Bristol International Airport Master Plan 2006 to 2030



















Summary





Master Plan summary

Bristol International Airport has now published its Master Plan setting out how the Airport intends to develop over the next ten years and beyond.

Introduction from the Managing Director

I am pleased to introduce this Master Plan covering the important next stages of the development of Bristol International Airport, the publication of which marks the culmination of over two years work by myself and my colleagues. During this period we have placed great emphasis on consultation with the local community, local authorities and other key stakeholders. The October 2005 consultation on the draft Master Plan was an important stage in this process. We were pleased with the great deal of interest shown in our proposals and we have received a wide variety of comments and suggestions. We are grateful to all those who have taken the time and effort to contribute to the development of the Master Plan.

The consultation raised a number of challenging issues relating to the future development of our airport. It has forced us to look again at a number of aspects and make difficult decisions on how best to address the matters of most concern relating to Bristol International's future growth. We have made a number of significant changes to our proposals to reflect the comments we have received.

The Master Plan sets out our development proposals in some detail for the period to 2015 when we plan to increase the capacity of the airport from around 6.5 million passengers per annum currently to 9 million passengers per annum. We have considered the social, economic and environmental impacts of our proposals and the Master Plan provides an appraisal of these issues. Particular attention has been paid to the transport issues that were

of concern to many consultees. The Master Plan also looks forward to 2030, setting out how the airport might develop in the longer term to meet the projected growth in demand for air travel.

Following the publication of the Master Plan we shall bring forward detailed plans for the development to 2015 through the planning system. The first such plans will comprise the extension of the Terminal Building. I look forward to continuing to work with stakeholders to bring these plans to fruition.

Andrew SkippManaging Director
Bristol International Airport





Summary

Bristol International Airport is currently the United Kingdom's ninth largest airport and the fifth largest outside the South East. The Airport serves a network of 57 non-stop international and domestic scheduled destinations with a further 58 routes operated by charter airlines. 5.2 million passengers passed through the airport in 2005. Around 85% of passengers are estimated to have origins or destinations in the South West region, over half of which are from the Bristol, Bath and North East Somerset, North Somerset and South Gloucestershire administrative areas.

The Airport supports the operations of 52 separate businesses which directly employed 2,650 people in 2005. Future direct airport employment is forecast to rise to 3,802 jobs in 2015 and 5,686 jobs at 2030. Additional jobs are created through the airport supply chain and through the spending of wages earned by employees. The total regional employment impact is estimated to be 3,327 jobs at 2005 rising to 5,714 at 2015 and 8,606 at 2030.

Bristol International Airport's most important contribution to the South West is its role as regional gateway for domestic and international travel. Many air passengers from the South West currently use airports outside the region, mainly in the South East. This 'leakage' of passengers was estimated to be 70% in the Air Transport White Paper, published in 2003. The ongoing growth of Bristol International will reduce the South West's reliance on airports outside the region and reduce the need for long distance surface journeys, to these airports, which are primarily undertaken by road.

The business community have made it quite clear to us that they see the development of Bristol International as being vital to the South West region's economic growth. At the same time the preparation of the Master Plan has allowed us to appraise and reflect on the environmental impacts of our growth. The Master Plan includes a range of effective mitigation measures which seek to reduce, minimise and pro-actively manage the adverse effects of growth, whilst seeking to realise the social and economic benefits of air travel. In many cases our mitigation plan will achieve positive benefits for those members of the local community that are affected by our operations.

In developing air services from Bristol International our vision is to play a leading role in the economic development of the South West region by providing an increasing range of frequent scheduled services to the destinations required by business. We also aim to meet the growing demand for leisure travel by residents within the airport catchment area by widening the choice of services, to act as a gateway for tourists visiting the South West and the UK and to provide connecting services linking Devon and Cornwall into the Bristol International route network. Bristol International is committed to the continued investment in the sustainable development of the Airport delivering world class facilities supporting the economic and social prosperity of the South West Region.

Throughout the development of the Master Plan we have sought to engage with the local community and the key stakeholders that have an interest in the development of Bristol International. We have carefully considered the comments that have been made during the extensive consultation process and significant changes have been made to the Master Plan proposals in response to the views expressed. The Master Plan reflects our strong commitment to sustainable development and environmental management.

The Master Plan considers the development of the Airport in two phases. Development proposed to accommodate growth between now and 2015 has been set out in some detail. This section describes the development that will be needed to increase the capacity of the airport to accommodate 9 million passengers per annum at 2015. This growth would mean an additional five or six take-offs or landing



each hour over the main operating hours. The Master Plan appraises the environmental, economic and social impacts of this growth. The Master Plan also looks forward beyond 2016 and includes indicative land use plans showing how the airport might expand to handle passenger growth to 2030 when up to 12.5 million passengers annum are forecast.

Development requirements to 2015

The current facilities have the capacity to handle up to around 6 million passengers per annum. To accommodate the anticipated growth to 2015 an extension to the east and west of the existing terminal building is proposed which would almost double the size of the building. The extension would be sensitively designed to complement the existing building with an emphasis on sustainable construction objectives. The aircraft parking stands required would increase from 18 to around 30.

