

BRISTOL AIRPORT MASTER PLAN:

VISION FOR 2040

Consultation Report

EXECUTIVE SUMMARY

Bristol Airport is proud to be the international gateway to our great region, connecting people, businesses and communities with new places, new experiences and new markets. The desire to fly is growing, and Bristol Airport's latest forecasts anticipate that the Airport will reach 12 million passengers per annum (mppa) by 2027/28 and demand for 15 mppa by around 2036. To meet the needs of communities, customers, businesses, and local people, it is essential that the Airport looks to the future now.

We initially began drafting our Master Plan in 2017 with consultation in 2017 and 2018. This was put on hold due to the pandemic and our planning application to increase the passenger cap to 12 million. With travel returning to previous levels across Europe. We recommenced engagement between the end of November 2024 and the end of January 2025 and taking into account feedback, we are now bringing forward the final Master Plan to 2040.

The Airport is a locally and regionally significant piece of infrastructure, and therefore a key objective of the final draft Master Plan consultation was to secure robust and representative feedback from a wide range of communities and stakeholders on the proposals.

Our consultation ran over a period of 10 weeks, and offered the opportunity to comment on the final draft Master Plan and emerging details of our 15 mppa planning proposals. We carried out a wide programme of stakeholder and public engagement, including five community events and three presentations for businesses. We took care to ensure that information was presented in an easy to understand way. We promoted the consultation widely, including at local transport hubs, on social media and in the press. In the lead up and throughout the consultation period, we also engaged with local authorities and neighbouring authorities via regular meetings and briefings.

In response to consultation Bristol Airport received feedback from 2,381 unique participants. Of this, 31% of respondents strongly support, 14% tend to support, 43% strongly disagree, and 6% tend to disagree with the proposals.

Additionally, a supplementary consultation was held between November and December 2025 on a proposal to modify runway approach lighting, as part of planned runway improvements included in our Master Plan 2040. The outputs and outcomes of this supplementary consultation can be found from page 171 onwards.

1 Introduction

1.1 Background to the consultation

To ensure airports like Bristol support their regional economies and keep local stakeholders informed of future intentions, the UK Government within the [Aviation Policy Framework](#) (APF) advises airports to publish Master Plans for their long-term development. Our Master Plan will provide a clear statement of intent for the growth and development of Bristol Airport to 2040, which in accordance with the APF should be given due consideration in the local planning process informing future land use, transport and economic planning processes.

The Master Plan identifies future infrastructure needs and potential impacts on the natural environment, providing transparency to our communities and aiding long-term planning for businesses.

We began drafting our Master Plan back in 2017. Indicative scenarios for the future were set out in an initial discussion document, entitled '[Your Airport: your views – Preparing a new Master Plan](#)', which was subject to extensive public consultation between November 2017 and January 2018.

Responses received from the initial consultation informed the second stage of the Master Plan consultation undertaken between May and July 2018. We published '[Your airport: your views - Towards 2050](#)', which set out a phased approach for the continued growth of Bristol Airport. The consultation document included and sought views on proposals for the development of the Airport to 12 million passengers per annum (mppa).

Continuing a meaningful two-way dialogue with stakeholders during the consultation process was central to our objectives for this latest consultation. Issues raised in response to previous consultations were set out in our Consultation Document, along with a summary of how those issues have been addressed. The latest air traffic forecasts, and other updates have informed proposals that we sought views on during the consultation.

1.2 Objectives of the consultation

The objective of this consultation was to secure robust and representative feedback from a wide range of communities and stakeholders on our draft final Master Plan.

As well as seeking views on our final draft Master Plan, and prior to the submission of a planning application, we set out draft proposals for the infrastructure and development necessary to increase passenger numbers from the current limit of 12 mppa to 15 mppa.

Evidence demonstrates that the desire to fly continues to grow. In 2024, for the first time we saw over 10 million passengers use the Airport to travel to more than 115 destinations. Demand to fly from Bristol Airport is forecast to grow to around 15 million passengers by around 2036.

To meet this rising demand and to provide an alternative for the millions of local people who travel to London airports each year, it is essential we look to the future now. Our plans must meet the needs of our

communities, our customers, businesses and local people, which is why we sought to engage a wide range of groups during the course of the consultation.

1.3 Purpose of this document

This report describes the outputs and outcomes of Bristol Airport’s consultation for its final draft Master Plan and planning proposals for growing the Airport to accommodate 15 mppa.

The report details the ways in which we consulted a wide variety of stakeholders and presents the findings from the feedback received and our response which has informed the Master Plan.

2. Consultation activity

2.1 Overview

Bristol Airport’s consultation ran over a period of ten weeks between 25 November 2024 and 31 January 2025.

The consultation offered the opportunity to comment on the final draft Master Plan and 15 mppa planning proposals through a feedback form¹ seeking views on all aspects of the proposals – from public transport and surface access to noise management and reducing carbon emissions.

In preparation for the consultation, we considered how to best engage with a wide range of stakeholders and communities, to ensure people were able to offer their views.

Recognising that the Airport is a locally and regionally significant piece of infrastructure, we understood the need to communicate the purpose of the Master Plan, the specific proposals, and what they mean for local people, customers and stakeholders, through a range of clear and accessible materials. These are detailed in the following section.

Following the close of the consultation, we have considered all the responses received thoroughly. These contributions have offered valuable insights into the perspectives of local residents, customers and stakeholders – helping us to identify important considerations for the Airport’s future and to shape the final version of our Master Plan. We also recognise that a number of the issues raised highlighted existing issues affecting local people as a result of the operation of the Airport today. A summary of the feedback, an analysis of the key themes, and our responses to the feedback we received are outlined in Section 3 below.

2.2 Materials and documentation

Bristol Airport carried out a wide programme of stakeholder and public engagement designed to inform consultees about the final draft Master Plan and proposed 15 mppa planning application, ensuring they had enough information to respond effectively to the consultation. Offering a range of different and accessible ways for people to provide feedback was central to our objectives as well as presenting

¹ Available in Appendix 3

information in an easy-to-understand way. The consultation materials developed and engagement activity that the Airport carried out is outlined in the section below.

To aid stakeholders in understanding the Master Plan proposals, Bristol Airport prepared the following materials, copies of which can be found in Appendices 1-8:

- **Consultation website:** The consultation website provided a central, online ‘hub’ which provided a ‘virtual consultation’ space, taking viewers through the proposals via an interactive map and providing a means to provide feedback via an online form.
- **Consultation document:** This comprehensive document presented the detailed proposals, relevant background information, timelines, next steps and how to provide feedback. Printed copies of the consultation document were given to those who requested a physical copy.
- **Feedback form:** For those unable or unwilling to engage with the proposals online, a printed form was available for distribution at consultation events and by request.
- **Public-facing Q&A:** Addressing frequently asked questions that provide additional information about the proposals, and were displayed on the consultation website.
- **Pull-up banners:** Displayed at consultation events and Bristol Airport offices, these banners highlighted key information from each section of the consultation document, including a public-facing site map and information on how to provide feedback.
- **Leaflets:** Summarised proposals and encouraged people to give feedback. These leaflets were mailed out to over 7,000 residents close to the Airport alongside a letter to inform them of consultation and to encourage them to provide feedback.
- **Posters and digital adverts:** Displayed at the Airport, on buses, at bus stops and train stations, as well as being provided to parish councils so they could be displayed in community locations surrounding Bristol Airport to raise awareness of the consultation and how to find out more information.

2.3 Stakeholder engagement

Engagement with local authorities

In the lead up to and throughout the consultation period, Bristol Airport engaged local authorities and neighbouring authorities via regular meetings and briefings, including:

- North Somerset Council
- Bristol City Council
- Somerset Council
- Bath and North East Somerset Council
- West of England Combined Authority

Engaging the business community

Bristol Airport worked with Business West, CBI South West and Western Gateway to promote the consultation in their regular newsletters to members, encouraging them to submit feedback. On 7th January 2025, the Airport held a webinar for the business community presenting the proposals and encouraging feedback. This was attended by more than 50 businesses across the region.

The Airport also provided an overview of the consultation at the quarterly Business West Initiative meeting on 4 December 2024 and at the Business West Planning, Transport and Climate Change group on 21 January 2025.

2.4 Public engagement

Consultation website

On 25 November, the first day of consultation, Bristol Airport launched its consultation website to host all relevant information related to the consultation centrally. This included digital copies of all consultation materials, FAQs, details of in-person event times and locations and an interactive map which allowed users to explore our plans in more detail by clicking on icons to find out more information. The platform enabled two-way engagement, capturing detailed feedback and providing a full suite of materials to ensure that the public could provide an informed response.

There was significant interest from the public in the materials on the consultation website. The site experienced high levels of traffic, with a total of 19,098 unique visitors during the consultation period.

Screen shots of the consultation website are shared at Appendix 1.

Residents' mailout

To ensure residents in the area surrounding Bristol Airport were aware of the consultation, Bristol Airport sent 7,059 letters to residents informing them of the planning proposals, signposting them to key documents such as the consultation brochure and encouraging them to submit feedback. Included in the mailout was a consultation leaflet which provided an overview of proposals (see Appendix 6 and Appendix 9). For those residents who live in the area immediately surrounding the Airport (see Appendix 10), a separate drop-in event was held on 4 December 2024, with project team members on hand to answer any questions and discuss concerns. A drop-in event was also held for local parish councils, with more than 70 councils invited, so councillors could find out more about the proposals on 9 December 2024.

Consultation events

We held five in-person consultation events, timing these across daytimes, evenings and weekends to ensure people had the option to attend around their jobs and day-to-day commitments, advertising them in the consultation brochure and on our consultation website.

These events provided opportunities for the public to learn more about the proposals, discuss their questions with the project team, and provide feedback. Tablets connected to the consultation website at each of the public events provided attendees with the opportunity to submit a response, and paper copies of the consultation questionnaire were also available to take away for those who preferred.

| Description of event | Location | Date | Times | Number of attendees |
|------------------------------|-------------------------------|------------------|--------------|---------------------|
| Resident drop-in event | Bristol Airport | 4 December 2024 | 4-7:30pm | 16 |
| Parish council drop-in event | Bristol Airport | 9 December 2024 | 5-7:30pm | 22 |
| Public drop-in events | Wrighton Sports & Social Club | 10 December 2024 | 3-8 pm | 15 |
| | Cleeve Village Hall | 9 January 2025 | 3-8 pm | 30 |
| | Felton Village Hall | 11 January 2025 | 10.30am-3 pm | 100 |

2.5 Promoting the consultation

To further broadcast consultation across the South West, Bristol Airport published two press releases throughout the consultation period as follows:

- 25th November (consultation launch day): this informed people of the consultation, what it meant and how to provide feedback.
- 3rd January 2025: this reminded people of the proposals and encouraged them to provide feedback.

Copies of each press release can be found in Appendix 11.

The following coverage (broken down by press type) promoted the consultation period:

Broadcast media

- BBC Radio Bristol
- Heart FM
- [ITV News](#)

National media

- [BBC](#)
- [Yahoo News](#)

Regional media

- [Bristol Live](#)
- [Bristol24/7](#)
- [Visit West](#)
- [Wales Online](#)
- [Devon Live](#)
- [Gloucestershire Live](#)
- [Weston Mercury](#)
- [Cornwall Live](#)

Business media

- [Business Traveller](#)
[TheBusinessDesk](#) / [TheBusinessDesk](#)
- [Business Live](#)
- [The Business Magazine](#)
- [Business Biscuit](#)

Trade media

- [Aviation Week Network](#)
- [Pilot Magazine](#)
- [International Airport Review](#)
- [New Civil Engineer](#)
- [Airports International](#)
- [Airline Routes & Ground Services](#)
- [Travel Weekly UK](#)
- [TTG](#)
- [AviationSource News](#)

Social media

Bristol Airport published several social media posts, including an [animated video](#), during the course of the consultation period to signpost to the consultation, provide updates and encourage people to provide consultation feedback. Posts were published on the Airport's social media channels, and content was promoted on Facebook to proactively target individuals in the area. This content generated 375,000 impressions and had a confirmed reach of more than 160,000 people. Social media posts can be found in Appendix 12.

Radio advertising

Digital radio adverts were used on the largest commercial station in the area, Heart FM, to publicise the consultation. The advert was heard 775,000 times and reached 207,000 listeners.

Newspaper advertising

Adverts were published in local newspapers, including the North Somerset Times, Weston Mercury, Bristol Post and Western Daily Press, publicising the consultation. Copies of these adverts can be found in Appendix 13.

Advertising the consultation on key transport routes

Bus stop shelters were used to publicise the consultation and encourage people to help shape proposals. At Bristol Temple Meads railway station, digital screens were used in high footfall areas. This 'out of home' advertising was seen an estimated 1.6 million times.

To ensure Airport customers were aware of the consultation, digital advertising screens were used inside the terminal.

Additionally, an animation was played on the A1 bus that serves Bristol Temple Meads to Bristol Airport and A3 flyer bus that serves Weston-super-Mare to Bristol Airport. The animation was also used in social media posts and on the Airport’s website to explain the master plan process. In-situ photographs of these adverts can be found in Appendix 8.

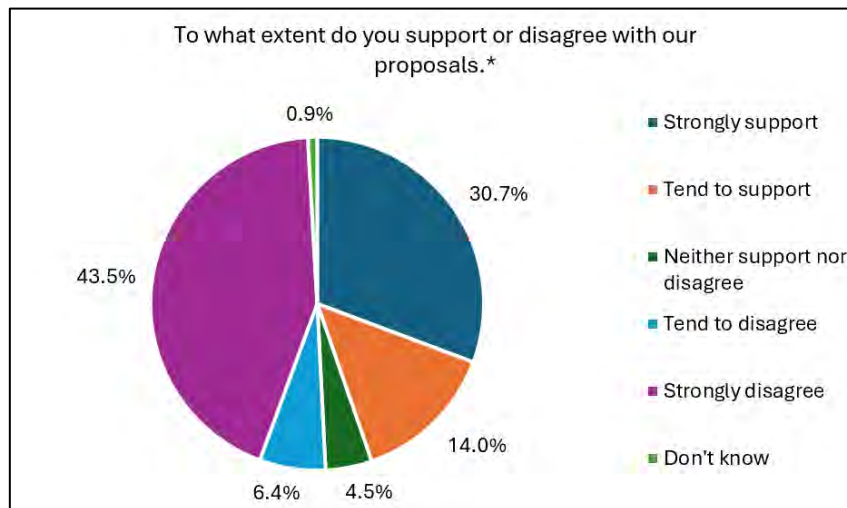
3. Responses to the consultation

Through the feedback form, consultees could provide comment on the final draft Master Plan and 15 mppa planning proposals. The feedback form included three quantitative and eleven qualitative questions for the consultees to answer. In total, Bristol Airport received feedback from 2,381 unique participants.

Multiple choice questions

The three graphs below picture the responses received from the multiple choice questions.

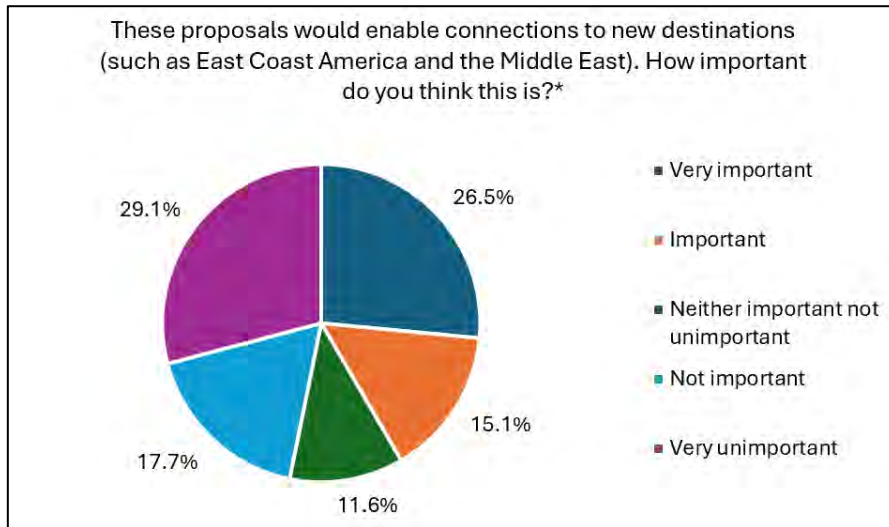
General support or disagreement with proposals



Respondents' opinions were split almost evenly between support for, and disagreement with the proposals, with nearly 95% of respondents having an opinion either way. Of these, those who disagreed with the proposals held a slight majority of 49.9%, compared with 44.7% of respondents who supported the proposals.

