

BRISTOL INTERNATIONAL AIRPORT

A MASTER PLAN FOR DEVELOPMENT TO 2015 AND BEYOND

SUMMARY BRIEFING PAPER

7th November 2006

1. Introduction

- Over 5 million passengers used Bristol International in 2005, and demand for using the services at the airport is expected to rise to over 8 million by 2015.
- Our Master Plan sets out the details of proposed developments at the airport to allow it to handle this many passengers, and the implications this size of airport operation will have on the surrounding region.
- The Master Plan is not a planning application, but sets the context in which the airport will bring forward planning applications over the next few years. Its aim is to give everyone a clear sense of what will happen at the airport over the next decade or so.
- This document provides an overview of the main points of the Master Plan.
- Further details are available in the Summary document, and the full Master Plan, both of which are available on the airport website at: www.bristolairport.co.uk/masterplan.

2. The Consultation process

- The development of the airport Master Plan has involved two years of consultation with the community and stakeholders across the region.
- Following the publication in October 2005 of a draft Master Plan we received a great deal of interest in our proposals, and a number of challenging issues were raised
- We have looked again at many aspects of the development, and made a number of significant changes to the Master Plan to address the issues of most concern.

3. What have we changed?

- The plan's review of economic benefits has been reassessed to address contrary views raised by some on the benefits of airport expansion.
- The car park proposals have been substantially revised and the Master Plan now proposes a greater proportion of car parking on the north side of the airport.
- The proposals for managing the noise impact from aircraft have been enhanced.
- The final Master Plan has been informed by a detailed Transport Assessment which has reconsidered the public transport strategy, and the impact on the highway network of further airport growth. Specific proposals to mitigate the effect of road traffic growth in the local area have been developed.
- The impact of flights from BIA on greenhouse gas emissions has been calculated and the Master Plan includes a detailed strategy for addressing the potential effects of the proposed growth on climate change.

- The final Master Plan now contains clear and firm commitments to achieving sustainable growth of the airport.

4. Where are we today?

- **Present capacity:** the present building and its facilities are designed to handle around 6 million passengers a year.
- **Recent growth:** demand for travel to and from Bristol International continues to grow; we anticipate that on a rolling annualised total, some 5.5 million passengers are now passing through the airport.
- **Destinations:** A decade ago, there were flights to around 40 destinations from Bristol International. That number is now over 109, and includes such important destinations as New York, ten European capital cities and a total of 27 different countries. We expect several new destinations will become available as the airport grows, including new routes into Europe, the Middle East and North America.
- **Leakage:** Bristol International is now more able to meet the demands for air travel from the region's population. However, the majority of flights taken by people living in the South West are still from airports outside the region – this “leakage” of passengers was estimated to be 70% in the Air Transport White Paper published in 2003.
- Our planned development of Bristol International Airport will reduce the South West's reliance on airports outside the region and reduce the need for long distance surface journeys to these other airports, which are primarily undertaken by road.

5. Economic and social issues

- **Direct employment:** Bristol International is a major centre for employment within the Greater Bristol region. The airport supports the operations of 49 separate businesses, which directly employed 2,650 in 2005 – this number has grown since then. We expect airport employment to increase to over 3,800 by 2015.
- But we are not expanding the airport to create jobs – rather, it is to meet the demands for air travel from people within our region.
- To give greater clarity on the economic impact of the airport, we commissioned an independent and robust Economic Impact Study. This highlighted a number of important issues.
- **Connectivity:** the airport's most important economic contribution is as a gateway for national and international travel. Effective connectivity to other centres of population and economic activity is widely recognised as key for the economic health of a region – for example, in the most recent Regional

Economic Strategy published by the South West Regional Development Agency. In this the RDA wrote:

“The Regional Economic Strategy priorities are to enhance connectivity, providing access to markets and tackling peripherality. Priorities include improvements to strategic road, rail, air and sea networks”

- This need for connectivity is particularly strong in the West of England region, focussed around Bristol, with its concentration of high value-added business sectors such as aerospace/defence, insurance and banking, professional and business services, media and creative agencies, tourism, and high education. The CBI has said:

“A thriving, growing airport which serves the region is essential for the economic development - and therefore the public and private prosperity - to which the South West aspires. It will underpin confidence in the region as a place to do business and act as a magnet for further public and private investment.”

- **Regeneration:** the presence of airport supports regeneration in the region, particularly in Weston-super-Mare and South Bristol. For example, the Weston-super-Mare Area Development Framework prepared for North Somerset Council identifies “access to Bristol International Airport” as one of the key factors which makes Weston an outstanding opportunity for urban regeneration and economic development in the region.
- **Tourism:** Bristol International plays a crucial role in bringing tourists – both domestic and international - to the region. Expenditure in the region from overseas visitors alone is expected to rise from £38.3m in 2004 to £60.3m in 2015.
- The additional routes which we expect to see develop over the next decade will almost all be scheduled services. Unlike chartered leisure flights – which by their nature carry outbound travellers only – scheduled services have much more parity of inbound and outbound travellers.
- There is no credible evidence that restricting air travel from Bristol International will force local people to take more holidays in the South West.
- The suggestion that 80% of air travel from Bristol International is for foreign “holidays” is wrong. This number includes domestic travel, and the definition of “leisure” passengers also covers those travelling to visit friends & relatives, for educational trips, students travelling to and from college and University, and cultural exchanges.