The overwhelming view expressed during the consultation was that the intensity of car parking on the north side of the airport should be increased. The Master Plan embraces this approach and proposes the construction of multi-storey and single storey 'decked' car parks throughout most of the north side car park area. The decked car park area will incorporate green roofs to ensure that there is a minimum of disturbance to local residents from car parking operations. This proposal will offer a considerable improvement on the current situation.

An extension to the car parking on the south side of the airfield is still required, although on a lesser scale than was proposed in the draft Master Plan. Much of this is required in order to facilitate the north side car park developments.

Land has been allocated inside the airport boundary for an enlarged fuel depot, relocation of the fire station and a new administration building. Construction of an on-site hotel for passengers, air crew and staff is also proposed.

The proposals for the development of the airport to 2015 are shown overleaf (Figure 1).

Environmental impact

The consultation has shown that the issues that are of the most concern are public transport and surface access; noise and night flights; air pollution; climate change; landscape and visual impact and the economic benefits of airport growth. In developing the Master Plan we have commissioned a number of technical studies to look at the impacts of the new facilities, more passengers and more flights on the local economy and environment. These technical studies have paid particular attention to the issues identified as being of most concern. The most significant potential effects are described below. These refer to development at the airport to accommodate 9 million passengers per annum.

Noise

Bristol International is committed to working with the airlines to ensure that the aircraft operating at Bristol International Airport are the quietest and most modern available. The Master Plan includes commitments to eliminate the noisiest aircraft, to improve operational procedures and to monitor noise and flight paths. Penalties will be imposed on aircraft that breach the standards set. Detailed noise modelling has been carried out to assess the impacts of the forecast increase in air traffic movements on the local community. This work shows that the measures proposed to manage aircraft noise will ensure that the number of people affected will remain broadly as the present day. The construction of a noise barrier on the north side of the aircraft apron will mean that the noise experienced from aircraft on the ground would be reduced from current levels.



Night flights

We will continue to work within the current restrictions on night flights which limit the number of aircraft movements through the use of a night quota system. This will ensure that the number of night flights will not increase in the future.

Air quality

A detailed study of air pollution concentrations has concluded that the proposed development of the airport will not compromise local air quality standards.

Landscape and visual impact

We have carefully considered the landscape and visual impacts of our proposals. The preferred options for development have been chosen to avoid detrimental visual and adverse effects. An effective landscape scheme would be developed to screen and soften any major structures. Development will be concentrated in the north side of the airport where the use of 'green roofs' will ensure that the most visible parts of the car parks will be screened from external view.

Climate change

Bristol International recognises that climate change is a significant issue and we are committed to playing our part in meeting internationally agreed targets for greenhouse gas emission reductions. The Master Plan confirms our commitment to the UK aviation industry's Sustainable Aviation Strategy, which sets out measures for aviation to minimise its impacts through technology and operational improvements, and meet the external costs of its remaining emissions. Aviation's contribution to global warming, relative to other economic sectors is currently small. However this relative contribution is forecast to rise as the demand for air travel grows and other sectors achieve cuts in their greenhouse gas emissions. Emissions from flights from Bristol International Airport amount to 0.4% of the total greenhouse gas emissions from the South West region. This could rise to 0.7% at 9 million passengers per annum if all other emissions remain the same. Climate change is a global issue and action is needed at national and international level. Emissions trading is the most effective market mechanism for achieving improvements in the aviation industry and an important component of Government policy is the inclusion of aircraft emissions in the EU Emissions Trading Scheme. Bristol International supports this approach and will play its own part in minimising greenhouse gas emissions through the use of energy saving measures in the buildings and services within our control; the use of renewable energy and fuel sources; improvements to aircraft operational procedures and increased use of public transport.