It should be noted that amongst those who disagreed, nearly all strongly disagreed, with only 6.4% holding these views more mildly. By contrast, those in support of the proposals were more ambivalent - with just over 30% strongly agreeing, and the remaining 14.4% holding milder views. This could be explained by the strong narrative coming through the open response questions from airport customers who have reported areas of dissatisfaction within the terminal.

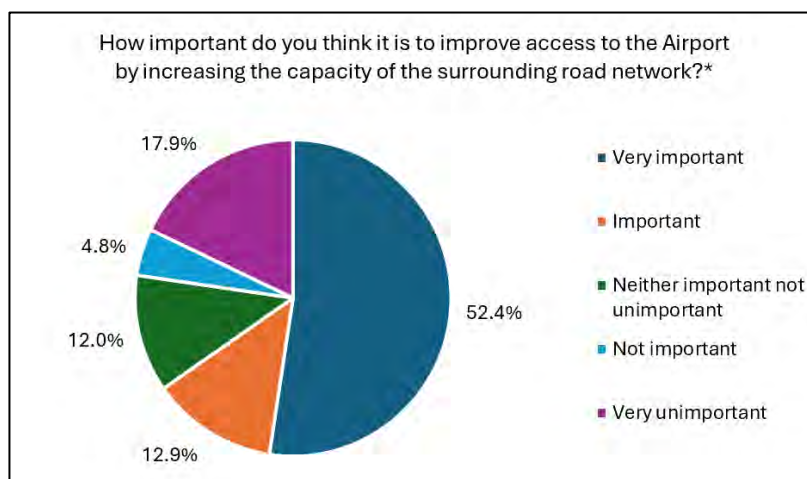
The importance of introducing new travel destinations



In terms of the reasons that consultees support the proposals, a key factor is the opportunity to travel to new destinations from the airport, with 41.6% of respondents deeming this to be either important or very important. This was also reflected in the qualitative responses where more long-haul flights and greater frequency of flights were cited to benefit the public for both work and leisure purposes.

However, other factors were also found to be prominent in the qualitative responses, including job opportunities, general experience, and improved airport access and parking. On the other hand, 46.8% of respondents thought that connections to new destinations was either not important or very unimportant. This could be due to climate concerns and nearby residents not supporting the increased number of flights.

The importance of improving access to the Airport



Access was of significant importance to respondents, with 65.3% of respondents stating that it is very important or important. In contrast to the other quantitative questions, only 22.7% of respondents thought

that improved access was either not important or very unimportant, therefore receiving the highest level of support across the three quantitative questions.

This is reflected in the written responses, where we received 2,059 comments about public transport, 205 about Mass Transit Access, 74 about improved Airport access and roundabout upgrades, and 563 comments about the A38 connection and capacity.

**Numbers rounded to one decimal place*

Open Text Questions

The responses were varied, and many provided constructive feedback. The following section provides a summary of all responses received during the consultation as well as Bristol Airport's response to each of these.

| Theme | Sub-theme | Number of responses | Summary | Applicant's response to issues raised | Further information |
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| The consultation | Public consultation process | 80 | <p>There was concern that the consultation process was too short and some suggested that not enough effort was made to speak to locals, or more could have been done to advertise the consultation. Some suggested that the consultation was a 'tick-box exercise' and that the Airport does not take account of local people's views. Some respondents fed back that the proposals were not made clear enough or that some questions were biased.</p> <p>There was a request to see a business plan for skills and employment, and questions were asked around how forecast numbers of jobs were estimated, with some questioning their accuracy.</p> <p>More, and earlier, engagement was requested by some, while others said they do not have time to study proposals and the technical background</p> | <p>The consultation process ran for almost ten weeks (25 November 2024 – 31 January 2025) and was well publicised. This included holding three community public drop-in sessions; writing to more than 7,000 local residents; media and social media coverage; advertising in public places, in media and on the radio. There was opportunity to view the proposals in person and on Bristol Airport's website, which included an interactive map. A feedback form allowed people to provide comments. To help people understand the proposals, the website provided a high level summary (summary leaflet also sent to residents and available at drop-in sessions) as well as the more detailed report and associated technical documents. Section 2.4 of the Consultation Report details the public engagement undertaken.</p> <p>A forecast for the number of jobs</p> | N/A |

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| | | | <p>in detail to provide informed views. Some people requested that experts were consulted to develop the proposals, and others suggested that legal proceedings following the submission of the proposals would hold up the delivery timelines for this project.</p> | <p>estimated was derived in partnership with York Aviation Ltd. York Aviation Ltd is a specialist firm providing a consultancy service for airport business, including economic forecasting on jobs growth.</p> <p>Importantly none of the statutory consultees including North Somerset Council highlighted concerns regarding the consultation process.</p> | |
| | Previous consultations | 40 | <p>Some respondents referenced the initial rejection of the proposals to grow the Airport to accommodate 12 million passengers a year, commenting that the decision to deliver the plans did not reflect the public feedback received by the Airport or the preference of the local authority. In particular, several people expressed concern that they are yet to feel the impacts of growth to service 12mppa so do not feel able to comment on the likely effects of further growth to service 15mppa.</p> <p>Some people cited that previously they had recommended better infrastructure around the Airport and feel – based on these proposals – their views on this were ignored.</p> | <p>The Airport’s planning application for infrastructure to support 12 million passengers per annum was refused by North Somerset Council. As is permitted within the planning process, and not uncommon, the Airport appealed the decision believing that the application should have been approved. Following a lengthy public inquiry, a panel of independent planning inspectors overturned the Council’s decision and approved the proposals. While we accept Airport growth can be contentious and attract opposition, there is also a lot of support for growth and sustained demand. The Airport followed due planning process and is now busy implementing its permission.</p> | N/A |

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| | | | <p>Some cited the potential option to introduce a second terminal (a proposal that was shared in the previous consultation) and urged the Airport to reconsider this option to improve customers' experiences of the Airport.</p> | <p>As part of the 12mppa proposals, highway improvements to the A38 and Downside Road will be made. We are working closely with North Somerset on these projects who will be responsible for the physical work. We are also busy preparing to expand the terminal in accordance with the 12mppa permission.</p> <p>The 12mppa permission introduced a planning cap on aircraft movements which was not in place as part of the 10mppa permission. Our proposals for 15mppa will seek to increase the aircraft movement cap from 85,900 annual movements to around 100,000. The impacts of these additional flights and any mitigation necessary will be fully considered as part of the Environmental Statement which will accompany the planning application.</p> <p>A second terminal has been considered in the past and views sought in previous Master Plan consultations. Consultation feedback in 2018 led to proposals for an improved existing terminal with aviation capacity focussed on the north side of</p> | |
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| | | | | the airport with the area not covered by Green Belt. | |
| Commercial considerations | Cost of expansion | 23 | Feedback stated that Airport improvements should not come at any cost to customers or the public, with some suggesting that the Airport should choose the most economically viable route for investment. Some noted that the decarbonisation of operations will be costly, while others cited the carbon cost of growth without robust sustainability measures in place. Others urged the Airport to invest in more facilities now before costs rise, with some encouraging the Airport to invest in a 'first-class experience' to attract people. | As a private business, Bristol Airport will select the most economically viable route for expansion, balanced against our sustainability and social value commitments. This includes our commitment to net zero airport operations by 2030 and to be net zero for all emissions by 2050. We continue to invest in decarbonisation projects, including installing solar arrays and switching to electric vehicles. We have an existing 5-year, £400m programme to upgrade the Airport and improve the passenger experience, which includes further decarbonisation measures, that will be delivered as we move towards 12 million passengers per annum. | N/A |
| | Ownership and sale of the Airport | 29 | Some claimed that the main reason for Airport growth was to maximise profit for shareholders, and that the system is biased in favour of shareholders, as opposed to locals. | The reason to plan for Airport Growth is because demand for air travel is forecast to rise to 15 million passengers per annum (mppa) by 2036, based on economic growth in our region, and demand from passengers across South Wales and the South West region. Our proposals for development are required to meet the growing demand for air travel. Other than during the Covid-19 pandemic, the number of people flying | N/A |

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| | | | | <p>from Bristol Airport has grown consistently over each of the last 10 years. The consultation exercise for our master plan provided an opportunity for local people to help shape our plans for the future.</p> | |
| <p>2024 Master Plan - general views</p> | <p>General support for the proposals</p> | <p>409</p> | <p>Many people reported that the proposals would positively affect them overall, citing a variety of reasons. These included:</p> <ul style="list-style-type: none"> • Job opportunities: Respondents noted the expansion would bring with it job opportunities for people in the local area. • Benefits to passengers: Many respondents noted they already use the Airport, and that expansion would improve their experience by meaning they could fly from the Airport more with the increase in routes, and would, in their view, experience a better level of service through the infrastructure development. • General experience: Many respondents believe that the expansion plans will improve the quality of experience people | <ul style="list-style-type: none"> • Job opportunities: In terms of direct on-site jobs, we estimate that an additional 1,000 jobs will be provided at the Airport, primarily for local people, including the southern fringes of Bristol, Weston-super-Mare and rural communities. A significant proportion of the Airport's existing workforce is based in these locations. Through an updated skills and employment plan, we will work with partners to provide job opportunities and/or skills, particularly for those who experience barriers to employment. • Passenger experience: Our proposals look to enhance the customer experience and increase capacity in the terminal. This would include improving waiting areas, retail space and facilities. | <p>Further details on jobs and socio-economic benefits are provided within the Environmental Statement Chapter 11 (Socio Economics) and a supporting Economic Impact Assessment. An updated Skills and Employment Plan has also been provided to support the application.</p> |

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| | | | <p>receive when taking flights from, or returning from other countries to, Bristol Airport.</p> <ul style="list-style-type: none"> • More long-haul flights and greater flight frequency: A number of respondents noted that the increased options available to people – with several specifically referencing travel to the Middle East – would benefit them directly given work or leisure needs seeing them travel to these areas already, but needing to travel to London to be able to do so. Alongside this, a number of respondents said they believed expansion would improve the number of flights out of the Airport to popular destinations – not only improving frequency but, in their view, potentially driving down prices as well. • Convenience: Many respondents noted that the expansion would save them travelling to London airports – with a particular focus on London Heathrow – saving them the time needed to travel to London. | <ul style="list-style-type: none"> • More long-haul flights and greater flight frequency: Through our proposed runway improvements, customers would also have more destination choice, including connections to North America and the Middle East. • Convenience: Currently millions of people leave the South West to travel to London airports. Providing more destination choice would reduce these journeys and allow people to use their local airport to reach destinations. • Improved access and parking: As part of our plans we would invest further to enhance surface access and increase public transport mode share. Additionally, we plan to increase car parking provision to the north and south of the Airport. • Regional economic development: The growth in demand for air services from Bristol Airport will substantially increase the | |
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| | | | <ul style="list-style-type: none"> • Improved access and parking: Some respondents mentioned that the expansion plans and the proposals around surface access would make it easier to access the Airport. Parking was also raised by some respondents as a positive from expansion, with more capacity meaning parking would be less of an issue than before at the Airport. • Regional economic development: Some respondents noted the beneficial impact expansion would have on the regional economy and the West of England's economy more broadly. | <p>economic impact of the Airport. The benefits to the economies of the South-West of England's and South Wales are significant, contributing some £3 billion of GVA. Overall, our plans would support around 37,000 jobs (through direct, indirect, supply chain and inbound tourism) across the South-West and South Wales. This is an increase of over 7,000 jobs.</p> | |
| | General opposition to the proposals | 1170 | <p>Many expressed their opposition to Airport expanding. This was due to a number of reasons which included:</p> <ul style="list-style-type: none"> • Having a negative perception of the Airport and whether the Airport would take into consideration residents' views or concerns surrounding Airport operations and expansion plans • Concern for the environment and climate change, as well as | <p>A series of community public drop-in sessions were held as well as an online feedback form for people to leave any views or concerns which we will take into account when developing plans.</p> <p>Our plans try and maximise the use of the land within the Green Belt inset however, expansion will inevitably extend into the Green Belt because the inset is so tightly drawn. Our proposals will need to demonstrate that there are</p> | <p>Further details are provided within the Environmental Statement which assesses the potential impact of the proposed expansion on topics such as Air Quality (Chapter 6), Transport and</p> |

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| | | | <p>the Green Belt and other surrounding protected areas</p> <ul style="list-style-type: none"> • Concern for future generations and the effects of climate change they will have to live with • The potential mental and physical health impacts of expanding Airport operations could lead to for local residents due to an increase in carbon emissions and noise pollution • Increased traffic on local roads and the A38 affecting residents • Insufficient public transport infrastructure to accommodate for the increase in passengers the expansion will bring • Pressures on local services and housing availability • Increased illegal parking and littering in neighbouring communities <p>Some respondents opposed to all proposals put forward by the Airport as they generally oppose the expansion and do not want to see it go ahead.</p> | <p>Very Special Circumstances to obtain permission to build in the Green Belt and ultimately this will be decided as part of the planning application.</p> <p>We recognise that there are concerns about the carbon emissions resulting from Airport growth and the implications for climate change. We are bringing forward proposals for what we consider to be responsible growth, growth that is both within the current UK carbon budgets required to meet net zero emissions by 2050, and with measures to achieve net zero airport operations by 2030. As we develop our proposals we will update our Sustainability Strategy identifying additional actions to keep us on track with our commitments.</p> <p>We will be updating our noise mitigation plan and carrying out further studies ahead of 15mppa planning submission.</p> <p>Investment to improve public transport provision is already underway with our new Public Transport Interchange being constructed, allowing a greater number of buses and coaches to serve the</p> | <p>Surface Access (Chapter 8), Population and Human Health (Chapter 12) and Greenhouse Gases (Chapter 13).</p> <p>The Planning Statement sets out the justification for the proposed expansion and further detail on Green Belt is contained within the supporting Green Belt Assessment.</p> <p>A supporting Transport Assessment plus a Surface Access Strategy provide further detail on the likely impact to the road</p> |
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| | | | | <p>airport. As part of our recent planning permission to serve 12 million passengers each year, we made commitments to increase the percentage of passengers and staff using public transport to get to and from the Airport. The existing target is to increase the percentage of passengers using public transport by 2.5% by the time 12 million passengers are using the airport. We also have a target that 30% of staff getting to and from the Airport will use sustainable modes of transport by the time we reach 12mppa. As part of our plans to grow beyond 12mppa we will be introducing new targets and measures to reduce the proportion of car trips made to the Airport. This is likely to include provision of new bus and coach links, as well as increased frequency of services to link up with our new Public Transport Interchange.</p> <p>Initiatives to tackle littering, including regular litter picks are already in place but we do recognise the importance of this issue and will look to increase the frequency of little picks, working with</p> | <p>network and how this will be mitigated.</p> |
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| | | | | <p>local Parish Councils to target areas most affected.</p> <p>To help mitigate the potential impacts arising from unauthorised offsite parking and anti-social parking, the Airport contributes £50,000 per year towards a Planning and Parking Enforcement Officer employed by North Somerset Council. Meanwhile, work continues on a multi-agency action plan to tackle problems associated with inconsiderate and illegal parking.</p> | |
| On-site proposals | Terminal expansion | 228 | <p>Several comments agreed that the Airport needs to expand to compete with other regional airports or provide a viable alternative to London airports – with several noting that the terminal expansion is long overdue. Comments noted the positive impact it would have on local businesses and the regional economy – particularly given the region’s reliance on the tourism industry. There was recognition that the expansion reflects a growing regional population and if suppressed demand is not met, people will use other airports.</p> <p>Some commented that the terminal expansion did not look big enough, with</p> | <p>The Airport’s rapid growth in passenger numbers means that the existing terminal is very busy during peak periods and we recognise that customer choice is currently limited. Improvements are already planned as part of the Airport’s existing £400m upgrade programme. We will be extending the terminal over the next two years to provide around 50% more retail and food and beverage floorspace, allowing us to introduce new and a greater variety of providers. In addition, a large new lounge will open in summer 2025.</p> | <p>Further details are provided within the Design and Access Statement supporting the 15mppa planning application.</p> |

