAA shares all the concerns raised by many respondents regarding capacity on the local road network serving the airport.</p>
<ul style="list-style-type: none"> <li>● High level of road building plans/demands</li> </ul>	<p>BAA believes that investment in the local road network is required if the airport is to grow to the levels indicated in the White Paper.</p>
<ul style="list-style-type: none"> <li>● Assurances that new slip road from the A8 is not motivated by commercial gain but as a response to traffic flow issues</li> </ul>	<p>All road proposals relate to traffic flow issues</p>
<ul style="list-style-type: none"> <li>● Gogar roundabout proposal will not offer much to road users</li> <li>● Extending the inbound section of the A8 between Gogar roundabout and Maybury lights by one lane will make the Airport roundabout link feasible</li> <li>● The proposed link road to the Gogar roundabout does not pass two key junctions at Gogar and Newbridge, constraining access to the airport from the A8</li> </ul>	<p>BAA has put proposals for a road link from Gogar on hold pending the outcome of the WEPFR traffic modelling exercise.</p>
<ul style="list-style-type: none"> <li>● There are implications for a network tram depot by reducing the area available for adequate screening</li> <li>● BAA believe its proposals would fit rail, tram and road together, but dependent on network tram depot moving west</li> </ul>	<p>A legal agreement has been signed with City of Edinburgh Council relating to the interface of the tram depot with the proposed Gogar Rd.</p>
<ul style="list-style-type: none"> <li>● West Edinburgh Planning Framework indicates only one new access from the A8, not necessarily from the Gogar roundabout – representing only one option for land safeguarding</li> </ul>	<p>The WEPF is currently being reviewed and the Scottish Executive are undertaking a transportation modelling study to inform the transport requirements of the West of Edinburgh.</p>
<ul style="list-style-type: none"> <li>● Beneficial to build new airport road/s as well as the proposed link to the Gogar roundabout</li> <li>● Need for road junction from the M8 to Polkemmet, Whitburn</li> </ul>	<p>This is a matter for the Scottish Executive</p>
<ul style="list-style-type: none"> <li>● Future modelling work should assume a junction on the M9 serving the Winchburgh CDA proposals</li> </ul>	<p>This is a matter for the Scottish Executive</p>
<ul style="list-style-type: none"> <li>● Impact on airport staff of surface access improvements such as transport access and parking</li> </ul>	<p>The Airport Surface Access Strategy, to be published later this year, will consider all aspects of staff access to the airport.</p>
<ul style="list-style-type: none"> <li>● New road links will require Scottish Transport Appraisal Guidance (STAG)</li> </ul>	<p>Agreed</p>

## A summary of responses

Consultation key issues	Our way forward
<ul style="list-style-type: none"> <li>● B8000 is a big failure</li> </ul>	This is a matter for the Scottish Executive.
<b>Impact</b>	
<ul style="list-style-type: none"> <li>● Difficulties with delivering an eastern access road could impact on the two short term development sites to 2013</li> <li>● Indicative alignments in the Outline Master Plan for the southern access road infringe on a respondents landholdings</li> </ul>	All issues relating to road alignments will be the subject of detailed feasibility studies
<ul style="list-style-type: none"> <li>● Road enhancements should come after the completion of Tram Line 2 and the introduction of central belt road charging</li> </ul>	The WEPFR should advise on appropriate timing of road improvements.
<b>Tram/Rail</b>	
<ul style="list-style-type: none"> <li>● The proposed rail and tram links must be able to operate financially, successfully, together</li> </ul>	BAA recognises the importance of rail and tram operating together.
<ul style="list-style-type: none"> <li>● Impact on Edinburgh Airport's growth if either or both the EARL or Tram projects delayed</li> </ul>	It is not anticipated that a delay to either the EARL or Tram projects will impact on the airport's growth.
<ul style="list-style-type: none"> <li>● BAA lukewarm/unsupportive to both the proposed EARL and Tram Line 2</li> </ul>	With regard to Tramline 2, Edinburgh Airport has signed a legal agreement with City of Edinburgh Council in respect of the development and operation of the Tram on airport land. BAA are committed to the principle of a rail link to the airport. Discussions are continuing between BAA and TIE over the details of the scheme.
<ul style="list-style-type: none"> <li>● BAA financial contribution from BAA to Tram Line 2 and EARL</li> <li>● Need for information about funding, management and ownership of the proposed railway terminus</li> <li>● Tram Line 2 / EARL should not be funded by airline passengers</li> </ul>	This is a matter for BAA and Scottish Executive/City of Edinburgh Council
<ul style="list-style-type: none"> <li>● The potential for a Tram link to West Lothian</li> </ul>	This a matter for City of Edinburgh Council/West Lothian Council
<ul style="list-style-type: none"> <li>● Accommodating Winchburgh Station as an integral strategic public transport initiative</li> </ul>	This is a matter for the Scottish Executive
<ul style="list-style-type: none"> <li>● The Outline Master Plan should incorporate the Halcrow 2nd Draft flood study in respect of EARL, Tram Line 2 and the proposed new airport road</li> </ul>	The master plan is a high level strategic planning document. All issues relating to detailed flood studies will be discussed separately with key stakeholders as required.
<ul style="list-style-type: none"> <li>● Proposed rail access to the airport expensive and poor value</li> </ul>	All such concerns should be presented to the Scottish Executive.