Surface access

Public transport

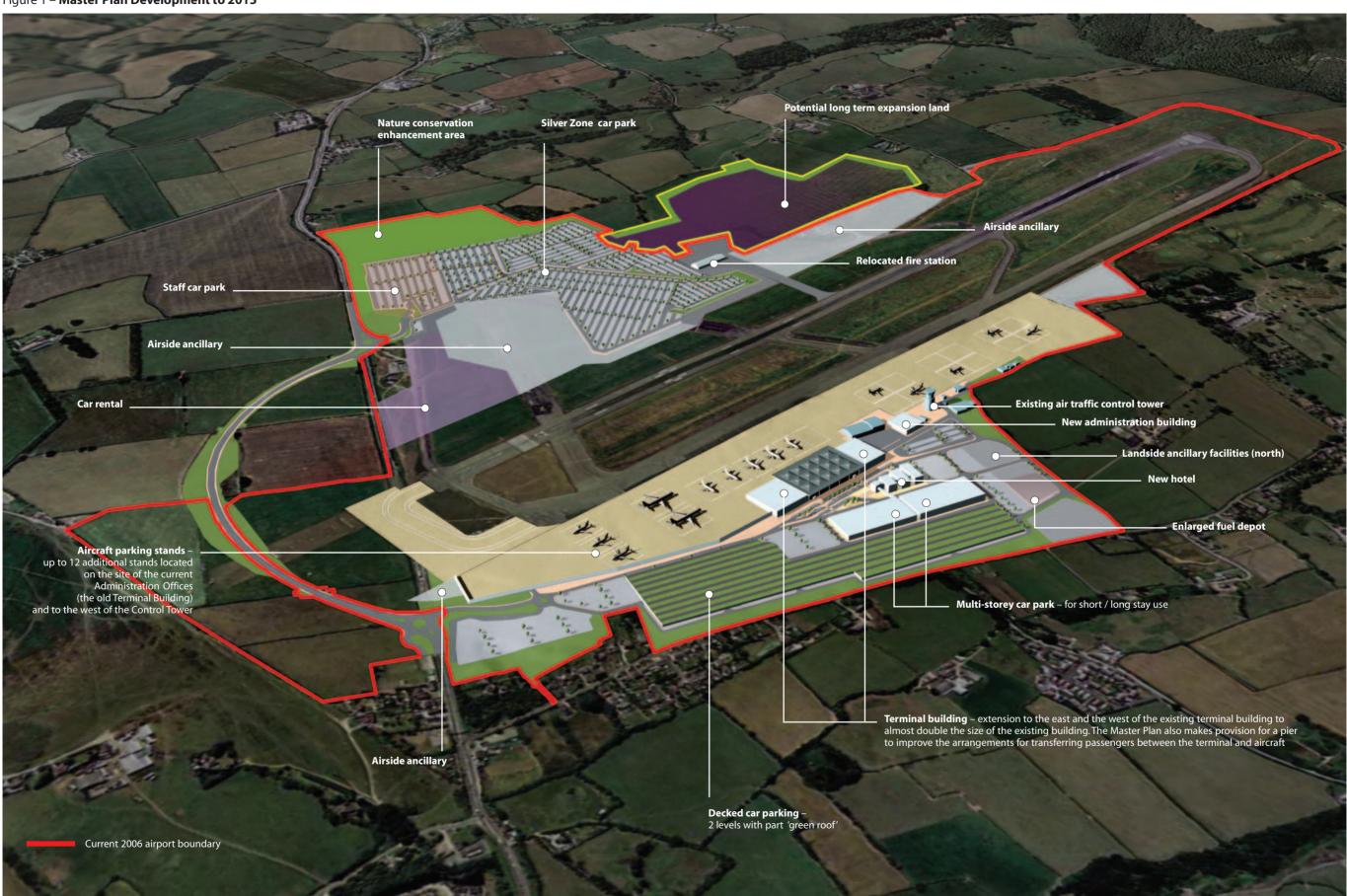
We have reconsidered our public transport strategy and set out in detail how this will be implemented by expanding the existing Bristol International Flyer service and the introduction of new bus routes serving Weston-super-Mare and Bath. We have set ourselves a challenging target which would see the number of passengers using public transport increasing four fold by 2015. The recent introduction of the expanded Flyer route network, serving Bristol City Centre and Clifton, demonstrates our commitment to achieving this target.

Strategic highway infrastructure

Good surface access is important to the future success of Bristol International Airport. The Greater Bristol Strategic Transport Study has now provided greater clarity on the proposed transport strategy for the sub-region and active steps are being taken by local authorities to implement this. Bristol International strongly supports the early delivery of the A38/A370 link road and the South Bristol Ring



Figure 1 – Master Plan Development to 2015







Road. We will play our part in the delivery of the GBSTS strategy and the resolution of the sub-region's transport problems.

Highways impact of development

A formal transport assessment of our proposals is being published in conjunction with the Master Plan. This sets out a holistic assessment of public transport, car parking and highways impact. The transport assessment identifies mitigation measures that will need to be implemented in order to improve the performance of the A38, the B3130 and the junctions to the immediate north of the airport. Many of these measures would be needed whether or not the Airport develops.

Development 2016 to 2030

Our forecasts indicate that up to 12.5 million passengers could be using Bristol International Airport by 2030. The Master Plan includes a preliminary assessment of how the airport might develop further to meet this anticipated growth. The Government White Paper proposed that a second terminal and a runway extension would be required.

Our assessment is that a runway extension cannot be justified. However a second terminal and further development to the south of the runway would be required. Additional land would be required to accommodate the new facilities.

The Master Plan includes a preliminary assessment of the potential impacts of growth beyond 2015. We will carry out detailed assessments of the environmental and economic impacts of the development when we bring forward detailed proposals in future reviews of the Master Plan. This process will incorporate further public consultation.

Next steps

A detailed planning application for the extension of the Terminal Building and associated developments, supported by an Environmental Statement, Transport Assessment and other technical documents, will be submitted to North Somerset Council in early 2007. Planning applications for other developments proposed in the Master Plan will be prepared as required by the growth in traffic. There will be further opportunites to comment on these proposals as they progress through the statutory planning process. The Master Plan itself will be reviewed every five years.

The Master Plan is now being submitted to North Somerset Council for their formal consideration. They will undertake a consultation on the Master Plan which runs for six weeks until **22 December 2006**. Should you wish to make any comments on the Master Plan, please forward them to the following address:

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E-mail: dccomments@n-somerset.gov.uk

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