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| | | | <p>several commenting its small footprint contributed to a lack of chairs and too many queues. This, alongside comments on their poor impression of the terminal's look and feel (and food and drink choices) detracted from their experience of using the Airport. Further comments on this stated that the inadequate terminal expansion was likely to reflect shareholders' priorities to increase flights without improving customers' experiences, with some suggesting that additional flights should not be considered until current terminal issues have been resolved.</p> <p>Facilities such as cafés and shops on the outer piers were also requested, along with accessibility requests such as providing lifts at all the gates and expanding the terminal sufficiently to remove the need for airside buses altogether, and ensuring all buildings were sustainable. Staff also requested closer proximity/links to the terminal to reduce delays.</p> <p>Some requested the introduction of a second terminal, to be linked to the main terminal with tunnels and</p> | <p>A new link bridge will be provided from the Public Transport Interchange directly to the terminal in the summer of 2025 significantly improving access arrangements to the terminal from all forms of public transport and from our Silver Zone car park, providing safe, level and convenient access to all passengers and visitors to the Airport.</p> <p>Our existing commitments will see our operations at net zero by 2030 and our plans will ensure that all new infrastructure is constructed with this target in mind to limit our impact on the environment . This includes removing gas heating from the terminal and the installation of solar panels.</p> <p>Our plans for a larger terminal for 15 million passengers will further expand the retail and food and beverage offer, alongside additional seating. We will utilise passenger feedback before selecting which retail and other facilities to install. The extended building will be developed to ensure we keep to our net zero operations commitments. We will examine options for moving walkways for more distant gates.</p> | |
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| | | | <p>walkways. Moving walkways linking the car parks to the terminal were also requested, with some commenting on the negative impact of the walk from the car park to the terminal. Those raising this point asked that people with limited mobility are considered, requesting better links between the car park and the terminal are introduced.</p> <p>Improvements to the arrivals hall were also requested, and some aviation enthusiasts requested creating space for plane spotters.</p> <p>There were several suggestions to add solar panels to the terminal's roof, to plant trees wherever possible, and to implement better recycling and blinds for the terminal building to reduce light pollution and save energy. Other suggestions included increasing the size of gates on the south side of the Airport instead of columns, and providing green spaces for passengers and staff before and between flights and shifts.</p> <p>However, other comments said the site is incapable of sustaining the required growth, that terminal expansion should</p> | <p>While we have regular plane spotting events to raise money for charity, space and security constraints mean a dedicated plane spotting area isn't something that can be provided as part of this Master Plan.</p> | |
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| | | | <p>not take place before significant improvements in surface access occur, and one person commented that the service the Airport currently provides should be improved before expansion is considered.</p> <p>Others commented on the carbon cost of terminal expansion, citing that the materials required would increase the Airport's carbon footprint, whilst others suggested that decarbonising the Airport's own operations should be a prerequisite for expansion.</p> | | |
| | Runway and taxiway expansion | 373 | <p>There were many comments about the need for more flights, and the regional economic benefits of providing these – these comments recognised that a longer runway is a priority for this.</p> <p>Many people suggested that the runway should be much longer (such as 2,500-2,700 metres) to enable more long-haul flights, with some suggesting tunnelling the A38 to enable a runway to be built across it, and one comment requesting a second runway.</p> <p>Some people suggested the runway should also be wider (to allow a greater</p> | <p>The proposed improvements to the runway will enable us to accept 'code E' aircraft, directly linking our region with destinations such as the Middle East and North America.</p> <p>The number of these larger aircraft will be low. The overwhelming majority of aircraft that use Bristol Airport will continue to be 'code C' – such as the Airbus A320 and A321 and Boeing 737.</p> <p>Improvements to allow the largest 'code F' aircraft, such as the Airbus A380 or Boeing 777 are impractical as these aircraft require a runway of around</p> | <p>Following further assessment we have introduced a realigned taxiway at the 09 (west) end of the runway to ensure that Code E aircraft can use the runway in both wet and dry conditions.</p> <p>The location of the proposed rapid exit taxiway at the 09 (west)</p> |

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| | | | <p>wingspan), with one person who suggested this saying it would enable better maintenance and freight facilities – further increasing the scope for jobs and training. One person said a runway extension would enable a wider range of aircraft, such as electric planes, and one suggested that enabling newer models would generally make the Airport eco-friendlier. One person suggested that improvements should support the reduction of flights in a holding pattern waiting to land.</p> <p>There was the caveat that any runway expansion should not interrupt normal operations, and several requests were made to ensure that a larger runway is serviced with adequate access arrangements.</p> <p>However, several others encouraged the Airport to ensure the environmental sustainability of aircraft before expanding the runway, with some voicing concern over the safety of bringing it nearer to car parks and the A38. Others also challenged the suitability of the Airport to service more flights on the basis of topography,</p> | <p>3,000m. Topography to the west of the runway and the impact on Felton Common and the communities beyond to the east precludes lengthening the runway in such a significant way. Tunnelling the A38 is not a viable option at this time.</p> <p>We have worked with airlines, our operational teams, and other experts to design the proposed runway and taxiway improvements to meet identified demand and to meet the appropriate safety standards.</p> <p>The runway improvements will be contained within the existing footprint of the airport to minimise the impact on the wider environment.</p> | <p>end of the runway has been moved to take account of the topography of the airfield.</p> |
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| | | <p>access to national networks, and weather.</p> <p>Some urged the Airport to improve surface access before expanding flights, and others suggested improving operations to meet current capacity before seeking to deliver more flights. One person commented that larger aircraft should not be permitted, and another suggested turning off runway lights once flight windows have closed.</p> <p>Some questioned whether the benefits of the improvements would be outweighed by the disruption-related drawbacks. Several local people opposed the runway improvement and the flights it will bring on the basis of carbon emissions, biodiversity, landscape, noise and light pollution, traffic, air quality, road surface degradation, nuisance travellers, and disruption around the Airport.</p> <p>There was support for the taxiway proposals, with one person commenting that rapid exit taxiways will improve the efficiency of aircraft movements, and</p> | | |
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| | | | <p>others commenting that this would significantly reduce carbon emissions.</p> <p>A request was made for the reduction of non-jetway disembarkment. Two employees suggested that the current taxiway is already over capacity, and that the Airport should fix existing issues before scheduling more flights.</p> | | |
| | Apron expansion and aircraft stands | 9 | <p>There was concern from some respondents around the lack of detail on passenger experience when boarding and alighting aircraft.</p> <p>Jet/air bridges were requested, as were travelators for passengers. Shields around floodlights at boarding gates were requested to reduce light pollution.</p> <p>One person suggested using the space under the apron extension as a car park. Saltford Parish Council also raised a concern that new aircraft stands would increase ground noise to an unacceptable level, and one respondent voiced a concern about the additional smell of aviation fuel from more aircraft on the apron on the nearby common.</p> | <p>Bristol Airport is primarily used by low-cost airlines whose low-fare business model relies on quick turnarounds. Jet bridges slow down turnarounds so are not preferred. However, we will be introducing a small number of jet bridges to service new long-haul routes. The new layout of the Airport will eventually remove the need for any passengers to be bussed to/from aircraft to improve passenger experience.</p> <p>We will introduce moving walkways for more distant gates.</p> <p>Saltford is located some 18km away from the Airport, ground noise would be imperceptible at this distance. Acoustic fencing will be installed to minimise the impact on our neighbours</p> | <p>The location of the fuel farm has been moved away from properties along Cooks Bridle Path to reduce the likelihood of impacts to our closest neighbours.</p> <p>Further details on air quality and odour are within the Environmental Statement Chapter 6. Noise and Vibration is assessed in Chapter 7.</p> |

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| | | | | <p>and a Ground Noise Management Plan is currently in the process of being prepared.</p> <p>A new fuel farm is proposed, which will include best practice technology to limit odours. We will include an odour assessment as part of our planning application.</p> | |
| | <p>Fuel storage, maintenance repair and overhaul hangars</p> | <p>10</p> | <p>There was support for proposals to move fuel storage to a safer area, but also concerns – one person commented that fuel tankers clog up the surrounding road infrastructure, and another cited the proximity of the proposed new fuel storage to their property. A bio aviation fuel farm was also suggested, with some raising concern that fossil fuels are still being used.</p> <p>Some commented that the proposals do not provide enough maintenance space, and that significantly more hangar capacity must be created – reasons for this included the delivery of new jobs and skills, and that more maintenance space would be key to delivering decarbonisation. One person suggested</p> | <p>The UK has a new Sustainable Aviation Fuel (SAF) mandate to steadily increase the use of the fuel. Bristol Airport continues to work with national and regional partners to secure supplies of SAF. This will be blended into Jet A1 fuel.</p> <p>The small footprint of Bristol Airport constrains the number of maintenance hangars that can be constructed. These facilities do not currently exist at Bristol Airport, so the construction of the proposed facility will create new, high-skill jobs and reduce the need for based aircraft to fly elsewhere for maintenance.</p> | <p>Further details on the need and justification for the development are provided within the 15mppa Planning Statement. Concerns regarding fuel storage and safety are addressed within the Environment Statement Chapter 14, Major Accidents and Disasters.</p> |

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| | | | that this additional hangar space could be created by delivering a much longer runway than in current proposals. | A longer runway is not viable due to the topographical constraints to the west and Felton Common lying to the east. | |
| | Airport ancillary buildings | 16 | <p>Investment in ancillary buildings and air cargo buildings was encouraged by some respondents, who said the current lack of baggage handling capacity impacts customer experiences. Some suggested improving the sustainability of these buildings (and others) with green roofs and roof gardens. One person suggested running dedicated cargo flights and introducing a new distribution hub. Additional requests included better staff facilities, and more hotels.</p> <p>However, some challenged these proposals, saying that investing in a better terminal should be prioritised over more utilitarian facilities. Others expressed concern over light pollution from larger buildings, and over the embodied carbon impact of more buildings.</p> | <p>A small cargo facility is planned to enable aircraft flying to longer haul destinations to carry a small amount of cargo which is common practice. We do not believe there is currently market demand for a larger facility or for cargo-only flights.</p> <p>The creation of new ancillary buildings and improvements to the terminal includes improved staff facilities.</p> <p>Our plans include providing for additional baggage handling capacity within the terminal and within a dedicated baggage handling facility.</p> <p>Light pollution will be taken into account as part of the design of the new buildings and surrounding area. Lighting is required for safety purposes as people move around the airport but this will be designed sensitively to minimise light spill.</p> | <p>Further details on building layouts and designs are provided within the Design and Access Statement. Light pollution has been considered and further detail can be viewed within the supporting Lighting Impact Assessment.</p> |

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| | | | | New buildings will include appropriate measures to meet the standards set out in our Sustainability Strategy. | |
| | Potential for renewable energy and/or hydrogen infrastructure | 80 | <p>There was strong support for the commitment to renewable energy sourcing, although several people asked for more ambitious and clearer plans in this regard. Respondents encouraged the Airport to transition revenue streams from car parking to becoming a renewable energy hub - and sharing renewable energy with neighbours to help compensate for local negative impacts. Many perceived the acceleration of renewable and clean energy sources as an essential prerequisite for more flights (or, from some, a replacement for all flights).</p> <p>While some saw the delivery of renewable or hydrogen infrastructure as the only acceptable reason for expanding into Greenbelt land, others expressed concern that renewable energy infrastructure would impact biodiversity.</p> <p>Several commented that hydrogen fuel options need greater attention, and</p> | <p>Bristol Airport already runs on 100% renewable energy, with around 23% of our electricity generated by on-site solar. We are committed to net zero airport operations by 2030.</p> <p>As we grow to 15mppa we will revise our existing Sustainability Strategy, increasing the provision of on-site renewables as appropriate.</p> <p>Hydrogen fuel for aircraft and other measures to make aviation net zero by 2050 require further development although our sustainability strategy sets out the work we are doing with partners to support these ambitions. We have made provision within the Master Plan for hydrogen storage but at this stage, not enough detail is known for proposals to be advanced within our forthcoming planning application.</p> | Further details on our commitments to decarbonisation are provided within the Emissions and Climate Change Action Plan which is provided to support the 15mppa application. |

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| | | | others suggested full fuel offset payments for flyers. | | |
| | Staff car park | 50 | <p>There were comments that the staff car parks are already full, with staff requesting that the Airport ensures that there is enough capacity.</p> <p>There were also concerns relating to staff access to the Airport from the car park (with one person suggesting that the Airport moves the staff car park to the north side), and to the cost of parking for staff.</p> <p>However, there were also suggestions to move staff parking facilities offsite. Some respondents voiced concern over the carbon impact of staff driving to work, with suggestions that the Airport should remove staff parking altogether, and for 24-hour public transport provision to reduce the need for staff to drive.</p> | <p>The proposals do include additional and new staff car park spaces, with a free shuttle bus to the terminal with dedicated access onto the A38 to reduce journey times. It is not possible to locate this close to the terminal due to space constraints and the need to prioritise operational infrastructure and passenger parking in this area.</p> <p>Bristol Airport is already working to encourage employees to use public transport. Staff travel on the A1 Airport Flyer and A3 Weston Flyer has been free since 2022 and these services run 24/7 already. Removing all staff car parking is impractical given the location of the Airport and its 24/7 operations.</p> | <p>A new roundabout onto the A38 will facilitate access into the new staff car park and car rental facility. Further details on transport and surface access are provided in the 15mppa Transport Assessment and Surface Access Strategy.</p> |
| | Onsite parking (including car rental) | 360 | <p>A number of respondents commented that improvements and expansion to the car parks are essential.</p> <p>There was particular support for more multi-storey car parks, with several people suggesting multi-storey car parks</p> | <p>A second multistorey car park will open opposite the terminal in summer 2025. The top floor will be our Public Transport Interchange, one of the region's largest coach/bus interchanges, and new drop-off area. A third</p> | <p>Further detail on parking is set out within the supporting 15mppa Parking Strategy. The Surface Access</p> |