## A summary of responses

Consultation key issues	Our way forward
<ul style="list-style-type: none"> <li>● No mention of Tram made in the car parking forecasts although assumptions EARL will be in place by 2010/11</li> <li>● Clarification on whether car parking forecasts take account of Tram and EARL</li> </ul>	<p>The commencement of tram in 2010 has been taken account of in the forecasts.</p>
<ul style="list-style-type: none"> <li>● Lack of detail on land use proposals for the EARL and Tram alignment</li> </ul>	<p>The routes for EARL and the tram within the airport boundary have been safeguarded.</p>
<ul style="list-style-type: none"> <li>● Disruption to Kirkliston during the construction phase of Tram / EARL</li> </ul>	<p>This is a matter of the Scottish Executive.</p>
<ul style="list-style-type: none"> <li>● Design of the rail terminus should allow it to grow as Scotland's main transport hub</li> </ul>	<p>In response to requests from Scottish Executive and City of Edinburgh Council, Edinburgh Airport has agreed to develop a Public Transport Hub around the proposed rail station and tram halt.</p>
<b>Public Transport</b>	
<ul style="list-style-type: none"> <li>● Improved public transport links would improve air quality</li> <li>● Need to encourage staff to use public transport</li> </ul>	<p>It is accepted that substitution of public transport for private car has potential for improving air quality. Edinburgh Airport is keen to encourage staff to use public transport and discounted fares are available for staff on bus services serving the airport.</p>
<ul style="list-style-type: none"> <li>● BAA funding for a frequent bus service from West Lothian to the Airport</li> </ul>	<p>No approach has been made to the airport by bus operators for funding support.</p>
<ul style="list-style-type: none"> <li>● BAA should advocate increased public transport use and:</li> <li>● complement the work of SESTRAN</li> <li>● look beyond private transport in the Outline Master Plan forecasts</li> <li>● integrate with Airport rail link and Tram Line 2</li> </ul>	<p>In response to concerns raised about Edinburgh Airport's commitment to public transport, Chapter 7 has now been amended to include more details on public transport and the role of the Airport Surface Access Strategy (ASAS) which will be published later this year. SESTRAN will be a key consultee in producing the ASAS.</p>
<ul style="list-style-type: none"> <li>● Public transport usage targets required beyond 2007 and be set higher than 25%</li> </ul>	<p>Chapter 7 explains that the Airport Surface Access Strategy for Edinburgh airport will be developed and published during the course of 2006. It will be a subsidiary document to the master plan and will set mode share targets based on a corridor and area analysis.</p>
<ul style="list-style-type: none"> <li>● Improved facilities for bus passengers at Waverley Station</li> </ul>	<p>This is a matter for Lothian Buses and City of Edinburgh Council.</p>
<ul style="list-style-type: none"> <li>● Improved bus and taxi access at airport and an accessible public transport interchange</li> </ul>	<p>Edinburgh Airport is committed to providing a public transport hub at the airport, which will include facilities for buses as well as tram and rail. In January 2006, Edinburgh Airport introduced a new system of operation for taxis. This has resulted in three separate taxi ranks now being provided in the forecourt area. The fleet of airport taxis continue to operate from the eastern</p>

## A summary of responses

Consultation key issues	Our way forward
	end of the terminal building, with a new city 'black cab' taxi rank now also operational adjacent to the coach park. The third rank is located in the short stay multi- storey car park and is available for pre booked taxis. This has provided a far greater choice for passengers.
<ul style="list-style-type: none"> <li>● The Outline Master Plan is complacent on bus service capabilities</li> </ul>	Chapter 7 now makes clear that in the immediate future the only scope for improving public transport usage at the airport through increased use of buses.
<ul style="list-style-type: none"> <li>● More information on passengers origin of journey to inform public transport plans</li> </ul>	Chapter 7 now includes information on origin of passengers and further detail will be provided in the ASAS.
<ul style="list-style-type: none"> <li>● The Outline Master Plan does not recognise that growth cannot proceed without major public transport improvement</li> </ul>	Edinburgh Airport recognises the importance of public transport provision and the environmental benefits of modal shift.
Miscellaneous	
<ul style="list-style-type: none"> <li>● Strategic approach to transport needed</li> </ul>	The master plan is intended to be a high level strategic document and the Airport Access Strategy will develop the strategy further.
<ul style="list-style-type: none"> <li>● Outline Master Plan should make reference to surface access across The Forth</li> </ul>	This is a matter for the Scottish Executive.
<ul style="list-style-type: none"> <li>● Need for dedicated lanes for cycling / walking and public transport access to the airport</li> </ul>	This will be addressed in the Airport Surface Access Strategy.
<ul style="list-style-type: none"> <li>● BAA should encourage higher occupancy rates in cars to airports</li> </ul>	The Airport Surface Access Strategy will consider all methods to reduce car usage.
<ul style="list-style-type: none"> <li>● Need for transport mode splits at comparator airports with details on the nature of public transport on offer at these locations and other factors affecting the mode split</li> <li>● Proper demand analysis required to justify BAA surface access schemes, with robust mode share targets based on modelling and benchmarking with comparators across Europe</li> <li>● Need for proper modelling of the implications of different mode shares at different time horizons of airport developments, taking into account the availability of tram and rail at relevant dates along with a future model split of transport to Edinburgh Airport</li> <li>● Surface access forecasts should sit alongside car parking forecasts</li> </ul>	In response to requests for information on comparator airports mode splits, Chapter 7 now includes this information. The Airport Surface Access Strategy for Edinburgh Airport will be developed and published during the course of 2006. It will be a subsidiary document to the master plan and will set mode share targets based on a corridor and area analysis. It would be inappropriate for this master plan to prejudge this analysis and to present revised mode share targets, that whilst challenging, may prove to be unachievable.
<ul style="list-style-type: none"> <li>● Concern Kirkliston will be cut off by its exclusion from the proposed transport loop</li> </ul>	This is a matter for the Scottish Executive.