6. Two phase development: 2015 and beyond

- The Master Plan gives detailed proposals and related impact appraisals to 2015, when the airport will have the capacity to handle up to around nine million passengers a year, compared to its capacity of around six million now.

- These are firm proposals and detailed planning applications are being prepared in line with the Master Plan.
- The Government asked that we also look at possible development from 2015 to 2030. The Master Plan does this, but in outline only.
- Importantly, we have made clear that we see no viable case or requirement for another runway or runway extension during the period to 2030.
- A second terminal could be required after 2015, but we have no firm proposals for this yet.

7. Key developments to 2015

- Almost all the proposed development required up to 2015 is within the existing airport perimeter.
- We will extend the current Terminal at each end, adding more check-in desks and related passengers facilities
- Two multi-storey car parks will be build on the site of the existing parking, near the Terminal.
- The remaining parking area on the northern side of the airport will be enhanced, and increased significantly, by adding an additional deck above ground level. This structure will be covered by a large “green roof”: that is, a roof covered in low-growing vegetation, such as sedum. This will be the first large-scale use of such a roof at any airport in the UK, and possibly the world. The green roof will improve the visual impact of the airport, improve biodiversity and slow down rain run-off.
- There will be some extension to parking on the south side of the airport, but less than was originally proposed in the draft Master Plan.
- An airport hotel will be developed, near the Terminal, for passengers and air crew (who currently have to travel off the airport site for overnight accommodation).
- The old terminal building will be removed, and a new administration building will be built, near the Terminal to the west.
- A new fuel storage depot and fire station will be built, within the existing airport perimeter.
- Additional parking for aircraft will be created to the west and east of the existing aircraft stand in the space that is freed up by these changes.
- A photomontage showing the planned new airport layout – including the green car park roof – can be found as Figure 1 in the Master Plan and Master Plan Summary.

8. Environmental effects

- The Master Plan reflects our strong commitment to sustainable development and environmental impact management.
- **Air quality:** standards will not be compromised by the proposed growth.
- **Biodiversity:** we intend to undertake mitigation designed to improve biodiversity around the airport.

- **Visual Impact:** the proposed developments are being designed to minimise visual impact. The innovative use of a “green roof” for much of the enhanced car parking to the North of the Terminal will make a significant contribution to this.
- **Aircraft noise:** the Master Plan sets out our commitment to contain aircraft noise, including imposing financial penalties on aircraft which breach agreed standards.
- Our studies show that there will be minimal increase to the airport noise “footprint” as a result of the proposed growth, due to the introduction of quieter more modern aircraft.
- We anticipate an average of six extra aircraft movements an hour by 2015 – that is, three take-offs (generally to the West), and three landings (generally from the East).
- We are not seeking, nor do we expect, any change to the current night flying restrictions, nor any increase in night flights.

9. Traffic & Public Transport

- Traffic Impact studies indicate that airport traffic generally make only a minor impact on congestion, other than very locally – largely because the peak time for airport traffic to travel is different from the regional rush hours.
- Congestion is a problem across the region, and we support the proposed new road schemes being brought forward to address the wider traffic issues south of Bristol.
- We are also proposing specific mitigation proposed to address potential congestion on the A38 and issues at Barrow Gurney that are related to airport traffic;
- We have clarified and confirmed our proposals for public transport contained in the draft Master Plan. Our aim is to quadruple the numbers of passengers travelling to and from the airport by public transport by 2015.
- In addition, we are introducing an enhanced staff travel plan, to make it easier for staff to commute to and from work by means other than car. Our aim is to increase the number coming to work by means than in a car on their own, from 7% to 25%

10. CO2 emissions and potential climate change impacts

- Our research shows that the operations at Bristol International account for an estimated at 0.4% of total emissions from the South West region. We estimate this will remain well under 1% by 2015.
- As recognised by the Government’s recent Stern Report, which we welcome, the issue of man-made CO2 emissions is a global issue, requiring a global solution. Limiting the growth of one important part of the economy, or one airport – particularly in a region which requires good connectivity – will make no worthwhile difference, and could be counter-productive.
- As Stern says, the key tools for addressing the issue should be improvements in technology and improved market mechanisms.
- Stern does not advocate a zero economic growth model:

“The costs of action to reduce greenhouse gas emissions to avoid the worst impacts of climate change can be limited to around 1% of global GDP each year. People would pay a little more for carbon-intensive goods, but our economies could continue to grow strongly.”

Stern Report press notice, 30 October 2006

- We take our responsibilities on this issue seriously. Bristol International is a signatory to the aviation industry’s Sustainable Aviation Strategy, which has been welcomed by Government, and which aims to limit the impact of aviation in the future, for example by improving aircraft fuel efficiency by 50%.
- We support the inclusion on aviation within the European Emissions Trading scheme, as Stern suggests.
- Bristol International will also play its part in minimising the CO2 footprint of the airport itself, through effective new building design, increased renewable energy use, improved aircraft operational procedures, significantly increased public transport, and by highlighting to passengers opportunities for carbon offsetting activities, which are already recognised as one element in mitigating CO2 emissions from air travel.

11. Next steps

- The Master Plan has been submitted to the Department for Transport and North Somerset Council for its formal consideration. The consultation period on the Master Plan will run for six weeks until 22 December 2006.
- At the end of the consultation period, we anticipate that Council officers will present a report to the Planning and Regulatory Committee to consider whether the Master Plan can be supported and used to guide the preparation of subsequent planning applications.
- BIA will then bring forward formal planning applications in the New Year.