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| | | | <p>throughout (with suggestions of solar panels across all multi-storey car parks). However, some disagreed with any multi-storey car parks in light of impacts on the surrounding landscape.</p> <p>More general suggestions for car parks included:</p> <ul style="list-style-type: none"> • Decarbonising car travel with more electric vehicle charging facilities for both the public and staff; • Energy saving through dimming car park lights; • Improving connections between the car parks and the terminal – with suggestions for underground or transit services, and for covered walkways • Bus shuttle services from drop-off zones to the terminal • Sit and prop benches in the bottom car park • Silver Zone improvements, including free public toilets, a single-deck storey car park over the top, and advertising one-hour free parking; | <p>multistorey car park already has planning permission.</p> <p>An EV ‘filling station’ with ultra-rapid charging will be built in 2026. This will be open to be used by passengers, staff, and the community.</p> <p>Our proposals include a new single storey car park to the south of our runway, located in an existing depression. Otherwise proposed parking to the south of the runway is surface level, in order to minimise impact on the landscape.</p> <p>Our plans include changes to the Silver Zone parking facility to improve the efficiency of the operation and customer experience. The existing Silver Zone reception building includes toilet facilities for passengers.</p> <p>Removing car parks entirely is impractical, but we will develop ambitious but realistic public transport modal share targets as part of a future planning application.</p> | <p>Strategy also includes details about how people can access the Airport and our commitments to increasing public transport usage.</p> |
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| | | | <ul style="list-style-type: none"> • Underground car parks for landscape benefits; • Money saving measures, including reintroducing long-stay car parking (without a valet service) and a cheaper, Airport-managed offsite car park; • More free motorcycles and scooter parking; • Multi-storey car parks which have capacity indicators at entrances, as well as more (and free) trolleys in the multi-storey car parks; • A dedicated taxi rank, and; • Better policing of car park rules. <p>However, others said the Airport should reduce or remove car parks altogether to ensure people travel exclusively by public transport.</p> <p>Several people expressed concern about the impact of new car parks on the surrounding landscape on the basis of flooding risk, biodiversity, noise, air quality, litter and light pollution. One person expressed concern about the disruption to current parking that the</p> | <p>The Master Plan includes provision for a larger free waiting area on the south side of the airport with free bus travel to the terminal.</p> <p>The environmental impacts of additional parking will be described and assessed as part of our forthcoming planning application and any mitigation to reduce its impact will be provided.</p> | |
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| | | | improvements would bring and another requested details on the Airport's profits from parking. Reducing, not expanding, the car rental area was suggested by one respondent. | | |
| Proposals to improve getting to and from the Airport | Public Transport | 2059 | <p>Many expressed their support for encouraging the use of public transport to access the Airport through improving the infrastructure and passenger experience.</p> <p>Feedback asked that a rail link between Bristol Temple Meads and Bristol Airport be built. Another alternative mentioned was to build a rail link to Yatton train station, meaning that the station would be restored, and a rail link would get passengers closer to the Airport.</p> <p>Respondents felt that the current bus routes to the Airport are very limited and do not cover enough of Bristol and its surrounding villages. Welsh customers raised similar issues, requesting better public transport access from Wales. Timetable issues were raised, with respondents reporting that bus services aren't frequent or reliable enough, and that bus timetables do not adequately align with flight</p> | <p>Growing beyond 12 mppa will require Bristol Airport to ensure that even more journeys to the Airport are made by public transport and more sustainable forms of transport. We will work with stakeholders to develop an ambitious but realistic public transport modal share target as part of future detailed proposals.</p> <p>We have improved the frequency of the dedicated fleet of A1 and A3 flyer buses which have increased luggage capacity designed for carrying airport passengers, which are seeing more people than ever use the service. Last year a record number of passengers and staff used the A1 and A3 Flyer with a total of 1.3 million journeys being made. The A1 runs from the Airport to Bristol Temple Meads via Bedminster every eight minutes from 7am to 7pm, and overnight a bus will be available every 30 minutes. During the day the A3 will mostly run every half-an-hour.</p> | Further information can be found in the 15mppa Surface Access Strategy . |

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| | | | <p>times. Respondents requested expansions to the bus network, timetable improvements and more frequent services. Many also mentioned the service does not run later into the night – with respondents noting that later-night arrivals cannot use public transport.</p> <p>The cost of public transport was raised by many respondents. Respondents mentioned they would like cheaper public transport to the Airport and discounts for frequent users of the services. Respondents also raised the issue of poor waiting areas and uncomfortable buses, reporting that these are difficult to use when travelling with luggage.</p> <p>Many expressed the desire to see park and ride facilities put in place to enable people who live further away from the Airport or from Bristol to access public transport. Another suggestion was to build a car park off the M5 and have public transport such as a bus link to take passengers to the Airport.</p> | <p>A revised Surface Access Strategy to introduce new targets, routes and a range of other measures to reduce the proportion of car trips made to the Airport will be published ahead of planning permission for 15mppa. Typical improvements could include provision of new bus and coach links, as well as increased frequency of services to link up with our new Public Transport Interchange; promotion of the use of public transport through advertising and other incentives.</p> | |
| | Mass Transit Access | 205 | Many respondents expressed the need for a mass transit system to Bristol | The West of England Combined Authority (WECA) is working on | Further information can |

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| | | | <p>Airport, as current transport links aren't reliable or frequent enough and traffic can make it difficult to access the Airport.</p> <p>Light rail, metro, and rail lines were all suggested by respondents. Respondents feel there is a strong need for a rail-based mass transit public transport system to transport passengers to the Airport.</p> | <p>proposals for WEST Rapid Transit, a new segregated overground public transport proposal, one element of which would provide a reliable link between the Airport and the city and improve integration with other public transport services within Bristol.</p> <p>WECA currently anticipates that the development of the business case will take three years to complete and confirm routes for the scheme. At this stage, several options for the Bristol city centre to Bristol Airport corridor are being considered. We are committed to working with WECA and North Somerset Council to determine the best viable option to improve public transport connectivity to the Airport and to ensure that options, and ultimately the final preferred option, can be accommodated within the next iteration of the Airport Master Plan.</p> | <p>be found in the 15mppa Surface Access Strategy.</p> |
| | Improved Airport access: main/northern roundabout | 39 | <p>Some respondents said there should be separate entry and exit roads to the Airport, with a one-way system and priority bus lanes. Others suggested removing the roundabout at the current front entrance and making the A38 a</p> | <p>Proposals for a bus lane northbound between the north and south airport access junction is already being advanced by North Somerset Council and is anticipated to be completed by 2026/27. As part of our development proposals we are assessing the need for</p> | <p>A new roundabout onto the A38 facilitates access into the new staff car park and car rental facility.</p> |
| | Improved Airport access: southern | 35 | | | |

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| | roundabout upgrades | | <p>dual carriage way road in both directions.</p> <p>Respondents mentioned a need to improve access to the Airport from the M5 without having to travel through Bristol.</p> <p>Many said the entrance to the Airport can be hard to navigate, and ideas for a pavement, a flyover, or a tunnel were suggested.</p> | <p>an additional southbound bus lane to be added to the carriageway to provide a fast and more resilient shuttle service between the southern car parks and the Airport terminal. A shared pedestrian and cycle link is also being considered.</p> <p>Working with North Somerset Council, improvements will be made to the A38 between the main airport access roundabout and West Lane. The main carriageway will be widened. The junction with Downside Road will also be improved alongside footways and cycle paths.</p> | <p>Further details are provided within the 15m ppa Transport Assessment.</p> |
| | A38 connection between north and south airport access junctions: bus lanes | 129 | <p>Respondents were receptive to the addition of bus lanes on the A38 to make sure buses aren't held up in traffic, and to encourage people to take public transport.</p> <p>Some respondents voiced concern that new bus lanes could reduce capacity on the A38 and slow traffic down further (the basis for this being that they believe any additional public transport uptake will be insufficient in reducing traffic from private vehicles on the road).</p> | <p>We will assess the wider impact on M5 junctions and the impact on routes used by people travelling to the airport as part of the Transport Assessment which will accompany our planning application.</p> <p>Access to the airport for those on foot or by bike will be improved via a dedicated access which will be provided as part of our planning application. Once at the airport, the new Public Transport Interchange with level access</p> | |

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| | | | | over a new bridge will greatly improve access to the terminal. | |
| | A38 connection between north and south airport access junctions: pedestrian and cycle facilities | 37 | Respondents were in favour of continuous cycle lanes, footways, and safe pedestrian crossings along the A38 – citing that this would benefit surrounding communities by make the A38 safer and more accessible. | See above | Further details are set out within the 15mppa Transport Assessment and Surface Access Strategy . |
| | A38 capacity improvement | 397 | <p>Respondents were supportive of the A38 improvement plans proposed during consultation. Many said the works are much needed and well overdue as there is a lot of traffic on the A38 which affects local residents as much as passengers travelling to the Airport. Some respondents believe the A38 is not currently fit to receive an increase in users, and this will also affect surrounding villages.</p> <p>Many expressed concern about the A38 more widely, citing hold-ups and the risk of accidents – and suggesting that it dualled all the way into Bristol to improve safety, resilience and journey times.</p> | <p>It is in the airport’s interests to ensure that traffic is able to use the A38 and surrounding road network so we will be working hard with the Council to balance the need for road improvements and the way in which roadworks are planned and delivered.</p> <p>A Transport Assessment to support the 15mppa planning application will be provided. We are working closely with North Somerset Highways on these matters, as well as National Highways on the more strategic routes. Where mitigation to address significant impacts on the highway network is required, this will be included and secured as part of our planning consent for 15mppa.</p> | A new roundabout onto the A38 facilitates access into the new staff car park and car rental facility. Further details are set out within the 15mppa Transport Assessment and Surface Access Strategy . |

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| | | | Local commuters said they already experience a lot of Airport traffic, as well as noise and pollution due to the A38 being overcapacity with current passenger numbers. | | |
| | Other offsite highway works | 189 | Many expressed the need for the Airport to have a direct link to the M5 with a dual carriageway – stating that this would help avoid traffic on the A38 and improve journeys for passengers. | While a direct link to the M5 with a dual carriageway does not form part of our development plans, we are looking at potential mitigation measures such as a remote Park and Ride facility/facilities for passengers and staff. | Further details are set out within the 15mppa Transport Assessment . |
| Noise and traffic | Parking issues in communities | 40 | <p>There is currently a range of parking issues locally, and respondents were concerned that the Airport's expansion would result in additional parking from vehicles across the local community.</p> <p>It was noted that private cars, Ubers, and taxis already park in lay-bys on the A38 and the wider road network, the surrounding villages, outside houses, and on people's driveways both in the short-term (whilst waiting for flights to arrive) and longer term (with passengers parking their cars in the local community while they are abroad).</p> <p>It was also noted that dangerous parking has occurred in places like the</p> | <p>We regularly meet with local councillors, Parish Councils and speak to residents about any concerns they have. A dedicated community parking email address has been set up for residents to report and provide any information about nuisance parking. This intelligence is passed on to the parking and planning enforcement team at North Somerset Council to investigate, or the police if relevant.</p> <p>Tackling parking issues requires a partnership approach, so we are developing a Parking Action Plan, involving the council, police and Parish and NSC councillors, to bring everyone together to explore measures that could be implemented.</p> | Further details are provided within the 15mppa Surface Access Strategy . |

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| | | <p>Felton Village Hall entrance and outside St Katherine’s Church.</p> <p>Residents reported that parked cars have caused accidents in local communities, and have asked the Airport to start monitoring parking in surrounding areas and actively support local residents in dealing with inappropriate parking, ensuring that vehicle owners are correctly fined and even towed.</p> <p>Respondents cited that these parking practices cause disruption on village roads, causing obstruction for residents and visitors, often leaving large amounts of litter. Some reported delays in waste collection and deliveries due to parking, parking over and on driveways. Similarly, parking outside houses makes access difficult for the owners and emergency vehicles.</p> <p>Respondents also cited that the bus/Airport Flyer increases parking issues in local villages. They reported that cars often park near the bus stops on the bus and Flyer routes for free to</p> | <p>Residents are encouraged to report matters concerning dangerous parking or obstructions to the police, who have powers to take action.</p> <p>As part of our 15mppa application we will assess bus pick-up / drop-off points and identify the most suitable locations to meet demand, while continuing to provide sustainable ways of travelling to and from the Airport.</p> | |
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| | | | <p>access the stops, increasing parking nuisance in local villages.</p> <p>Respondents suggested new legislation preventing long-term street parking, and harsher penalties for those who park their cars for free in surrounding areas. Some also suggested that free onsite parking, and reducing the cost of drop-off and pick-up services at the Airport may help to prevent unsocial or illegal short-term parking nearby.</p> | | |
| | Illegal parking | 49 | <p>Respondents stated that communities are already affected negatively by the adjacent illegal parking – the practice of parking in established car parks in nearby fields. They voiced concerns that the Airport cannot control this practice now, and that the issue will only worsen as passenger numbers increase.</p> <p>Many said unlawful parking is having an increasingly negative impact on the whole area – citing that cars parked in nearby fields are both unsafe, and damaging to the environment. Residents also reported that cars are being parked in the local communities by offsite airport parking companies.</p> | <p>Unauthorised car parking operations near Bristol Airport which is operated by others and are outside of the control of the Airport continue to be investigated and successfully dealt with by North Somerset Council’s enforcement team.</p> <p>Bristol Airport fund a Planning and Parking Enforcement officer to help tackle parking issues around the Airport. The officer works in the Planning Enforcement team at North Somerset Council, and patrols regularly and records findings, with more than 600 site visits being made in 2024.</p> <p>Additionally, North Somerset Council’s Trading Standards team raise awareness</p> | <p>Further details are provided within the 15mppa Surface Access Strategy.</p> |

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| | | | Residents asked that Bristol Airport address these problems in order to provide confidence to the residents and requested all off-site car parks are closed. Some respondents suggested that reducing or removing onsite parking fees would reduce the number of people parking in surrounding fields. | and provide advice urging travellers flying from Bristol Airport to be vigilant when booking airport car parking services online, due to unethical airport car parking companies. | |
| | Noise from Airport operations | 5 | <p>Feedback suggested that aircraft and ground equipment is currently noisy, and that ground staff and handlers should use proper protective equipment.</p> <p>Respondents suggested using quieter ground equipment and vehicles to combat the issue of noise or including different landscaping and trees as noise barriers.</p> | <p>Noise in the airside environment is produced by aircraft engines, but also by vehicles, equipment, baggage systems and terminal infrastructure. Bristol Airport and its business partners provide hearing protection for employees when working in areas which are noisy.</p> <p>Noise consultants have been commissioned to determine any change in noise levels that would be experienced by local communities. To manage and reduce noise we have a range of control measures, set out in our Noise Action Plan.</p> <p>We have included new acoustic fences in our plans to protect nearby residential properties from ground operations and we will supplement our boundary planting to help reduce the</p> | Further details are provided within Chapter 7 of the Environmental Statement which considers Noise and Vibration. A full Noise Assessment also supports the 15mppa planning application. |

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| | | | | impact from ground noise as well as limiting the visual impact of our proposals. | |
| | Aircraft noise and pollution | 1612 | <p>Many suggested that the noise pollution from the Airport is too high for local residents as it is, and expansion will only further increase the noise due to increased frequency of flights.</p> <p>Respondents were particularly concerned about the levels of noise at night, as many locals stated they already suffer from disturbed sleep due to current Airport operations. Respondents flagged the health concerns that arise from disturbed sleep (with some noting their personal experiences of being woken late at night and early in the morning) and outlined they are worried that increasing flights will only exacerbate this situation and worsen health quality. Some respondents specified that the issue of noise is even more of an issue during summer, when respondents have their windows open at night. There was a suggestion to implement a curfew, similar to Heathrow.</p> | <p>We recognise the potential for our existing operations and proposals to disturb nearby communities. To manage and reduce noise we have a range of control measures, set out in our Noise Action Plan, including:</p> <ul style="list-style-type: none"> • Operational procedures that reduce aircraft noise including approach procedures and the use of Noise Preferential Routes which must be followed by all departing aircraft; • Controls on air traffic movements (absolute limits on air traffic movements, limits on night-time flights between 23:30 hours and 06:00 hours, and limits on flights during the 'shoulder periods' between 06:00 hours and 07:00 hours and between 23:00 hours and 23:30 hours); • Night-time 'quota counts' that require a minimum proportion of quieter aircraft types to operate at night; and • Constraints on movements within defined noise contours. | <p>Further details are provided within Chapter 7 of the Environmental Statement which considers Noise and Vibration. A full Noise Assessment also supports the 15mppa planning application.</p> <p>Our commitments to decarbonisation are provided within the updated Emissions and Climate Change Action Plan which supports the 15mppa application.</p> |