## A summary of responses

Consultation key issues	Our way forward
<ul style="list-style-type: none"> <li>● Access to the new control tower affects traffic flow and staff punctuality</li> </ul>	Edinburgh Airport is not aware of any serious problems in this regard.
<ul style="list-style-type: none"> <li>● Off-airport car parking should be located to cater for traffic for which public transport services to the airport are not an effective alternative</li> </ul>	The location of off airport car parks is solely a matter for City of Edinburgh Council, which has the power to either grant or refuse planning consent for such facilities.

### Chapter 8: Managing External Impacts to 2013

In general, the principles of sustainable airport development and finding a balance between promoting social and economic benefits and managing local and environmental impacts, are accepted. However, there is concern that BAA is putting too much emphasis on car use.

Most respondents agree with BAA's assertion that aviation should be included in the EU trading scheme although alternatives are offered. A few respondents praise BAA for its existing strategies to reduce noise but this remains a major concern for communities. Environmental impacts, are a concern, in particular with regard to air quality and water pollution.

Consultation key issues	Our way forward
<b>Emissions Trading / Energy</b>	
<ul style="list-style-type: none"> <li>● The Outline Master Plan fails to present a responsible or sustainable approach to environmental protection, particularly climate change emissions</li> <li>● Aviation should not be included in the EU emissions scheme</li> <li>● Current emissions costs do not reflect environmental damage</li> <li>● There is a need for:               <ul style="list-style-type: none"> <li>● a reduction in emissions levels rather than emissions trading</li> <li>● the introduction of airport fuel tax or the introduction of VAT on flight tickets to curb unsustainable growth in air travel and greenhouse gas emissions</li> <li>● the introduction of either a Kerosene tax or a European wide emissions charge</li> <li>● a carbon dioxide audit at airport</li> <li>● recruiting a specialist to look at energy use and climate change at the airport</li> <li>● BAA to work more actively with airlines to reduce greenhouse gas emissions from aircraft</li> <li>● a switch from air to rail for short and some medium haul journeys to help reduce Co2 emissions</li> </ul> </li> </ul>	<p>In response to concerns raised about the lack of detail in the outline master plan regarding climate change, a new section has been added to Chapter 8 on this topic. BAA recognises that climate change is a significant issue and we support the leading role that the UK Government has played in relation to it. The aviation industry contributes to climate change in a number of ways. It is the burning of fossil fuel in flight that is the industry's biggest contribution, but greenhouse gas emissions are also generated by the production of the energy used in airport buildings. Finally, ground emissions from airport vehicles and the vehicles used by passengers and staff also contribute. We have taken a proactive approach to addressing our contribution to climate change in each of these areas.</p> <p>Edinburgh Airport monitors CO2 generated at the airport and sets annual targets to reduce it.</p>
<ul style="list-style-type: none"> <li>● Aircraft noise for residents of Kirkliston, Lennymuir, Ratho Station, Newbridge and Cramond</li> <li>● Noise implications for areas earmarked for future housing development</li> </ul>	

## A summary of responses

Consultation key issues	Our way forward
<b>Noise</b>	
<ul style="list-style-type: none"> <li>● Preferential consideration/treatment for communities around the airport with regards to noise infringement at the expense of other areas (Cramond)</li> <li>● Improved reporting of mitigation and compensation measures for aircraft noise impacts needed</li> </ul>	<p>A voluntary compensation scheme for households that may be affected by increased noise arising from a second runway was published in 2005. Edinburgh Airport is currently conducting a detailed analysis of possible measures that may reduce some of the noise heard by those currently living close to the airport.</p>
<ul style="list-style-type: none"> <li>● Aircraft engine testing at night</li> </ul>	<p>Aircraft engine testing is a small but essential part of the airport's operations. Night time engine testing is only ever used in exceptional circumstances.</p>
<ul style="list-style-type: none"> <li>● Increasing numbers of night flights and a need for night noise limits / guidelines / landing levy</li> </ul>	<p>Night time noise thresholds are set down by the UK Government.</p>
<ul style="list-style-type: none"> <li>● Introduction of a dedicated noise hotline for residents</li> </ul>	<p>In January 2006 and in response to representations received during the consultation, Edinburgh Airport set up a dedicated free phone telephone number for people to make comments about aircraft related noise.</p>
<ul style="list-style-type: none"> <li>● Failure of BAA to respond to noise compensation recommendations made in respect of "Protecting Against Noise"</li> </ul>	<p>Changes made to the draft "Protecting Against Noise" scheme as a result of the public consultation were clearly laid out in the introductory section of the final document.</p>
<ul style="list-style-type: none"> <li>● Understanding of the difference between specific noise contours</li> <li>● Belief that noise contours do not fully reflect the impact on communities</li> </ul>	<p>Edinburgh Airport's noise contours are provided by the Civil Aviation Authority and remain the most reliable illustration of the impact of aircraft related noise around airports. Additional information regarding the formulation of noise contour maps is available from the CAA.</p>
<ul style="list-style-type: none"> <li>● Need for inclusion of air traffic movement and contour maps in Outline Master Plan</li> </ul>	<p>Noise contour maps have been included as an appendix to the master plan document. With over 9,000 air transport movements at Edinburgh Airport ever month, it is not possible to include aircraft track maps in the master plan. However, such maps for individual aircraft movements can be provided on request.</p>
<ul style="list-style-type: none"> <li>● The reduction of flights by the National Air Traffic Service over Cramond until a new runway is built</li> </ul>	<p>The Instrumental Landing System that operates on runway 24/06 requires landing aircraft to make an approach over Cramond. To make a curved approach would require use of Microwave Landing System (MLS), which is not available on all aircraft. Use of an MLS system would still require aircraft to have a stable period of flight in which it is lined up with the runway approximately 4 miles from touchdown. This would therefore still require an approach over the Cramond area.</p>

