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Dear Ms Cunningham

### **Edinburgh Airport Masterplan 2016-2040 Consultation**

Thank you for giving Historic Environment Scotland (HES) the opportunity to provide our views on Edinburgh Airport's Masterplan 2016-2040 (the Masterplan). Historic Environment Scotland is the new lead public body established to investigate, care for and promote Scotland's historic environment. We are a non-departmental public body with charitable status, governed by a Board of Trustees, who were appointed by Scottish Ministers. We lead and enable Scotland's first historic environment strategy *Our Place in Time*, which sets out how our historic environment will be managed. It ensures our historic environment is cared for, valued and enhanced, both now and for future generations.

We are also responsible for more than 300 properties of national importance. Buildings and monuments in our care include Edinburgh Castle, Skara Brae, Fort George and numerous smaller sites across Scotland, which together draw more than 3 million visitors per year.

#### **Consultation paper**

I offer the following comments on the proposals put forward in the Masterplan on behalf of HES. As this is a corporate response, we have not provided a response to those questions which focus on individual or personal travel.

Should you wish to discuss our comments in more detail, please do not hesitate to contact me on 0131 668 8704.

Yours sincerely

**Virginia Sharp**  
**Historic Environment Scotland**

## **Annex – Historic Environment Scotland representations**

### **Would you like Edinburgh Airport to serve more destinations?**

We recognise that an increase in new routes would make it easier for visitors, from those countries yet to be served by a direct route, to consider Scotland as a destination. Experience gained through the properties of national importance that we operate would support the view that new air routes direct into Scotland would directly assist our tourism business, most directly via the correlation between footfall at Edinburgh Airport and Edinburgh Castle, and also by extension that of Scotland more generally.

Growth in Edinburgh Airport numbers in recent years, for example, has made a significant contribution towards the growth of business at Edinburgh Castle. However, we also recognise that an increase in destinations served by Edinburgh Airport has the potential to impact upon different areas of the country by leading to reductions in air routes and potentially business growth in other areas of Scotland.

In order to mitigate this effect, we would like to see increased capacity and support for destination and visitor-oriented marketing in areas of the airport accessed by inbound passengers. Furthermore, colleagues have noted that there is room for improvement in the efficient handling of tour groups, which often have distinct needs from individual travellers, and are a very important component of the overall tourism trade in Scotland. We feel that this is an area which would be worth considering as part of the overall Masterplan.

### **Would you like Edinburgh Airport to expand its facilities to enable it to have more frequent flights, serve more destinations and improve its cargo operation?**

Notwithstanding the aforementioned benefits to the tourism industry, we recognise the disbenefits associated with greater air travel and the increased carbon emissions this would entail. At Historic Environment Scotland we work hard to encourage visitors to make use of environmentally sustainable transport when travelling to the properties we operate wherever possible.

We therefore wish to highlight the potential impact that more frequent flights, more destinations and improved cargo operations could have in discouraging public use of more sustainable options, such as the rail network. This would conflict with the sustainability objectives of HES in encouraging a modal shift to more sustainable travel options. In terms of our own business operations, air travel, particularly for domestic journeys, is strongly discouraged as part of our staff business travel policy.

We note that, in line with policy EMP 4 of the Edinburgh Local Development Plan, the Masterplan continues to safeguard land for the development of a new second parallel runway. The safeguarded area contains and is adjacent to several national historic environment designations. In view of this we welcome that this safeguarding is a long term precaution only, and it is expected that the future growth of the airport can be sustained by the current main runway only.

In summary, while we welcome and support the benefits that expansion of facilities at Edinburgh Airport could bring to our tourism industry, we also recognise the challenges that this brings for Scotland's climate change commitments, and for the management of historic environment assets in the vicinity of Edinburgh Airport.

**Do you think Edinburgh Airport should improve its accessibility (surface access)?**

As with the benefits of expanded facilities, we consider that improved surface access could bring benefits to our tourism industry, and would welcome the strengthening of transport links, not only into central Edinburgh and Glasgow, but to different areas of the country, both in terms of surface links, and also improved transfers from international flights to island and other mainland airports. We would particularly welcome improvements in sustainable transport links.

We note that Map 5 indicates there may be proposals to bring forward a new M8 access road in the long term. There is a scheduled monument within the indicative corridor, and in view of this we welcome the recognition of the need to consider the potential impact of development proposals upon the built heritage within the Masterplan.