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| | | | <p>Many respondents noted that noise is also an issue for them during the day, stating they are unable to hear when speaking to others in the garden, playing sports, or watching TV. Many respondents were concerned the increased aircraft movements would continue to affect local communities in this regard. Respondents also flagged that aircraft noise is detrimental to the local ecosystem and wildlife.</p> <p>Many respondents also noted that the current sound mitigation does not reach enough houses, as the radius to qualify is conservative, in some respondents' views. Local residents also stated that it will be a long time before quieter aircraft are introduced, which does not serve their current need to reduce aircraft noise.</p> <p>When asked what measures should be taken to reduce noise, the most popular suggestion was to reduce flights. Other respondents suggested:</p> <ul style="list-style-type: none"> • Sound barriers; • Quieter aircraft; • Free insulation; | <p>Aircraft movements are continually tracked using noise and track monitoring software to monitor compliance with operational procedures to abate noise. Aircraft noise is continually monitored using monitors at each end of the runway, near Felton, Winford and Congresbury. These monitor compliance with absolute noise limits. Penalties apply to airlines that breach absolute noise limits and/or fail to comply with the prescribed Noise Preferential Routes.</p> <p>We have a Noise Mitigation Scheme and provide grants for noise mitigation, including new windows or acoustic loft insulation for properties most impacted by noise from Bristol Airport flights. Every year external acoustics consultants compile a list of eligible properties based on the summer's flight programme.</p> <p>Depending on where a resident lives, they could be eligible for a grant between £5,000 and £8,000. As part of our proposals, we will be reviewing measures to control and mitigate aircraft noise including a review of</p> | |
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| | | | <ul style="list-style-type: none"> • No night flights; • Limited night flights; • No fly zones over AONBs; • Landing fees for louder engines; • Reduced flight hours; • More trees • Optimised flight paths, and; • Sound proofing. <p><u>Aircraft Pollution</u> Many respondents stated that the air pollution is already, in their view, very bad – with some reporting that they can smell and taste the aviation fuel from flights out of the Airport. This led to concerns from some respondents regarding respiratory issues and other health problems.</p> <p>It was suggested the carbon emissions from extra flights will cancel out the improvements in air quality from the clean air zone in Bristol.</p> | <p>current noise controls and other measures to further incentivise quieter aircraft and a review of the Noise Mitigation Scheme.</p> <p>Emissions from Bristol Airport will increase as passenger throughput grows from 12 to 15mppa. The impact of the increase in emissions is being assessed against national, legally binding limits and will consider sensitive human health and ecological receptors in the vicinity of the Airport, as well as those near the road network used by airport-related traffic.</p> <p>Our Emissions and Climate Change Action Plan (ECCAP) contains actions to minimise emissions, and we will set further targets to manage emissions for growth above 12mppa.</p> | |
| | Road traffic noise and safety | 94 | <p>Respondents stated that noise from road traffic is already disruptive, causing too much noise pollution in rural areas.</p> <p>There have also been safety concerns as a result of the traffic. This included an</p> | <p>Our noise consultants will be working alongside our transport consultants to calculate current and expected road traffic noise. The information and any proposed mitigation will feed into the Environmental Statement which will</p> | <p>Further details are provided within Chapter 7 of the Environmental Statement which considers Noise</p> |

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| | | | incident of walkers and dog walkers being injured because of drivers using unsuitable lanes, and on other occasions emergency vehicles weren't able to get through. | form part of the 15mppa planning application. Our Transport Assessment will determine what measures are required to address any additional traffic impacts which arise as a result of our proposals. | and Vibration. A full Noise Assessment also supports the 15mppa planning application which includes noise from transport. Further details are also set out within the 15mppa Transport Assessment . |
| Our journey to net zero | Solar farm | 260 | Respondents supported the idea of using more solar energy at the Airport through solar panels and the solar farm. It was suggested that solar panels be put on the rooves of buildings and on top of car parks. Others suggested installing solar panels around the perimeter of the Airport. | Our Sustainability Strategy sets out our goals and targets to cut emissions from our operations. We have already installed a solar array alongside the runway and solar panels on our buildings to provide on-site renewable electricity. There are limitations on where solar panels can be sited and strict guidance to avoid the potential for glint and glare which could affect pilots and cause safety concerns. | Our commitments to decarbonisation are provided within the updated Emissions and Climate Change Action Plan which supports the 15mppa application. |
| | Carbon emissions, climate change | 1784 | Many respondents were concerned about the increase in carbon emissions as a result of the expansion, noting that we are currently in a climate crisis and | Bristol Airport is a leader among UK regional airports in cutting emissions from airport operations, reducing as far as possible emissions from surface | Our commitments to decarbonisation are provided |

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| | <p>and net zero targets</p> | | <p>suggesting that the Airport needs to reduce, not increase carbon emissions. Respondents noted that the expansion would result in more air and road traffic, generating greater CO2 emissions. Some respondents suggested the Airport should not expand until all flight becomes net zero, and another respondent suggested that the Airport should be aiming for net zero emissions from all aircraft by 2030.</p> <p>Respondents stated that the proposals to CO2 emissions are not convincing, with respondents stating their view that carbon mitigation based on potential future sustainable aircraft is not enough.</p> <p>Respondents were also concerned about the impact that carbon emissions would have on local biodiversity, claiming that the landscape and ecology plans would be unable to mitigate the impact of carbon emissions.</p> <p>Many respondents were concerned that the Airport's expansion is not in line with the UK Government's net zero targets and would not align with the UK's cap on carbon emissions or the</p> | <p>access, and working with aviation partners to decarbonise flight. Our Sustainability Strategy sets out our goals and targets to cut emissions from our operations. We have committed to investing over £30m in measures to reduce our emissions including the replacement of airside and landside buses to zero emissions vehicles, the installation of a solar array alongside the runway and solar panels on our buildings to provide on-site renewable electricity, and the replacement of gas heating in the terminal with air source heat pumps.</p> <p>We recognise that there will be concerns about the carbon emissions resulting from Airport growth and the implications for climate change. We are bringing forward proposals for what we consider to be responsible growth, growth that is both within the current UK carbon budgets required to meet net zero emissions by 2050, and with measures to achieve net zero airport operations by 2030. As we develop our proposals we will update our Sustainability Strategy identifying additional actions to keep us on track</p> | <p>within the updated Emissions and Climate Change Action Plan which supports the 15mppa application. Chapter 13 of the Environmental Statement also assesses the proposals impacts in relation to Greenhouse Gas Emissions.</p> |
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| | | <p>Paris Agreement. They said that increasing air traffic is unsustainable and works against emissions reduction targets.</p> <p>However, some respondents saw the Airport’s increased capacity to connect passengers to new destinations as an opportunity to reduce carbon emissions by removing the need for passengers to travel to London airports by car, for example. However, others expressed concern about new destinations, suggesting that larger, more carbon intensive aircraft, will be needed to do so.</p> <p>There was concern that alterations to the A38 would increase emissions, and many respondents suggested improvements to public transport instead.</p> <p>Other suggestions for reducing carbon emissions included: working with airlines to introduce newer low emission aircraft and working with airlines to decarbonise; introducing solar, wind, and other renewable energy sources;</p> | <p>with our commitments.</p> <p>Where possible, new development will be designed to avoid or reduce adverse effects on valued ecological features and deliver benefits for biodiversity in accordance with policy and best practice. Overall, our proposals will be required to deliver a minimum of 10% biodiversity net gain through landscaping and habitat creation proposals and the management of retained and proposed habitat areas. These measures will be included in a Landscape and Biodiversity Management Plan to be agreed with North Somerset as part of the 15mppa planning process.</p> <p>The investment in decarbonisation and the transition to net zero flight would see an increase in green jobs, helping to create a sustainable legacy for the Airport.</p> | |
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| | | | <p>and using more electric vehicles, including the electrification of ground vehicles.</p> <p>Regarding jobs, respondents suggested the Airport should introduce secure, low carbon, net zero jobs from investment in net zero technologies, increasing the number of people working in the decarbonisation sector.</p> | | |
| | Working with partners | 54 | <p>A common theme was that the Airport should look to support and invest in research and new technology. This includes research into engines, decarbonisation, alternative energy sources, low carbon technologies, and sustainable aviation fuel.</p> <p>Respondents suggested the Airport increases investments into the aerospace industry to allow for innovation. This could include introducing research grants and new funding.</p> <p>Others suggested the Airport's plans include dedicated research and development onsite for sustainable fuels and renewable technologies.</p> | <p>Bristol Airport is working in unique partnerships with the aerospace sector both regionally and nationally to develop zero emissions flight. These partnerships include the region's R&D centres and leading universities.</p> <p>We hosted the UK's first airside hydrogen refuelling trial, Project Acorn, which as an early but important step toward hydrogen-powered aviation.</p> <p>The Airport has an existing £250,000 fund, the Airport Carbon Transition (ACT) Programme, which supports innovate projects to tackle emissions. Projects this year include examining opportunities for nuclear-derived Sustainable Aviation Fuel.</p> | N/A. The Master Plan continues to indicate a potential location for Hydrogen infrastructure in the future. |

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| | | | <p>It was also suggested that the Airport partners and collaborates with airlines, research organisations, industry leaders and universities to research green technology and be a leader in the space, fostering innovation in carbon reduction solutions.</p> | <p>Bristol Airport was the first airport in the UK to set a target for net zero operations by 2030 and to set an interim carbon target. We are constantly looking for new and innovative ways to reduce emissions.</p> | |
| | <p>Sustainable and alternative aviation fuels (SAF)</p> | <p>144</p> | <p>When providing feedback, many respondents suggested the Airport increases the use of sustainable and alternative aviation fuels. Respondents suggested the Airport looks to promote and encourage the use of Sustainable Aviation Fuels (SAF), as well as research and supply the fuel. Some respondents suggested that the airlines which use SAF could be subsidised. Respondents suggested a range of fuel that could be used, including biofuel, hydrogen, and other natural fuels.</p> <p>Some of these respondents also flagged that the use of alternative fuels would need to be supported by new research and technology, and others mentioned that the Airport would also need to have the appropriate infrastructure in place to facilitate this, even though it may not</p> | <p>The UK Government has introduced a Sustainable Aviation Fuel (SAF) mandate. This stipulates that from 2025 SAF must constitute 2% of the total jet fuel supplied in the UK, with the target increasing to 10% in 2040 and 22% in 2040. Similar mandatory targets are being introduced in the European Union.</p> <p>SAF will have to be used across the aviation network – it will not be evenly spread across each airport and route. Bristol Airport is currently assessing the most effective way to support the uptake of SAF, including the potential for increasing the supply of SAF through production facilities located in the West of England.</p> <p>We have been at the forefront of understanding hydrogen requirements</p> | <p>N/A. The Master Plan continues to indicate a potential location for Hydrogen infrastructure in the future.</p> |

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| | | | <p>be available yet when the expansion takes place.</p> <p>Some respondents included that the Airport could become a pioneer in the hydrogen and SAF space.</p> <p>However, a few respondents argued that SAF is not sustainable and questioned its credibility. This included that it was not viable and was being scaled too slowly.</p> | <p>in the UK, working in partnership with easyJet and major aerospace companies. This is a rapidly advancing area, and we will need to bring forward more detailed plans once the technology is closer to commercial use. At this stage, while we have made an indicative provision for hydrogen infrastructure within our Master Plan, the level of detail needed to include proposals within a planning application is not currently available.</p> | |
| | Paying for net zero | 107 | <p>There were many suggestions from respondents about the ways in which net zero should be paid for.</p> <p>The majority of respondents suggested that airlines which use more polluting planes should be charged more. This could be through subsidies for low carbon airlines, discount on landing fees for airlines that use more fuel-efficient aircraft or sustainable fuel, or introducing levies on inefficient aircraft.</p> <p>Many respondents focussed on the issue of fuel and suggested that the Airport should support carbon duties on</p> | <p>We have existing incentives in place for airlines to bring the most modern aircraft to Bristol Airport. These are up to 50% quieter and 15-20% more fuel efficient than the aircraft they replace.</p> <p>The UK Government has introduced a Sustainable Aviation Fuel (SAF) mandate. This stipulates that from 2025 SAF must constitute 2% of the total jet fuel supplied in the UK, with the target increasing to 10% in 2040 and 22% in 2040. Similar mandatory targets are being introduced in the European Union.</p> | N/A |

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| | | | <p>aviation fuel or create a tax for less sustainable aviation fuel.</p> <p>Other respondents also supported the idea of using incentives. The incentives could be put in place for using more efficient aircraft, or for using alternative flight times.</p> <p>Other feedback included introducing sanctions to ensure aircraft comply with certain regulations, using a system of targets and fines for airlines, and introducing a levy for the number of empty seats an aircraft takes off with.</p> <p>Alternatively, some respondents believed travellers should pay the costs of net zero. Respondents suggested that frequent flyers should have to pay more for their flights or pay more tax. It was also suggested that those owning private jets should pay more.</p> <p>Other feedback included increasing the costs of flights for all passengers and increasing the costs enough to offset the carbon emissions.</p> | Taxation of passengers is a matter for HM Treasury. | |
| | New aircraft | 114 | There were many suggestions regarding the types of new aircraft that the | The most modern aircraft, such as the Airbus A320neo and Boeing 737 MAX, | Our commitments to |

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| | | | <p>Airport could use, and respondents encouraged the use of newer low emissions aircraft.</p> <p>To help decarbonise flight, many respondents wanted larger, fuel efficient, quieter, or low emission aircrafts with modern engines.</p> <p>Respondents suggested the use of electric or hybrid aircraft, alongside new EV infrastructure to support it.</p> <p>One respondent would like to see more in the proposals about eVTOL aircraft, and another respondent suggested only smaller aircraft are used.</p> <p>Further suggestions included that the Airport should ban polluting aircraft, charges lower fees to the airlines that use quieter planes or impose restrictions on airlines that use less efficient aircraft.</p> | <p>are some 50% quieter and provide a 15-20% greater fuel efficiency than the previous generation of planes.</p> <p>The percentage of flights at Bristol Airport using these aircraft continues to grow rapidly, boosted by our proactive support, with almost half our based aircraft now consisting of the most fuel-efficient aircraft. We expect the percentage of these aircraft to grow again this year.</p> <p>Our Master Plan builds on our Sustainability Strategy, identifying land that could be used for infrastructure required to enable hydrogen-fuelled aircraft, renewable energy generation and a facility for electric aircraft.</p> | <p>decarbonisation are provided within the updated Emissions and Climate Change Action Plan which supports the 15mppa application.</p> |
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| | Renewable energy alternatives | 88 | <p>Respondents gave a range of feedback relating to possible renewable energy alternatives at the Airport. Suggestions included the Airport being a base for hydrogen flights, becoming carbon neutral and using solar panels and heat source pumps.</p> <p>Respondents suggested that solar panels would be a good measure to incorporate into plans, and that these could be included on all new buildings and car parks, with access energy stored in batteries.</p> <p>Wind farms were also suggested, making use of the windier climate that is found around the Airport.</p> <p>Many people encouraged the Airport to use electric operational vehicles and equipment, and requested more electric charging stations onsite than the current proposals suggest.</p> <p>Other suggestions included using geothermal energy, biomass from food waste, heat source pumps, more use of electric vehicles (EVs) across the site and more EV chargers.</p> | <p>A multi-million-pound investment is already under way with a new 1.6MW solar array constructed on our airfield, gas being steadily removed and replaced with heating provided by air source heat pumps, and lighting being upgraded to low-energy LEDs.</p> <p>We have also invested in airside and landside electric vehicles. Later this year, work is starting on an EV charging station. This facility provides fast-charging services for electric vehicles.</p> <p>Electric buses are in use at the Airport and others in our fleet run on HVO (Hydrotreated Vegetable Oil), which is a sustainable alternative to traditional diesel fuel.</p> | <p>Our commitments to decarbonisation are provided within the updated Emissions and Climate Change Action Plan which supports the 15mppa application.</p> |
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| | Recycling | 25 | <p>Respondents would like to see the Airport reduce waste. Suggestions included not accepting paper boarding passes, less food waste, no single-use plastics, concessions for passengers bringing reusable items, more recycling facilities, less food packaging, reusing any materials that get dug up, and encouraging airlines to recycle and use recyclable materials onboard.</p> | <p>The airport works closely with business partners and stakeholders, separating glass, food waste, soft plastic, plastic, paper, wood etc.</p> <p>We have invested in a recycling sortation facility and are working towards a 70% target for all waste to be recycled.</p> <p>Many airlines encourage paper-less boarding passes by using dedicated apps.</p> | <p>Our commitments to decarbonisation are provided within the updated Emissions and Climate Change Action Plan which supports the 15mppa application.</p> |
| Skills and jobs | Procurement and supply chain | 9 | <p>Employing local companies and investing in the local economy was brought up several times by respondents as something the Airport should be looking to do.</p> <p>Some have said they would like to see the Airport use suppliers who are committed to delivering successful and sustainable results and are also prepared to invest in people and skills.</p> | <p>As part of our skills and employment plan, Bristol Airport has committed to working with construction companies that use local suppliers and support local communities. Targets are set for the amount invested in local supply chain spend.</p> | <p>Further details are provided in the 15mppa Skills and Employment Plan submitted as part of this planning application.</p> |
| | Jobs at the airport | 18 | <p>Respondents said wages at the Airport need to be higher to attract new staff when the extension is built. They suggest that this would lead to better employee standards including those who are skilled and live locally.</p> | <p>Bristol Airport has Real Living Wage accreditation from the Real Living Wage Foundation, an independent organisation that champions fair pay for all.</p> | <p>Further details are provided in the 15mppa Skills and Employment Plan submitted as part</p> |