## A summary of responses

Consultation key issues	Our way forward
<ul style="list-style-type: none"> <li>● Need for reference to the European Noise Directive and acknowledgment of the impact of aircraft noise on local communities in the Outline Master Plan</li> </ul>	<p>Reference is now made to the European Noise Directive(EN) in Chapter 8.</p>
<ul style="list-style-type: none"> <li>● Need for further airline noise reductions and the reporting of results</li> </ul>	<p>BAA accepts that further technological advances which could reduce the noise of aircraft are possible. This is a matter for the airlines and the CAA.</p>
<ul style="list-style-type: none"> <li>● Need for further information on aircraft approach routes and Standard Instrument Departures</li> </ul>	<p>Decisions over approach and departures routes are set down by NATS but do take into consideration where possible the impact on residential areas.</p>
<ul style="list-style-type: none"> <li>● BAA's work with airlines on adherence to noise preferential routes</li> </ul>	<p>Edinburgh Airport takes up all issues of non compliance with stated departure and arrival routes with relevant airlines. The airport works through a number of fora, including the Airline Operators Committee, to achieve this.</p>
<ul style="list-style-type: none"> <li>● Need for increased landing fees for noisy aircraft and a tighter definition of noisy aircraft</li> </ul>	<p>The CAA now forbids the use of Chapter 2 aircraft in UK airspace. Edinburgh Airport already charges additional landing fees for Chapter 3 aircraft that fail to meet stated noise standards. The details of this scheme are laid out in the airport's conditions of use.</p>
<ul style="list-style-type: none"> <li>● Current noise monitoring methods not understood</li> </ul>	<p>The noise and track monitoring system at Edinburgh airport is a standard system used at many other airports in the UK and around the world.</p>
<ul style="list-style-type: none"> <li>● Information on the penalties for airlines breaching the Noise and Track System</li> </ul>	<p>On 1st May 2006, Edinburgh Airport introduced a system of fining for aircraft movements that infringe stated noise thresholds. Money raised from fines is directed into the airport's Community Fund for use in local good causes.</p>
<b>Water</b>	
<ul style="list-style-type: none"> <li>● Polluted surface water discharge and the impact on local habitats and spills</li> </ul>	<p>Edinburgh Airport works closely with SEPA to monitor discharges to the local water courses and is in discussion regarding appropriate mitigation measures.</p>
<ul style="list-style-type: none"> <li>● Implications for flooding at Gogar Burn with an increase in parking and the development of the EARL and Tram Line 2. Existing problems will be compounded by the proposed airport access road and mitigation measures required</li> <li>● Flooding issues must be addressed in Outline Master Plan; some land may be needed to provide compensatory storage for flood water</li> <li>● BAA commitment to discuss flooding risks with partners</li> <li>● Discussions with the City of Edinburgh Council for the application of SPP7 and the Council's planning and flooding guidelines</li> </ul>	

## A summary of responses

Consultation key issues	Our way forward
<ul style="list-style-type: none"> <li>● The Outline Master Plan should recognise the work of the Gogar Burn Partnership</li> <li>● Potential land take, earmarked for airport development, may be needed for a possible diversion of the Gogar Burn</li> </ul>	<p>In response to concerns raised about flooding issues, Chapter 8 has now been amended to clarify Edinburgh Airport's commitment to working with CEC and other key stakeholders to look at the implications of the development of West Edinburgh (including the airport) on all aspects of the Gogar Burn. The work of the Gogar Burn Partnership Group (of which Edinburgh Airport is a member) is recognised. Chapter 8 also includes a commitment to safeguarding land within the airport boundary for a possible diversion of the Burn.</p>
<ul style="list-style-type: none"> <li>● Further information needed on Sustainable Urban Drainage System (SUDS)</li> <li>● Information on the treatment and reduction of [pollutant] run off from areas such as roads, parking areas and construction works in terms of SUDS provision required in Outline Master Plan</li> </ul>	<p>Any new development at the airport will be reviewed with regard to the potential for using SUDS (Sustainable Urban Drainage Systems) to manage its drainage. This will be done in consultation with SEPA.</p>
<ul style="list-style-type: none"> <li>● Misleading statement in the Outline Master Plan requires to be rewritten (Forth Estuary ... has been assessed by the Government as being at low risk from aviation activities)</li> </ul>	<p>This has now been amended.</p>
<b>Archaeology and Built Heritage</b>	
<ul style="list-style-type: none"> <li>● Final Master Plan should identify the buildings and monuments (including unscheduled archaeology) affected by development and set out what mitigation measures will be put in place</li> </ul>	<p>Edinburgh Airport recognises the importance of archaeology to the local area and Chapters 8 and 10 have been amended to include these details.</p>
<b>Ecology</b>	
<ul style="list-style-type: none"> <li>● Outline Master Plan is limited in its coverage of ecological issues and does not specifically name surveys that have been conducted</li> </ul>	<p>In response to comments received the master plan has now been updated to include these details.</p>
<b>Air Quality</b>	
<ul style="list-style-type: none"> <li>● The reduction of air quality as a result of airport and west Edinburgh development</li> <li>● Need for better data collection and reporting on air pollution</li> <li>● Coordination of surface access plans to ensure Edinburgh achieves Government targets on air quality with particular regard for the impact on St John's Road, Corstophine</li> <li>● Emissions from older aircraft and the impact on air quality from an increasing number of flights</li> </ul>	<p>The results from our previous air quality monitoring work show no deterioration in air quality at the airport. The results were shared with City of Edinburgh Council to help them achieve their targets. Car usage is the greatest contributor to air pollution and Edinburgh Airport is committed to increasing the percentage of passengers and staff travelling by public transport.</p>
<b>Landscape and Biodiversity</b>	
<ul style="list-style-type: none"> <li>● BAA's understanding of environmental legislation</li> </ul>	

