

from: [REDACTED]

Dear [REDACTED],

We refer to your recent letter with details of a proposal for development at Site OP1, Longside Airfield. The operational part of the airfield is owned by Aberdeenshire Council and is subject to a long lease [REDACTED] which expires in 2078. The North East Aviators / Buchan Aero Club (NEA/BAC) have a lease agreement with [REDACTED] to act as Airfield Operators which was signed on 6th May 2016. A copy of this lease can be provided if required. The NEA/BAC use part of the original 28/10 runway with an agreed overrun area to the west in case of any engine failures following take off. A copy of this plan is attached which was a planning condition added by the council to provide an emergency corridor for aircraft within the adjacent pipe yard. NEA/BAC also use a North/South facing grass runway, if the land to the south of this were to be developed we would seek a similar agreement as is in place to the West. An airfield diagram is attached to show these runways. The lease also contains a preemption clause (ref. cl. 34) which demands that the tenant is first offered a section of land, currently owned by the council, to the south of the airfield before it is offered to a third party. These areas have been outlined in blue in another attachment.

Our representation is to OBJECT to the extent of the OP1 site given that the plans provided show this area extends to include the active 28/10 runway currently used by NEA/BAC. This plan is in conflict with the Longside Airfield Statement published in the proposed LDP 2021.

We have attached a copy of the statement that confirms the area owned by the Council and Leased to [REDACTED] used for " emergency landings and recreational flying".

The OP1 statement states that " the site is located south of the Operational Airfield". The statement further confirms that " any future development should be restricted to Class 6 use to avoid greater disturbance to the adjacent runway, any development should not affect the runway that is currently in use". For clarity we have attached a copy of the Longside Airfield statement.

We have included the blue OP1 plan to illustrate that the boundary line to the north includes not only the active runway but a significant area of land to the south of this boundary line which forms part of the active airfield and the area operated by NEA/BAC. The OP1 site clearly is NOT located south of the Operational Airfield as stated in the LDP statement. This may be an error in the plan included in the letter.

The attached OP1 plan has been amended with red shading to show the extent of the Operational Airfield and we would request that the OP1 boundary is redrawn to exclude the 28/10 runway, the 36/18 grass runway and the land to the south of the runway which is included in the lease between the Council and [REDACTED].

We look forward to your response.

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

North East Aviators / Buchan Aero Club

LONGSIDE AIRFIELD

Vision

Longside Airfield is situated between Peterhead and Mintlaw, on the A950 single carriageway and this is where the existing airfield is also located. The airfield opened in 1941 during WWII and was operated by the RAF for a number of years. At present, part of the site is used for emergency landings and recreational flying, whilst the remainder has been disused for many years. There have been a number of full planning permissions granted from 2017 for storage. This site could play a key role within the UK's gas industry in the years to come. Any future development will contribute to employment and the local economy.

Services and Infrastructure

- **Strategic drainage and water supply:** There is no waste water treatment plant available.

Allocated Sites

OPI: Longside Airfield

Allocation: 124.78ha employment Land

The site is located south of the operational airfield. Planning applications have been approved for storage and distribution for part of the site. Any future development should be restricted to Use Class 6 (storage and distribution) to avoid greater disturbance to the adjacent runway, explosives warehouse/store and the surrounding activities. The site shall not be permitted to change to any other Use Class Order. This would result in minimal disturbance from the development and operation within the site and the site can revert to an airfield should it be required in the future. Any development should not affect the runway that is currently in use.

The site is at close proximity to a Drinking Water Protected Area, therefore, the development will be required to demonstrate that it will have no adverse effect on ground or surface water.

A Transport Assessment may be required to determine accessibility and infrastructure requirements. An Access Strategy also needs to be developed for the site and must take into account any restrictions resulting from the HSE exclusion zone. An assessment of the site for potential radioactive substances is required prior to any development.