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| | | | <p>Some have questioned whether new jobs would be high-skilled jobs. Others have raised the need to employ from all backgrounds and for the Airport to be inclusive in its employment.</p> | <p>Furthermore, the vast majority of business partners who employ people at the airport also pay the real living wage.</p> <p>The Airport provides a wide range of jobs, from retail and hospitality to engineering, operational and highly skilled roles.</p> <p>In 2025, the Airport launched an initiative through its Achieve Fund. The 'Take Off Programme' will support individuals from underrepresented groups and those who have employability barriers, such as mental health issues or lack confidence, living in and around Weston-super-Mare and South Bristol. At present around 70% of the employees who work at the airport live within a 20 mile radius.</p> | <p>of this planning application.</p> |
| | Accessing the airport for work | 7 | <p>Some respondents mentioned the need to improve access to the Airport for employees. They suggested that accessing the Airport deters people from applying to jobs there due to the traffic and lack of public transport.</p> | <p>People working at the airport can travel on the A1 bus to and from Bristol, connecting with Temple Meads station, and the A3 bus to and from Weston-super-Mare, for free. The opening of the public transport interchange in 2025 will provide</p> | <p>Further details are provided in the Surface Access Strategy and Framework Workplace Travel Plan, submitted as</p> |

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| | | | Others believe the Airport is too far away and too hard to access to be an attractive employment opportunity. One respondent said it isn't possible to work at the Airport if you don't drive, and this could pose an issue if the Airport offers apprenticeships or work experiences. | greater opportunity and access to jobs locally. | part of this planning application. |
| Investing in the local community | Working with local communities | 66 | Respondents suggested working closely with WECA, Local Authorities, educational institutions, and local businesses to make sure there are opportunities for locals was raised as a key focus the Airport should take as part of its plans. | Bristol Airport worked with North Somerset Council to produce a skills and employment plan as part of the 12mppa planning agreement. This helps ensure there are opportunities for local people. We also visit schools and colleges and invite students to the Airport to learn more about careers available. | Further details are provided in the 15mppa Skills and Employment Plan submitted as part of this planning application. |
| | Education and skills | 648 | <p>Many would like to see high-quality and well-paid apprenticeships or work experience opportunities being offered at the Airport.</p> <p>A key aspect of this for many people was strong partnerships between the Airport and local schools, colleges, and universities – some respondents believe the Airport should aim to ensure students in the area understand the skills needed to work at the Airport and should assist the design of</p> | Bristol Airport worked with North Somerset to develop a Skills and Employment Plan as part of our 12mppa planning permission. In addition to promoting local business and supply chains, the plan includes an 'Achieve Fund' of up to £300k. This fund is jointly administered between the Airport and North Somerset, and its main aim is to support under-represented groups who face barriers to entering the workforce and try and help to remove these barriers. | Further details are provided in the 15mppa Skills and Employment Plan submitted as part of this planning application. |

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| | | | <p>education and training courses around those skills.</p> <p>Other educational partnership suggestions included: a new skills centre at the Airport (possibly in partnership with a local school); talks from Airport staff in schools to showcase possible career paths; attendance at school career fairs; and open days at the Airport for schools and colleges to show what a career in this industry could look like.</p> <p>On the job training was also supported by respondents, who feel this would be beneficial to local communities and provide opportunities to work while gaining new skills. Another suggestion was to pair employees with experienced mentors, to guide their career development and improve retention rates.</p> <p>Prioritising inclusive training programmes for underrepresented groups – including women, disabled individuals, and disadvantaged communities – to foster diversity in the workforce at the Airport was raised by a number of respondents.</p> | <p>As part of the 15mppa proposals, we will aim to build on the success of the current Skills and Employment Plan and will be working with North Somerset to discuss how we can improve the current offer and expand the benefits further within a refreshed Skills and Employment Plan as the Airport grows and employment increases, this will include targets for additional apprenticeships.</p> | |
| | Employment opportunities | 1110 | Many respondents see the expansion as an opportunity for growth in the region | As noted above, we will be reviewing our existing Skills and Employment | Further details are provided in the |

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| | | | <p>through the creation of more jobs and skills. Many welcome the growth in employment in the region and are supportive of the expansion plans for that reason.</p> <p>Many respondents want to see professional opportunities for locals at the Airport and within the Airport supply chain. Respondents would like to see incentives for local people to apply to jobs at the Airport. However, they would also like to see more attractive salaries, as some respondents believe salaries aren't currently attractive at the Airport. Others would like to see a plan providing numbers and ensuring those jobs will be secured.</p> <p>Some would also welcome the opportunity to work for international companies through the Airport and have said better access to an international travel hub will also improve opportunities for non-airport related employment in the region.</p> <p>However, many respondents are concerned the jobs offered to locals would be low-skilled jobs and that high-skilled jobs would still be occupied by bigger</p> | <p>Plan as part of our 15mppa proposals. We will work with North Somerset to establish where we can make a difference and provide the greatest benefits, noting that around 70% of employees who work at the Airport live within 20 miles of the Airport</p> | <p>15mppa Skills and Employment Plan submitted as part of this planning application.</p> |
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| | | | <p>companies which aren't local, or by individuals moving to the region to occupy those roles.</p> <p>Others raised the issue of already high unemployment rates in the region and say more available jobs would not help. Some were also concerned that the job opportunities will be limited to the Bristol area and not fully open to the wider South West or South Wales regions. Others say the job opportunities will be outweighed by the environmental impact and damage the expansion will have locally.</p> | | |
| | Local and regional economy | 506 | <p>Investing in the local economy through hiring local companies, vendors, and shops to work in and on the expansion was something many respondents raised. Through doing so, many believed this would spread opportunities around the South West, providing benefits to the wider region.</p> <p>Investing in renewable energy and community initiatives to offset some of the Airport's activity was also raised in responses, as was creating a programme to support people who have been out of work for a while or have no fixed address. Making sure jobs are permanent and not</p> | <p>The wider supply chain providing services and goods to the airport will expand as part of our plans to grow, providing opportunities across the South West. Our Skills and Employment Plan for 15mppa will contain measures to ensure we are providing those opportunities.</p> <p>In addition will look at how we can support those who currently have difficulty in gaining employment. While it is inevitable that some roles at the airport are seasonal, the Skills and Employment Plan will include opportunities for career progression</p> | <p>Further details are provided in the 15mppa Skills and Employment Plan submitted as part of this planning application.</p> |

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| | | | seasonal was a priority for some who responded to the consultation. | at the airport as well new roles as the airport grows. | |
| | Tourism | 196 | <p>Respondents see the new connections the Airport expansion would generate as beneficial to an increase in local tourism in the South West and South Wales.</p> <p>Many mentioned direct flights to key business hubs could stimulate trade, investment, and partnerships, benefiting local businesses and attracting international companies.</p> <p>Some stated that more international routes could create more jobs in the region, both directly at the Airport and indirectly through sectors such as tourism, logistics, and hospitality.</p> <p>Some respondents said that direct flights would make it easier for tourists to visit the region, increasing tourism revenue and supporting local attractions, events, and accommodation.</p> <p>Respondents suggested that new routes could also open up opportunities for educational exchanges, cultural collaborations, and stronger connections</p> | <p>Around 15% of passengers using Bristol Airport are inbound tourists, who use the airport as a gateway to the south west – boosting the local visitor economy.</p> <p>Through our proposals to fly to the Middle East and North America, there’s opportunity to connect to new high value markets. This would further increase employment opportunities in a variety of sectors. There are also wider economic benefits as there are strong links between people visiting a destination and then considering it for inward investment and trade.</p> <p>Tourism trade association UKInbound welcomes the proposals for airport growth suggesting it will result in better ability for potential customers to visit and a reduction in barriers not to, while also significantly improve the region’s global connectivity.</p> | <p>Further details are provided in the Economic Impact Assessment and Chapter 11 Socioeconomics of the Environmental Statement, submitted as part of this planning application.</p> |

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| | | | <p>between the UK and America and the Middle East.</p> <p>According to many respondents, expanding the Airport's international connections would enhance its global standing, fostering economic growth, and improving travel options for both business and leisure travellers – it could therefore be a major asset to the region.</p> | | |
| | Supporting community projects | 51 | <p>Respondents want to see Bristol Airport support local community projects, especially in education and employment. They suggested that this could include charities which support more deprived communities, or which support the local environment and biodiversity.</p> <p>Respondents have also asked the Airport to engage more with the local community and invest in local infrastructure. Linking up and taking part in local groups which already work towards education, employment, transport, infrastructure, and the environment was also something respondents felt the Airport should do.</p> | <p>Bristol Airport is committed to supporting local communities. We make grants available to community groups in the local area most affected by the Airport's operations. Our Community Fund (Airport Environmental and Amenity Improvement Fund) is available to fund projects in the local area and used for the purposes of mitigation to address unforeseen adverse environmental impacts or adverse impacts on the amenity of the local community arising from the development. While our Diamond Fund supports smaller sized projects in the local area which do not meet the criteria for the Airport Environmental and Amenity Improvement Fund.</p> | <p>Further details are provided in the draft Heads of Terms appended to the Planning Statement, submitted as part of this planning application.</p> |

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| | | | | <p>Additionally, we provide a volunteering, mentoring and educational network within the Bristol Airport Team to support community/educational initiatives in the local area. And we participate in charity fundraising initiatives.</p> <p>We regularly meet with parish councils and actively support local initiatives or events.</p> <p>We are also working with Business in The Community (BITC) on the launch of the Bristol Pride of Place initiative, which is bringing together other like-minded organisations to help support a deprived area of South Bristol.</p> | |
| | Showcasing the region | 113 | <p>Some respondents noted the Airport will supply additional transport infrastructure and capacity to the region and support its ambition for growth.</p> <p>Others outlined how the Airport provides significant economic growth opportunity for the region, which makes it a great benefit to the South West and South Wales.</p> | <p>We share these thoughts and believe the Airport's growth plans will deliver widespread regional benefits.</p> | <p>Further details are provided in the Economic Impact Assessment and Chapter 11 Socioeconomics of the Environmental Statement, submitted as part of this planning application.</p> |

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| | | | <p>Respondents said the opportunity to expand the reach of the Airport will enhance travel options and support the regional economy, making the region more attractive for investment and tourism. Respondents also said they wish to see the region thrive, and that the Airport is a positive investment for the wider region.</p> | | |
| Local landscape | Green belt | 129 | <p>Many respondents are opposed to expanding the Airport due to its location within the Green Belt and its impact on this land.</p> <p>Some people are concerned about the effects of the Airport's extension on wildlife and biodiversity in the Green Belt. Many feel the Green Belt should be protected and the Airport shouldn't be able to expand using this land.</p> <p>Furthermore, respondents raised the fact that North Somerset Council has declared a climate emergency, stating that the use of Green Belt land for an airport expansion – which will then result in more flights – goes against that declaration.</p> <p>Some respondents believe the Airport should consider how to mitigate the loss of Green Belt land, and ensure no species are displaced or endangered due to the</p> | <p>Where possible the proposed development has sought to limit impact of development associated with growth to 15 mppa by focusing further development of the terminal and airport operations on the northside of the Airport in areas outside the Green Belt designation and where the openness of the Green Belt would be least affected.</p> <p>However, the development proposed would require the release of additional land from the Green Belt to extend the apron, accommodate the fuel farm, and aviation-related buildings and to meet the demand for additional parking.</p> <p>Where possible, the scheme is being designed to avoid or reduce adverse effects on valued ecological features</p> | <p>Further details are provided in the Green Belt Assessment and Planning Statement, as well as Chapter 5 Biodiversity and its associated appendices of the Environmental Statement, all submitted as part of this planning application.</p> |

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| | | | <p>Airport's growth given existing biodiversity challenges.</p> <p>Others say they are against building more car parks on Green Belt land and would rather see multi-storey car parks built on the current site to optimise land use.</p> <p>Some do not believe the Airport has investigated the potential impact of the expansion on the Green Belt and its environment, is not showing care for the region's natural environment, and is yet to fully assess the damage and impact of the proposals.</p> | and deliver benefits for biodiversity and landscapes in accordance with policy and best practice. | |
| | Agricultural Land | 29 | Some respondents believed that the Airport's extension will result in a loss of agricultural land. | As part of our proposals, we will conduct an agricultural land classification survey to assess the quality of the land that is proposed for development. The outcomes will feed into the Environmental Statement and appropriate consideration will be given. | Further details are provided in Chapter 15 Land Quality and its supporting appendices of the Environmental Statement, submitted as part of this planning application. |
| | Air quality | 251 | Many respondents are concerned about the decrease in air quality associated with the expansion, both from more flights and | The impact of the increase in emissions is being assessed against national, legally binding limits and will consider sensitive human health and | Further details are provided in Chapter 6 Air Quality and |

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| | | | <p>from cars travelling to the Airport, especially for nearby communities.</p> <p>There are concerns over poor air quality, due to airport activities, leading to health conditions or mental health issues in the region. Some have said they can already smell and taste aircraft and vehicle fumes when walking around the common near their homes. Other say they can already feel the effects of vehicle emissions, which they believe triggers health conditions such as asthma in the area.</p> <p>Some respondents believe the proposals to increase the capacity of the A38 will lead to more traffic, and thus air pollution, which is already considered to be a problem by the residents of villages surrounding the A38. Many are concerned over the health implications which could result from the A38 capacity increase.</p> | <p>ecological receptors in the vicinity of the Airport, as well as those near the road network used by airport-related traffic.</p> <p>Our Emissions and Climate Change Action Plan (ECCAP) contains actions to minimise emissions, and we will set further targets to manage emissions for growth above 12 mppa.</p> <p>Additional measures may include, for example:</p> <ul style="list-style-type: none"> • Routing of heavy goods vehicles during the construction period and timing of movements in order to reduce congestion and queuing. • Increased use of Fixed Electric Ground Power. • Planning of arrivals/departures as part of normal operations to avoid idling of traffic. • Implementation of dust management plans during construction. • Provision for additional electric vehicle (EV) charging. • Further investment to enhance surface access and increase public transport mode share. | <p>Chapter 12 Population and Human Health of the Environmental Statement, submitted as part of this planning application.</p> |
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| | Biodiversity | 451 | <p>Many believe the Airport cannot expand while also respecting the local ecology and environment, as it will inevitably lead to a loss of natural habitats and green spaces. Others stated that the expansion will impact the protected landscape of the Mendip Hills National Landscape and the North Somerset & Mendip Bats SAC due to the increase in light pollution.</p> <p>Stakeholders and respondents would like to see more trees and hedges planted as part of the expansion plans, in order to offset some of the emissions and mitigate the visual impact of the Airport on the landscape. They would also like to see plans to protect birds from the aircraft and runways. Other suggestions included:</p> <ul style="list-style-type: none"> • Wildlife corridors put in place; • Planting pollinating flowers; • Reusing rainwater, and; • Planting trees which enhance the area and the preserve the water flow. <p>Regarding water, concerns were raised by some respondents regarding the need for safeguarding watercourses from runoff that comes from the Airport and chemicals</p> | <p>Any mitigation that may be required to reduce potential landscape and visual impacts will be set out in a Landscape and Biodiversity Management Plan.</p> <p>Overall, our proposals will be required to deliver a minimum of 10% biodiversity net gain through landscaping and habitat creation proposals and the management of retained and proposed habitat areas</p> <p>Our drainage strategy, which will be submitted with our 15mppa application will set out opportunities for reusing rainwater and ensuring that we do not cause any additional runoff to adjacent areas. The drainage design will incorporate all appropriate measures to ensure that no chemicals or other pollutants enter watercourses.</p> <p>Our Community Fund, Diamond Fund and Aviation Carbon Transition Fund provide money to local projects including environmental initiatives and biodiversity enhancement projects.</p> | <p>Further details are provided in the Environmental Impact Assessment and associated Environmental Statement chapters, such as Chapter 5 Biodiversity, Chapter 9 Landscape and Visual Impact Assessment and Chapter 16 Groundwater and their supporting appendices alongside other documents including the Drainage Strategy, all submitted as part of this planning application. Refer also to the Heads of Terms appended to the</p> |
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| | | | <p>used on site, which could end up in local waterways, potentially harming ecosystems.</p> <p>Some respondents noted that the Airport Sustainability Strategy mentions small-scale local initiatives, but some find these insignificant given the wider environmental impacts of several million airline passenger journeys a year. As a result, some respondents asked the Airport to fund rewilding and tree planting efforts in other areas of the county to offset some of the construction emissions and habitat destruction which they believe is likely to occur.</p> <p>Others suggested the Airport should contribute to local environmental initiatives and support local groups working to preserve and enhance the environment and biodiversity.</p> <p>Finally, some respondents want to see vegetation and plants within the terminal area to enhance passenger experience.</p> | | Planning Statement. |
| | Landscape and visual impacts | 190 | <p>Many who responded to the consultation oppose the Airport's expansion due to potential landscape and visual impact on the countryside. Others said the Airport is</p> | <p>A Landscape Visual Impact Assessment will accompany our planning application. This will set out how the proposed expansion will look</p> | <p>Further details are provided in Chapter 9 Landscape and</p> |