## A summary of responses

Consultation key issues	Our way forward
<ul style="list-style-type: none"> <li>● Acknowledgment within the Outline Master Plan of the impact on designated habitats, protected species, local wildlife, habitats and landscapes, the Edinburgh Greenbelt and the River Almond floodplain</li> <li>● Specific biodiversity legislative requirements to be included in the Outline Master Plan including the process under Article 6 of the Habitats Directive to assess potential impacts on Natura 2000 sites</li> <li>● Impact of airport expansion on local greenbelt land to the north of the airport</li> <li>● Key landscape mitigation required as part of an environmental impact assessment</li> </ul>	<p>The master plan is a high level strategy document. As development plans are progressed, detailed analysis of the impact of proposals on habitats and landscapes will be undertaken, in close consultation with the appropriate stakeholders.</p>
Miscellaneous	
<ul style="list-style-type: none"> <li>● Failure to identify all sites of environmental importance affected by development</li> <li>● Outline Master Plan should recognise environmental issues raised by potential road building such as impacts on the Gogar Burn and listed buildings</li> </ul>	<p>The environmental impacts of all developments will be fully assessed at the appropriate time.</p>
<ul style="list-style-type: none"> <li>● Impact of airport expansion on Lennymuir and clarification of the ownership of Lennymuir Green</li> </ul>	<p>The properties at Lennymuir are excluded from the future airport land boundary. Residents were informed in advance of the publication of the outline master plan that their homes would not be required for the development of the airport and would therefore not be purchased. This has been reaffirmed in writing to Lennymuir residents to minimise uncertainty. Lennymuir Green is currently owned by BAA.</p>
<ul style="list-style-type: none"> <li>● Further planning required on surface access to balance the environmental impacts with economic and social benefits</li> </ul>	<p>This will be addressed in the Airport Surface Access Strategy (ASAS).</p>
<ul style="list-style-type: none"> <li>● The cumulative environmental effects with other proposed development at the airport</li> </ul>	<p>Edinburgh Airport recognises the environmental effects of its proposed expansion. All developments will be subject to a thorough environmental impact assessment.</p>
<ul style="list-style-type: none"> <li>● Loss of access to the surrounding countryside at Kirkliston</li> </ul>	<p>The planning process will include opportunities for local residents and other interested parties to submit their views on the proposals and all the associated impacts.</p>
<ul style="list-style-type: none"> <li>● Property damage from aircraft passing over residential areas</li> </ul>	<p>Edinburgh Airport is currently investigating concerns over possible property damage resulting from aircraft operations and will use expertise from other BAA airports in addressing this issue.</p>
<ul style="list-style-type: none"> <li>● Need for improved airport landscaping</li> </ul>	<p>A landscaping strategy will be developed in tandem with development proposals.</p>

**Chapter 9: Land Use to 2030 and a Possible New Runway**

In the main, respondents agree that runway 12/30 should be kept open until a new runway is built, although there are calls for the land to be released to help economic development.

There is an even split between those who believe a second runway is needed and those who don't. Second runway concerns focus on the impact to local communities, funding, environmental impacts and technical aspects of its development and operation.

The proposed expansion of the cargo village received a number of complaints from local residents.

There were a few calls for Edinburgh to be developed as a two terminal airport.

Consultation key issues	Our way forward
<b>Runway 12/30</b>	
<ul style="list-style-type: none"> <li>● Serves 3% of air traffic with no predicted growth and should be considered for closure</li> <li>● Closure would bring forward the need for a new runway which may not otherwise be required before 2030</li> <li>● Use between 2013 and 2030 should be predicted and included in Outline Master Plan</li> <li>● When closed, runway land should be released for economic development</li> <li>● Preservation of the runway is essential</li> <li>● Equitable use of 12/30 to help alleviate flight noise over Cramond</li> <li>● Closure would reduce the impact on amenity and development of flights across west Edinburgh</li> <li>● Impact of noise on Kirkliston if use is increased</li> <li>● There are no Public Safety Zones (PSZs) related to runway 12/30 and it should be considered if:               <ul style="list-style-type: none"> <li>● PSZs for runway 06/24 should be updated either for revised forecasts for 2015 and/or for forecast 2030 levels</li> <li>● Runway 12/30 should have PSZs prepared on the basis of its more intensive planned use between now and a second main runway being built post 2020</li> <li>● PSZs should be created and used in respect of the planned second runway to avoid any sensitive development taking place in the meantime</li> </ul> </li> </ul>	<p>The proposed usage of 12/30 is detailed in the outline master plan with reasoning given in Chapters 6 and 9. The White Paper directed that use of the existing runway system should be maximised prior to construction of a second parallel runway to the north of the Almond. Edinburgh Airport currently considers that on closure of 12/30, the land may be required for airport development. This will be kept under review. There are not enough movements off 12/30 to require designation of a PSZ.</p>
<b>New Runway</b>	
<ul style="list-style-type: none"> <li>● Should be built as soon as possible to counteract rising costs</li> <li>● Impact of noise on Kirkliston</li> <li>● No reasoned justification as to why Edinburgh cannot grow as a single runway airport</li> <li>● Parallel runways do not produce full value in terms of operation, utilisation or financial expenditure</li> <li>● Safeguarding land, for a new runway, should be ruled out on environmental and sustainability grounds</li> </ul>	