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| | | <p>on a hill and, regardless of what measures are taken to mitigate the visual impact, it will always be seen from afar and affect the visual landscape.</p> <p>Some respondents noted how the Airport is situated on the edge of an Area of Outstanding Natural Beauty (now known as a National Landscape), and attention needs to be paid to the impact it is having on the environment and landscape with the expansion, associated traffic, and parking.</p> <p>Local people want to see landscaping initiatives as part of Airport expansion plans, to include wildlife-friendly infrastructure and initiatives. According to some, no proposals should be considered without a legally binding commitment to landscape and ecological work. Some of the suggestions included:</p> <ul style="list-style-type: none"> • Planting trees; • Native planting; • Wildlife corridors; • Habitat restoration, and; • Pollinator-friendly habitats. | <p>from key viewpoints across local area. Careful consideration will be given to how our visual impact can be mitigated and landscaping and planting will be key to this.</p> | <p>Visual Impact Assessment and its supporting appendices of the Environmental Statement, submitted as part of this planning application.</p> |
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| | | | However, some respondents feel that nothing the Airport does will sufficiently mitigate or reduce its visual impact on the landscape or environment. | | |
| | Litter | 10 | <p>Some people suggested that Airport passengers are responsible both for littering the Airport entrance and surrounding countryside and villages – these respondents believe the Airport should be responsible for cleaning this litter up.</p> <p>One respondent said local resident groups currently pick up to seven bags of litter each week, due to passengers littering while waiting in Airport traffic or queues. Some respondents also said they regularly find rubbish in their driveways or backyards thrown in by airport passengers.</p> | There are areas where litter is discarded inappropriately by those who use the airport as well as commuters driving along the A38. We employ a company that carries out regular litter picking to protect wildlife and keep the area clean. Litter collected is recorded before being recycled, where possible. Our staff also take part in litter picks throughout the year. | N/A |
| Construction | Flooding | 8 | <p>Some respondents are concerned that the expansion of the Airport could lead to a disruption in the water flow to the Green Belt and could lead to more flooding. Many noted this could affect the villages downstream which already flood.</p> <p>Others have asked the Airport to implement natural solutions for flood mitigation when building the extension.</p> | As part of our planning submission we will need to submit a flood risk assessment, which will include surface water flooding. Our proposals will need to set out that our development will not increase the risk of flood risk onsite and also offsite. Our flood risk assessment will be thoroughly assessed by the Environment Agency and also North Somerset as the Lead Local Flood Authority. | Further details regarding flooding and temporary effects, i.e. during construction, are provided in Chapter 17 Surface Water and Flood Risk and the associated |

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| | | | | | Flood Risk Assessment , submitted as part of this planning application. |
| | Disruptive works | 15 | Some respondents have raised concerns about the capacity improvement works on the A38 being disruptive for local residents who use the road every day or live nearby, given they will see and hear the construction. Others are concerned about commuting to their jobs during construction and being delayed getting to work. | Unfortunately, some disruption during the roadworks is probably inevitable and extra time for journeys should be allowed. However, we will work closely alongside North Somerset to ensure a robust traffic management plan is put in place which will aim to cause as little as disruption as possible. We recognise that early communication will be important. | Further details of the temporary environmental impacts of our proposals, i.e. during construction, are provided in the Environmental Impact Assessment and associated Environmental Statement chapters, such as Chapter 6 Air Quality , Chapter 7 Noise and Vibration and Chapter 8 Transport and Surface Access among others, and are also supported by an outline |
| | Delivery timeline | 8 | Concerns about the timeline for construction were raised, particularly regarding A38 roadworks – with some raising concerns about commuting times, stating that A38 works need to be efficiently delivered, and others worried about wider disruption on an ongoing basis. | As above | |

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| | | | | | <p>Construction Environmental Management Plan and framework Construction Traffic Management Plan, all submitted as part of this planning application.</p> |
| <p>Passenger experience</p> | <p>More connections and new destinations</p> | <p>1237</p> | <p>Many respondents noted that they look forward to the business and investment opportunities that flying to destinations such as the Middle East or the Americas from the Airport can provide.</p> <p>Others believe this will enable the Airport to provide both business and leisure travel which could act as an economic stimulus to the wider South West and South Wales economies.</p> <p>Many respondents want to see more flights to the US with a wider range of cities and states – on both the East and West coast – which could be reached via direct flights. Another suggestion was to provide TSA pre-checks at Bristol Airport,</p> | <p>Our growth plans would provide more connections and serve new destinations – including a limited number of new longer-haul flights, connecting our region directly with destinations such as North America and the Middle East.</p> <p>10.5 million passengers used Bristol Airport in 2024. Approximately the same number of people living within our region travelled to London to take flights from Heathrow and the other London airports. Using CAA data, we know that Dubai, Doha and New York (JFK) are three popular destinations we currently do not serve where we see significant numbers of people</p> | <p>Further details regarding the environmental impacts of our proposals are provided by the Environmental Impact Assessment and associated Environmental Statement Chapter 13 Greenhouse Gases, submitted as part of this</p> |

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| | | | <p>which some respondents believe would make it more attractive to passengers given Heathrow does not currently offer the service.</p> <p>However, some respondents raised the environmental impact of adding new long-haul destinations from the Airport. Some respondents have requested to see the percentage of passengers which currently travel to these destinations from the region and use alternative airports to reach them. They have also asked to compare the environmental impact of these passengers commuting to another airport to reach these destinations versus potentially travelling from Bristol and the impact of building the Airport extension.</p> | <p>leaving our region to use Heathrow and Gatwick to get to these destinations. Our plans to lengthen the runway would help to open up routes to new destinations where we know there is demand from our region. Providing a more convenient offer to these destinations would help to remove hundreds of thousands of vehicles travelling to London every year.</p> <p>Our Environmental Impact Assessment will consider the environmental impacts of our proposals and present robust assessment alongside appropriate plans to mitigate the effects on the environment and communities.</p> | <p>planning application.</p> |
| | <p>Dropping off friends and family</p> | <p>102</p> | <p>Some respondents have said they would like to see more space for dropping off and picking up passengers at the Airport. Some would also like to see a covered lift or escalator to get from the car park to the terminal as they commented that the hill is very steep and the shuttles aren't frequent enough.</p> <p>Many have said the drop-off and collection charges are very costly and would like to</p> | <p>As part of our £400 million transformation project, we have invested in a larger area for people dropping off and picking up passengers. This is now on the same level as the terminal and connected by a covered walkway. There are lifts to take people to levels within the multi-storey car park.</p> | <p>Further details are provided in the Surface Access Strategy submitted as part of this planning application.</p> |

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| | | | see them reduced or fully removed – especially for local residents. Others suggested removing the fee for electric vehicles. | While we know that some residents prefer to use a drop off / pick up facility, this form of transport causes the most movements on the highway network (4 trips). Recognising that traffic congestion is a significant concern to local people, it is important that we work to encourage people to use public transport rather than encouraging more people to use the drop off / pick up facility at the Airport. | |
| | Plane spotting | 12 | Some respondents would like to see more locations for plane spotters to view from, or a plane spotting gallery in the Airport itself – to allow people to wave or spot friends or family. Others have suggested a plane spotting area on Winter's Lane with facilities such as a cafe or a nature reserve. | While we have regular plane spotting events to raise money for charity space and security constraints mean a dedicated plane spotting area isn't something that can be provided as part of this Master Plan. | N/A |
| | Comfort and convenience at the Airport | 69 | Some have mentioned the service and staff at the Airport are not up to standard, and they would like to see improvements made in that area with better trained staff. Others have raised issues with the baggage handling service. A few respondents mentioned passengers displaying anti-social behaviour, related to alcohol consumption, which has previously affected their experience at the Airport. | Our business partners strive to provide high levels of service and we meet regularly with them to assess performance. We continuously measure customer satisfaction levels at various stages of the customer journey, from car parking and security to baggage claim. This allows us to see where any improvements are required. | Further details regarding electric vehicle charging infrastructure and commitments are provided in the Emissions and Climate Change Action Plan (Appendix 13.3 of the Environment |

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| | | | <p>They would like to see the Airport manage anti-social behaviour better.</p> <p>Respondents would like to see more electric vehicle charging infrastructure and facilities, especially in the Silver Zone and in the staff car parks.</p> | <p>Anti-social behaviour is not tolerated at Bristol Airport and our senior staff have powers to issue banning orders on any passengers who show unacceptable behaviour. Our control centre monitors customer behaviour at all times using a network of CCTV cameras. Airport police, who patrol the terminal, deal with anyone who is intoxicated or poses a risk to other passengers or the airline.</p> <p>Work on constructing a charging station for electric vehicles gets under way in 2025. This will be based to the south of the airport, near Silver Zone.</p> | <p>Statement) and the Surface Access Strategy submitted as part of this planning application.</p> |
| | Parking charges | 144 | <p>Many people raised the price of car parking, with some reporting that parking costs are double those of Heathrow and/or the most expensive in the country. Additionally, there were complaints about disorganisation in car parks, the distance between car parks and the terminal, large penalties for minor misdemeanours, congestion in the Silver Zone, and drop-off fees (several suggested that the Airport is losing more in custom because of drop-off charges than it makes from them).</p> | <p>We have a courtesy bus to take passengers from the Silver Zone to the terminal and our investment in the new public transport interchange and multi-storey car park has improved accessibility to the terminal for those who use the nearest car parks.</p> <p>Through car parking revenue we are able to further invest in improvements at the Airport, from investment in renewable energy projects as we work</p> | <p>Further details are provided in the Parking Strategy and Surface Access Strategy submitted as part of this planning application.</p> |

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| | | | <p>Suggestions from these people included:</p> <ul style="list-style-type: none"> • Changing the Airport's car park operator; • Seeking inspiration from other airports' models including Edinburgh, Inverness, Birmingham and Geneva, and; • Reintroducing a long stay (non-valeted) car park. <p>However, several others suggested that parking costs could be increased to encourage better uptake of more sustainable transport methods. These could include parking discounts/free parking for electric and low-emission vehicles and more free motorcycle and electric scooter parking.</p> <p>There was a perception from some respondents that car parks were a key revenue stream for the Airport, which several people cited as the reason for the expansion of current car parks, as opposed to being a reflection on demand.</p> | <p>towards our net zero commitment to terminal changes to improve the customer experience.</p> <p>Our plans include changes to the Silver Zone parking facility to improve the efficiency of the operation and customer experience. The existing Silver Zone reception building includes toilet facilities for passengers.</p> | |
| | Travelling to other airports | 233 | Many said they would welcome the convenience or cost-savings having to | Millions of people travel from our catchment fly from London airports each year. Additional capacity would | Further details are provided in the Design and Access |

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| | | | <p>travel to London or Birmingham to catch long-haul flights.</p> <p>Respondents stated it would save them time and would also lead to less carbon emissions from travelling to London or other airports.</p> <p>Others have said they are not in favour of new routes, as the destinations are already available from London airports, which some respondents believe isn't too far to travel to, and that the extension will take away Green Belt land unnecessarily when other airports are easily accessible to go to these destinations.</p> <p>However, a number of comments noted that this expansion would reduce pressure on London airports, with several comments stating expansion of Bristol Airport was long overdue.</p> <p>Some believe Bristol Airport does not currently have the infrastructure or accommodation needed to support international leisure and business travel, like other bigger airports do in London. Many have also raised that, in some cases, travelling to London is easier than to</p> | <p>enable us to capture some of this existing short haul market. The proposed runway improvements opens the possibility for new direct destinations, including the Middle East and North America. Our proposals include infrastructure upgrades to accommodate a limited number of longer-haul flights.</p> <p>Upgrading access from the A38 and introducing new public transport connections are key opportunities from the proposed development.</p> <p>We are committed to working with North Somerset Council and the West of England Combined Authority to improve public transport access.</p> | <p>Statement and the Surface Access Strategy submitted as part of this planning application.</p> |
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| | | | <p>Bristol Airport even if living in the region around the Airport, due to a lack of public transport infrastructure or rail link.</p> <p>Others stated they prefer going to Cardiff or Birmingham as the transport links are better and it takes them less time to get there.</p> | | |
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As part of the consultation, we consulted all statutory consultees and key stakeholders, several of which responded. You can find the summary of these below. Responses to the issues and themes raised within those responses are provided above. Other consultees submitted feedback to the scoping report directly to the Planning Authority. These responses can be found on the North Somerset Council [planning portal](#).

| Stakeholder group | Key themes |
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| <p>Local Authorities</p> <ul style="list-style-type: none"> • The Green Group of Councillors on Bristol City Council • North Somerset Council • Bristol City Council • Bath & North East Somerset Council | <ul style="list-style-type: none"> • Previous consultations • Carbon emissions • Climate change • Employment opportunities • Local and regional economy • Tourism • Mass transit access • Public transport • Green belt • Sustainable and alternative aviation fuels • Aircraft noise and pollution |

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| | <ul style="list-style-type: none"> • Biodiversity • More connections and new destinations • A38 capacity improvements • Traffic • Staff car park • Onsite car parking • Road traffic noise and safety • Net zero targets • Air quality |
| <p>Parish Councils</p> <ul style="list-style-type: none"> • Backwell Parish Council • Barrow Gurney Parish Council • Brockley Parish Council • Butcombe Parish Council • Chew Magna Parish Council • Chew Stoke Parish Council • Churchill Parish Council • Cleeve Parish Council • Compton Martin Parish Council • Dundry Parish Council • East Harptree Parish Council • Long Ashton Parish Council • Nempnett Thrubwell Parish Council • Pensford Parish Council • Portishead Town Council • Saltford Parish Council • Winford Parish Council | <ul style="list-style-type: none"> • A38 capacity improvements • Public transport • Traffic • Green belt • Education and skills • Employment opportunities • Other offsite highway works • Adjacent illegal parking • Aircraft noise and pollution • Onsite car parking • Agricultural land • Consultation process • Landscape and visual impact • Mass transit access • A38 connection between north and south airport access junctions – pedestrian and cycle facility • Road traffic noise and safety • Apron extension and aircraft stands • Improved airport access – southern roundabout upgrades • A38 connection between north and south airport access junctions – bus lanes |