## A summary of responses

Consultation key issues	Our way forward
<ul style="list-style-type: none"> <li>● Location of the second runway</li> <li>● An environmental impact assessment required regarding noise/impact to local residents may be needed before 2030 due to existing forecasts being too conservative</li> <li>● More information on funding sources</li> <li>● An alteration of the segregation mode proposed for the new runway would benefit local communities at night</li> <li>● Recognition that the safety zone for the proposed second runway extends through the former Grampian Foods site and potentially reduces the area for development</li> <li>● Site elsewhere in Edinburgh to prevent the displacement of the RHASS</li> <li>● Impact and implications for the River Almond and flooding at Gogar Burn</li> <li>● River Almond re routed rather than culverted</li> <li>● High financial costs of diverting the River Almond</li> <li>● Local residents will have little say on whether a new runway is built or not</li> <li>● Glasgow Airport may have a stronger case for a second runway</li> </ul>	<p>The White Paper directed that land should be safeguarded to the north of the River Almond for a second runway. The role of the master plan is not to review that decision. All appropriate environmental impact assessments will be undertaken as part of the preparatory work for a planning application and all interested parties would have the right to make their views known during that statutory process. A second runway would not displace the RHASS.</p>
<b>Terminal</b>	
<ul style="list-style-type: none"> <li>● The development of a second terminal should be considered</li> </ul>	<p>Edinburgh Airport has considered the construction of a second terminal but studies indicate that a single terminal operation is by far the most efficient for passengers and airlines.</p>
<b>Cargo Village</b>	
<ul style="list-style-type: none"> <li>● The proposed expansion of the Cargo Village near Lennymuir may:             <ul style="list-style-type: none"> <li>● envelop the area</li> <li>● impact on residents quality of life</li> <li>● increase noise, light disturbance and fumes</li> <li>● restrict access to properties</li> <li>● lead to the potential loss of safe recreational areas</li> <li>● operate 24/7</li> </ul> </li> </ul>	<p>All impacts of the development of the cargo area will be assessed as development proposals are formulated. The current development scheme, as proposed by BAA Lynton, is the subject of a planning application and affected residents can make their views known in the usual way.</p>
<b>Miscellaneous</b>	
<ul style="list-style-type: none"> <li>● Need for more detailed land use configurations for different scenarios representing the range of air traffic growth and key milestones in the airports development to help stakeholders carry out effective resource planning up to 2030</li> </ul>	<p>As detailed land use configurations are developed, they will be discussed with Scottish Executive and City of Edinburgh Council.</p>

**Chapter 10: Managing External Impacts to 2030**

The responses acknowledge that the Home Owner Support Scheme (HOSS) is voluntary and that BAA has provided assurance on its commitment. Compensation, as a result of blight and impact to quality of life, is requested by a number of respondents who feel directly affected by the proposals.

Consultation key issues	Our way forward
<b>Environment</b>	
<ul style="list-style-type: none"> <li>● Land may be needed to provide compensatory flood storage outwith the proposed airport boundary. The Outline Master Plan should reflect this</li> </ul>	<p>Edinburgh recognises the concerns with regard to flooding which it shares. Detailed mitigation measures will be discussed with the appropriate stakeholders.</p>
<b>Local Communities</b>	
<ul style="list-style-type: none"> <li>● Need for BAA to work with local communities to find a balance of the social, economic and environmental costs and benefits of air travel</li> </ul>	<p>Edinburgh Airport is very conscious of the impact of aviation on its surrounding communities. In response to concerns raised during the consultation, Edinburgh Airport launched a dedicated free phone telephone line for people to complain about noise and from May 2006, the airport will be fining those aircraft that infringe stated noise thresholds. Edinburgh Airport also responded to requests from local residents to be more open by launching a quarterly community newsletter. Edinburgh Airport's commitment to its community neighbours has been underlined by the appointment of a new Public Affairs Manager, who has been specifically tasked with working with local communities.</p>
<b>Compensation</b>	
<ul style="list-style-type: none"> <li>● BAA has shown no commitment to compulsory land acquisition or compensation as a result of blight on properties / businesses</li> <li>● Residents eligible for compensation as part of HOSS are unable to claim compensation until BAA announces that it intends to apply for planning permission</li> <li>● Need for written assurances on other potential blighted homes as part of the HOSS scheme</li> <li>● Acknowledgement of blight issues for all organisations affected by airport expansion</li> <li>● Impact on property values as a result of airport development</li> <li>● Clarity on the exemption of properties on Glasgow Road, Ratho Station from compensation schemes</li> <li>● Need for acoustic insulation for homes affected by noise</li> </ul>	<p>In August 2005, Edinburgh Airport published details of two schemes designed to protect the local area from generalised blight arising from the Government's proposals for a possible second runway at Edinburgh Airport. Properties that are affected by this are covered by the first scheme: the Property Market Support Bond. A second scheme, the Home Owner Support Scheme, assists property owners in the area who would be newly exposed to medium to high noise levels should a second runway receive approval. Edinburgh Airport is also developing plans to address existing daytime noise issues. These will be published shortly.</p>
<ul style="list-style-type: none"> <li>● BAA "misled" residents over boundary changes at Lennymuir</li> </ul>	<p>It is not true to say that Edinburgh Airport misled residents at Lennymuir. Residents were informed in advance of the publication of the outline master plan that their homes would not be required for the development of the airport and would therefore not be purchased. This has been reaffirmed in writing to Lennymuir residents to minimise uncertainty.</p>

## A summary of responses

Consultation key issues	Our way forward
<b>Miscellaneous</b>	
<ul style="list-style-type: none"> <li>● The Outline Master Plan should:               <ul style="list-style-type: none"> <li>● take account of the Scottish Freight Strategy for Scotland</li> <li>● include a strategic environmental assessment</li> <li>● integrate with work on the National Transport Strategy for Scotland and the Strategic Projects Review</li> <li>● make reference to the City Regions</li> </ul> </li> </ul>	<p>Legal advice has indicated strategic environmental assessment is not required. Edinburgh Airport does intend to integrate with work on the National Transport Strategy for Scotland. Reference to the City Region is now made in Chapter 11.</p>
<ul style="list-style-type: none"> <li>● The Outline Master Plan may be a lost opportunity for Edinburgh, the Lothians and Scotland</li> </ul>	<p>Edinburgh Airport considers that the White paper presents a huge opportunity for Edinburgh and Scotland. The master plan has attempted to demonstrate that Edinburgh Airport is able and willing to promote the development strategy outlined in the White Paper.</p>
<ul style="list-style-type: none"> <li>● The proposed expansion could affect people psychologically because of the uncertainty it provokes</li> </ul>	<p>The master plan document seeks to reduce uncertainty by producing a strategic plan for the development of Edinburgh Airport for the next 25 years. Chapter 8 on The Environment has been updated to include the latest information on the work being carried out by the airport to minimise its external impacts.</p>
<ul style="list-style-type: none"> <li>● The Outline Master Plan does not state the amount of revenue Edinburgh Airport generates for BAA</li> </ul>	<p>All financial data which is not commercially confidential is published in the annual report. As a planning document, it is not for the master plan to reproduce this information.</p>
<ul style="list-style-type: none"> <li>● In the long term, more flights are not sustainable</li> </ul>	<p>The White Paper was published following an intensive three year consultation on the principles and general issues surrounding the future of air transport. This consultation provided an opportunity for all interested parties to comment on and debate such issues as traffic forecasts, the impact of rail substitution, the economic drivers behind air transport growth as well as the overall desirability of growth in aviation. It is not the purpose of airport master plans to reopen these arguments and this Edinburgh Airport master plan does not attempt to do so. Rather this document sets out a strategy for the development of Edinburgh Airport, in line with fundamental principles and conclusions contained in the White Paper.</p> <p>BAA recognises the environmental impacts of aviation and in response to the representations received during the consultation process, Chapters 5 and 8 have been updated to include additional information.</p>

**Chapter 11: Where Now? – The Next Steps**

A few key strategic issues raised in response to this chapter are captured elsewhere in the report under the appropriate chapter heading. One respondent requests that the Outline Master Plan is amended in line with comments received during the consultation process.

Consultation key issues	Our way forward
<b>Miscellaneous</b>	
<ul style="list-style-type: none"> <li>● More detail and consultation on potential financial / funding / fiscal pricing strategies</li> </ul>	All financial data which is not commercially confidential is published in the annual report.
<ul style="list-style-type: none"> <li>● Further information on development timescales, phasing and planning applications</li> </ul>	As plans are developed this information will be made available.

**Chapter 12: What do you think – Public Consultation?**

Many respondents are keen to be kept informed of the progress of The Outline Master Plan. There are a few issues about the consultation process raised.

Consultation key issues	Our way forward
<b>Miscellaneous</b>	
<ul style="list-style-type: none"> <li>● BAA should work more closely with communities</li> <li>● Third party / local community consultation is important but consultees should not be pandered to or a unilateral veto allowed</li> </ul>	Edinburgh Airport is very conscious of the impact of aviation on its surrounding communities. In response to concerns raised during the consultation, Edinburgh Airport launched a dedicated free phone telephone line for people to complain about noise and from May 2006, the airport will be fining those aircraft that infringe stated noise thresholds. Edinburgh Airport also responded to requests from local residents to be more open by launching a quarterly community newsletter. Edinburgh Airport's commitment to its community neighbours has been underlined by the appointment of a new Public Affairs Manager, who has been specifically tasked with working with local communities.
<ul style="list-style-type: none"> <li>● Responses to the Outline Master Plan should be published</li> </ul>	Edinburgh Airport has used an independent consultancy to analyse and produce a report detailed the issues raised by the responses received during the consultation. Responses have been detailed in this report with responses given to specific issues raised.
<p>β The Outline Master Plan was prepared totally within the BAA Group environment. BAA need to engage with stakeholders when drafting the Final Master Plan</p>	Edinburgh Airport agreed it important to engage with stakeholders on our draft master plan which is why it embarked on a 3 month consultation process so that local views could be taken into account. Edinburgh Airport intends to work very closely with local communities and all key stakeholders as it develops its plans. A Master plan Steering Group has been set up with Scottish Executive, CEC, WLC, Fife Council and SEEL and it is intended that this will continue to meet on a regular basis.

## A summary of responses

Consultation key issues	Our way forward
<ul style="list-style-type: none"> <li>● The Outline Master Plan fails to listen to third parties and fails to address issues outlined in the Government's White Paper</li> </ul>	<p>The purpose of undertaking wide consultation on the outline master plan was to listen to as many interested parties/stakeholders as possible. BAA considers that it has addressed the issues outlined in the White Paper, but will continue to work with both local and central government as it develops plans in the future.</p>
<ul style="list-style-type: none"> <li>● Airport expansion plans should not be hijacked by a cynical environmental lobby</li> </ul>	<p>Edinburgh Airport recognises the environmental impacts of aviation and Chapter 8 has been updated to include specific measures to help mitigate against those impacts.</p>
<ul style="list-style-type: none"> <li>● Consultation process was poorly organised</li> </ul>	<p>Edinburgh Airport ran an intensive 3 month consultation process on its outline master plan. This included a number of public meetings, drop in sessions and one to one briefings. The outline document was made available on the airport website with hard copies made available to all those that requested them. The breadth of responses received has shown that people were able to input their views and opinions.</p>
<ul style="list-style-type: none"> <li>● Request for answers to questions put to BAA at Hillwood School, June 2005</li> </ul>	<p>A number of different issues were raised during the public meeting held in Hillwood Primary School. Edinburgh Airport is looking into possible measures that may reduce some of the noise heard by those living close to the airport boundary. The airport is also investigating the suggestions of vortex damage of homes in Newbridge.</p>
<ul style="list-style-type: none"> <li>● Questions posed within the Outline Master Plan are loaded for positive responses</li> </ul>	<p>Questions were included in the outline master plan to encourage responses and were provided for guidance only. It was made clear in the draft document that respondents did not have to take heed of the questions posed.</p>
<ul style="list-style-type: none"> <li>● Ballot of Lennymuir residents on potential relocation from area "never happened" despite third party suggestions</li> </ul>	<p>BAA did not feel it appropriate to ballot Lennymuir on this issue. Residents at Lennymuir were able to make their views known to the airport through the master plan consultation and BAA is pleased that a number of residents chose to do this.</p>
<ul style="list-style-type: none"> <li>● Requests for home visits from BAA</li> </ul>	<p>BAA is happy to discuss the concerns of residents living close to the airport and a number of home visits have already taken place. Since the publication of the draft master plan, Edinburgh Airport has appointed a Public Affairs Manager, specifically tasked with working with local communities.</p>

The analysis was carried out from January – March 2006 by The Liddell Thomson Consultancy.

**Graeme Mair, Consultant**

**Appendix 1: Respondents**

● Atis Real Harrington Bannon	● Port Royal Driving Range (submitted by PPG Ltd)
● Board of Airline Representatives in the UK	● Quality Hotel Edinburgh Airport
● Biggart Baillie (for private client)	● RSABI
● BMI	● Scottish Association for Public Transport
● Bonar Mackenzie (for private client)	● Scottish Enterprise
● The City of Edinburgh Council	● Scottish Enterprise Edinburgh and Lothian
● Cramond Community Council - 2 submissions	● Scottish Executive
● Edinburgh Airport Amenity Group	● Scottish Renewables
● Edinburgh Airport Consultative Committee	● Scottish Natural Heritage
● Edinburgh Aviation Consultants	● ScottishPower
● Edinburgh Chamber of Commerce	● Scottish Council for Development and Industry
● Fife Council	● Scottish Water
● Jenkins & Marr (for private client)	● Scottish Environment Protection Agency
● John Barrett MP & Margaret Smith MSP	● The Royal Highland and Agricultural Society of Scotland
● Keppie (for private client)	● The Scottish Policy Group of the Scottish Region of the Chartered Institute of Logistics and Transport
● Lothian and Borders Police	● Transport Initiatives Edinburgh
● Lothian Buses	● TRANSform Scotland / Friends of the Earth (joint)
● Murdo Fraser MSP	● West Lothian Council
● NFU Scotland	

48 responses were received from individuals.

● R. Bentley	West Lothian	● S.R. Milliken	Prestwick
● M. Curtin	Cramond	● J. Moffat	Newbridge
● E. Dell	Ratho Station	● D. Morrison	Trinity
● M. Dooley	Ayr	● A. Ness	Newbridge
● Mr & Mrs P. Douglas	Lennymuir	● T & J. Nicholson	Kirkliston
● G. & F. Duncan	Kirkliston	● K. Otto	-
● N. Fender (co signed <sup>2</sup> ) x 2 <sup>3</sup>	Lennymuir	● E. Penman	Newbridge
● J. Fleming	Lennymuir	● M. Piggott	Cramond
● J. Gibson	Newbridge	● S. Price & I. Ferguson	Lennymuir
● Mr & Mrs P. Gordon	Lennymuir	● N. Rigelsford	Ratho Station

2 submission contained co - signatories  
3 two submissions received

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## A summary of responses

● S. Gray	-	● S. Roe	-
● I. Grieve	Kirkliston	● J. Shearer	Cramond
● T. & S. Hodges	Kirkliston	● S. Sutherland	Lennymuir
● C. Kay	Lennymuir	● J. Templeton	Lennymuir
● D. Kennet	Cramond	● I. Thomson	Dunfermline
● P. Langley	Cramond	● R. Turner	Ratho Station
● S. Lee	Kirkliston	● B. Vickery	Cramond
● M. Lynch	Kirkliston	● Mr & Mrs E. Wardrope x 2	Newbridge
● M. Martin	Edinburgh	● M. Wildish	Ratho Station
● D. McKinnon	Newbridge	● A. Young	Ratho Station
● K. Miller	Lennymuir	● J. Young	Newbridge
● S. Miller (co-signed) x 2	Lennymuir	● S. Young	Ratho Station
● Anonymous respondent			