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| <ul style="list-style-type: none"> • Wrington Parish Council | <ul style="list-style-type: none"> • Runway extension • Air quality • Tourism • Carbon emissions • Biodiversity • Flooding • Previous consultations • Local and regional economy • More connections and new destinations • New aircraft • Litter • Working with partners • Sustainable and alternative aviation fuels • Climate change • Hydrogen alliances • Ownership and sale of the airport • Staff car park • Parking issues in communities • Vertiport |
| <p>Business groups</p> <ul style="list-style-type: none"> • Hydrogen South West • The Initiative in Bath and North East Somerset • Chew Valley Chamber of Commerce • Visit West • Business West • The Mining Remediation Authority | <ul style="list-style-type: none"> • Local and regional economy • Showcasing the region • Tourism • Education and skills • Employment opportunities • Mass transit access • A38 capacity improvements • Public transport • Sustainable and alternative aviation fuels |

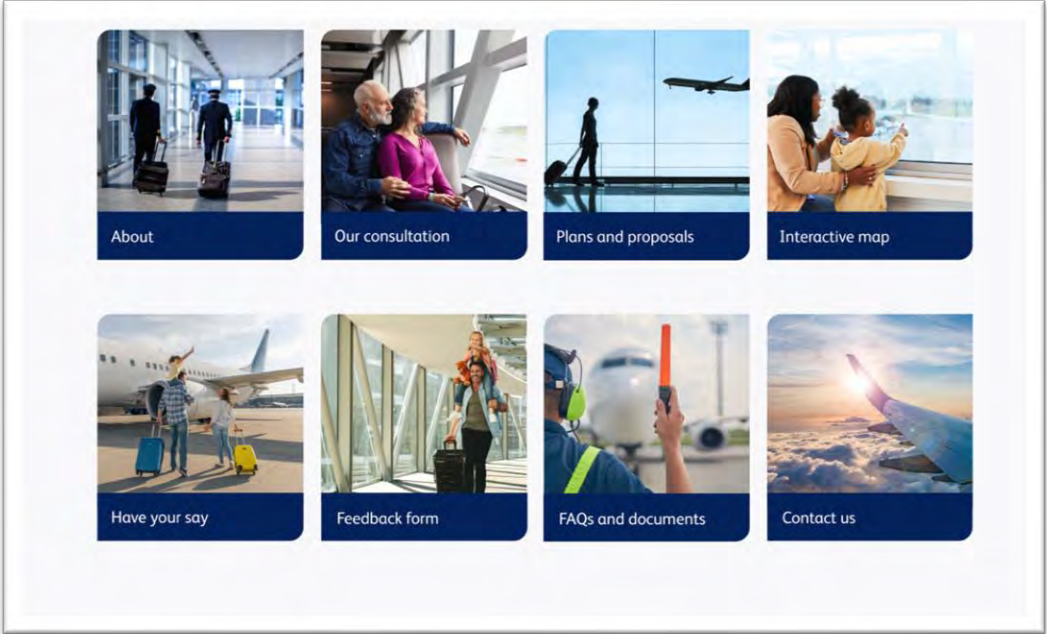
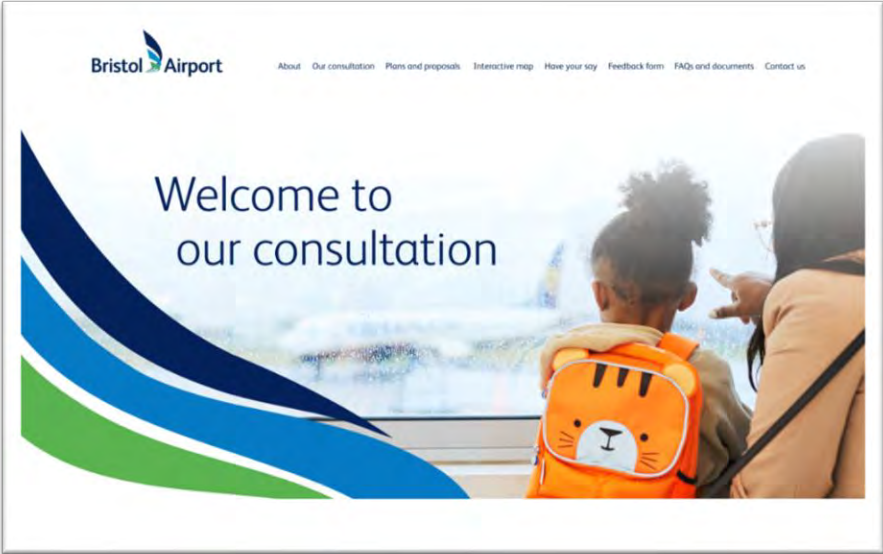
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| | <ul style="list-style-type: none"> • Potential for renewable energy and/or hydrogen infrastructure • Carbon emissions • Runway extension • More connections and new destinations • A38 connection between north and south airport access junctions – bus lanes |
| <p>Businesses</p> <ul style="list-style-type: none"> • The Bristol Port Company • Ship Building & Repair • S French Accountancy • Cranfield Aerospace Solutions Ltd • Qcom Technology Ltd | <ul style="list-style-type: none"> • More connections and new destinations • Employment opportunities • Public transport • Sustainable and alternative aviation fuels • Working with local communities • Improved access – Southern roundabout upgrades • Improved access – main/northern roundabout • On-site car parking • A38 capacity improvements • New aircraft • Biodiversity • Solar farm • Carbon emissions • Aircraft noise and pollution • Runway extension • Mass transit access • Traffic • Agricultural land • Climate change • Net zero targets • Travelling to other airports • Other offsite highway works • Paying for net zero |

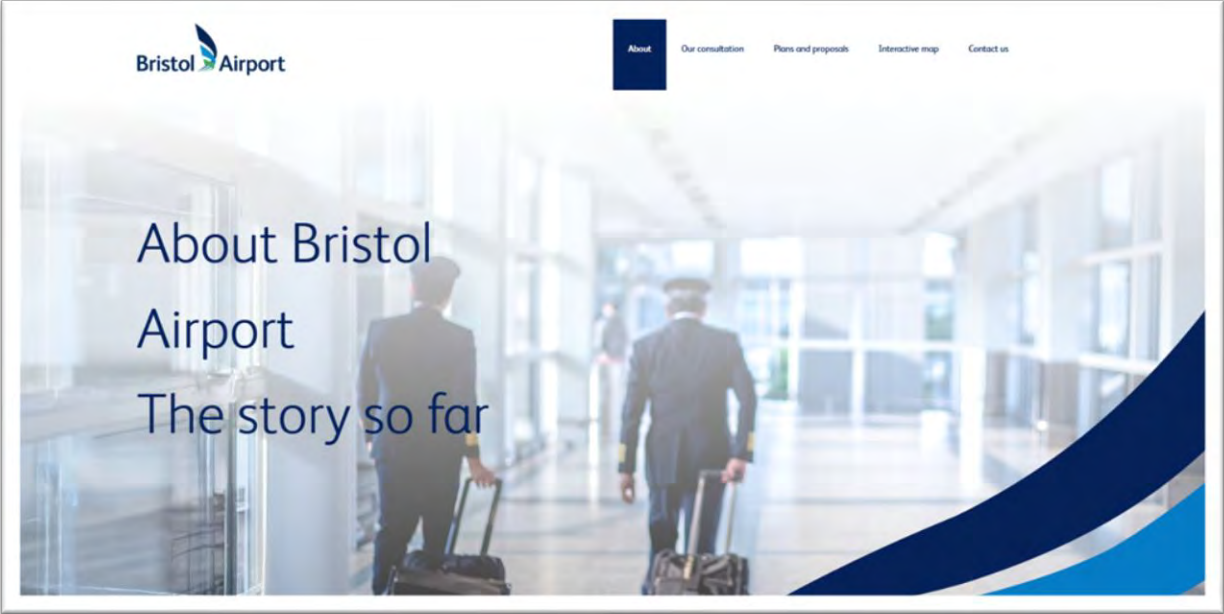
| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <ul style="list-style-type: none"> • Renewable energy alternatives • Potential for renewable energy and/or hydrogen infrastructure • Tourism • Local and regional economy • Education and skills • Road traffic noise and safety |
| <p>Community groups and other consultees</p> <ul style="list-style-type: none"> • Backwell Residents Association • Parish Councils Airport Association • Peninsula Transport STB • Bristol Airport Action Network • Bristol Tree Forum • National Highways | <ul style="list-style-type: none"> • Public transport • Mass transit access • More connections and new destinations • Local and regional economy • Travelling to other airports • Employment opportunities • Education and skills • Carbon emissions • Traffic • Aircraft noise and pollution • Tourism • A38 capacity improvements • Climate change • Green belt • Other offsite highway works • Adjacent illegal parking • Onsite car parking • Agricultural land • Consultation process • Biodiversity • 2017 consultation • Southern roundabout upgrades |

- | | |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <ul style="list-style-type: none">• Access junctions – bus lanes• Access junctions – pedestrian and cycle facility• Other offsite highway works |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Appendices

Appendix 1 – Consultation website





Investing in our region

As the Airport grows in the future, its ability to deliver economic impacts in North Somerset, the Bristol City Region, the South-West and South Wales will also grow.



Supporting

29,850

Jobs across South West England and South Wales

The Airport currently contributes around £2 billion of Gross Value Added to the South West of England and South Wales economy.



Supporting

37,000

Jobs in our region

We estimate that an additional 1,000 jobs will be provided at the Airport, primarily for local people, including areas including the southern fringes of Bristol, Weston-super-Mare and rural communities in the area. Overall, the delivery of this final draft Master Plan would support around 37,000 jobs (through direct, indirect, supply chain and inbound tourism) across the South-West and South Wales. This is an increase of over 7,000 jobs.



Increase of

£3 billion

to its economic contribution

By serving 15 mppa, Bristol Airport would increase its economic contribution by 50% to £3 billion. In North Somerset alone, this contribution would be worth £720m.

Bristol Airport

About Our consultation Plans and proposals Interactive map Contact us

What we consulted on

The plans and proposals for future development to 2040 that we consulted on would enable the Airport to:

- 

Meet the growth in demand for air travel, serving up to 15 mppa.
- 

Provide more connections and serve new destinations – including a limited number of new longer-haul flights, connecting our region directly with destinations such as east coast America and the Middle East.
- 

Support around 37,000 jobs (through direct, indirect, supply chain and inbound tourism) across the South-West and South Wales. We estimate that an additional 1,000 jobs will be provided at the Airport, primarily for local people, including those living in south Bristol, Weston-super-Mare and rural communities.

Raising capacity to 15 mppa

Summary of our proposals:



Changes in operation

An increase in passengers from 12 mppa to 15 mppa, with an increase in aircraft movements from 85,990 to 100,000 per year. On a busy day in the peak period this would result in an additional 35 aircraft movements. While restrictions on night flying would remain in place, we are proposing to increase the number of night flights by 1,000 (an average increase of four per night on a busy night in the peak period).



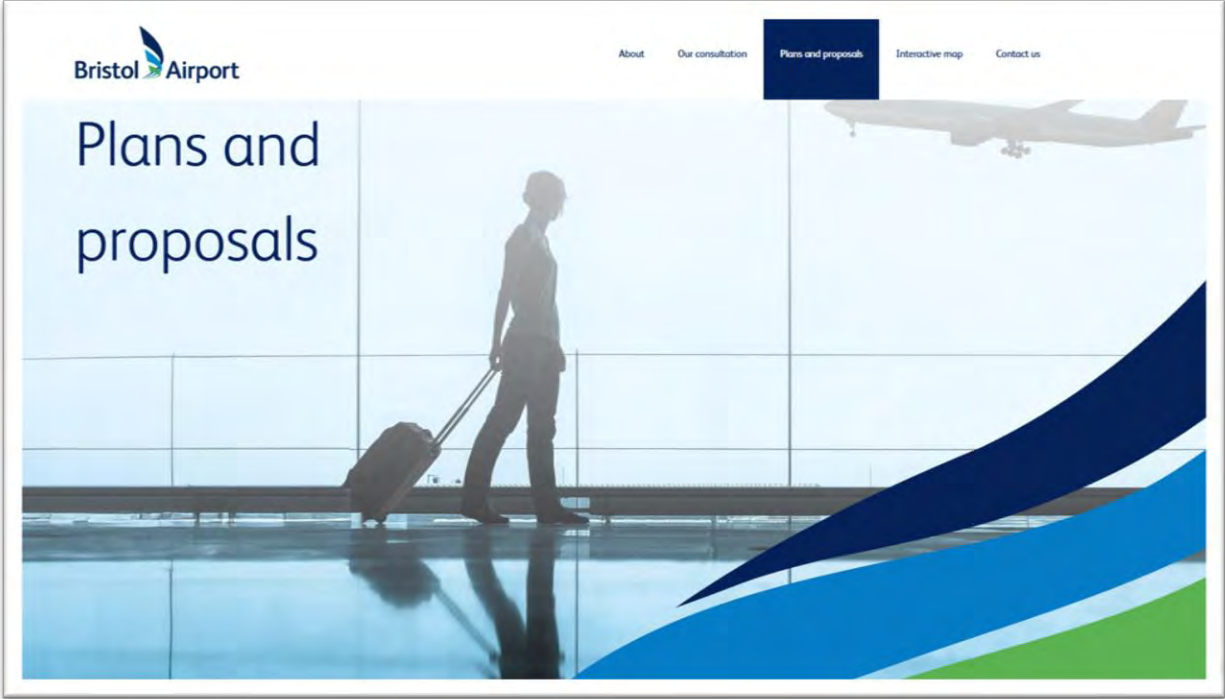
Terminal extension


Further expansions to our existing terminal building to provide additional space for check-in, security, departure lounge, and baggage reclaim. A series of piers would be constructed, with passengers reaching these piers via a tunnel with travellators.



Ancillary facilities and buildings

Improved on-site facilities including more space for flight catering, maintenance and other requirements for Airport businesses. The fuel storage area will also be relocated and expanded.






[About](#) [Our consultation](#) [Plans and proposals](#) [Interactive map](#) [Contact us](#)

The latest forecasts anticipate that the Airport will reach 12 mppa by 2027/28. Beyond this consented growth, it is expected that there is demand for 15 mppa to use the Airport by 2036, based on economic growth in our region and demand from passengers across South Wales and the South West region.

Whilst our plans and proposals seek to make the best use of our existing facilities, to accommodate a growth in passenger numbers to 15 mppa, our proposals include an expansion of the airfield apron with additional aircraft stands, improvements to the runway, extensions to the existing terminal and additional ancillary buildings and car parking.

On the link below, you will find our interactive map which shows what the Airport will look like in the next few years, and what it could look like by 2040.



[View our interactive map](#)

Please click on the icons in the maps below to find out more information.

Interactive map

Click on an icon to find out more about what is proposed at that location.

Toggle between Master Plan layers using the drop down list below.

Select a layer

TO BACKWELL FARLEIGH

TO BRISTOL (A38)

GOBLIN COMBE FARM

TO MS SOUTH

Google

Keyboard shortcuts | Map data ©2025 | Terms | Report a map error

The image shows a detailed site plan of Bristol Airport with various colored zones (red, blue, green, yellow) and icons representing different proposed developments. A legend box on the left provides instructions on how to interact with the map. Navigation controls like zoom in (+), zoom out (-), and a person icon are on the right. A compass rose and copyright information are at the bottom.

Have your say



Why we need your feedback

This consultation is an opportunity for you to have your say on outline proposals. It is not a planning application – it sets out our long-term vision of what Bristol Airport could be. Your feedback will help shape the detailed design which we will share with you ahead of applying for planning consent to deliver the improvements outlined in this consultation.

How you can give your feedback

You can provide feedback via the following methods:



Our consultation hub



Send in a physical copy of the feedback form to us Freepost
BRISTOL AIRPORT CONSULTATION RESPONSES

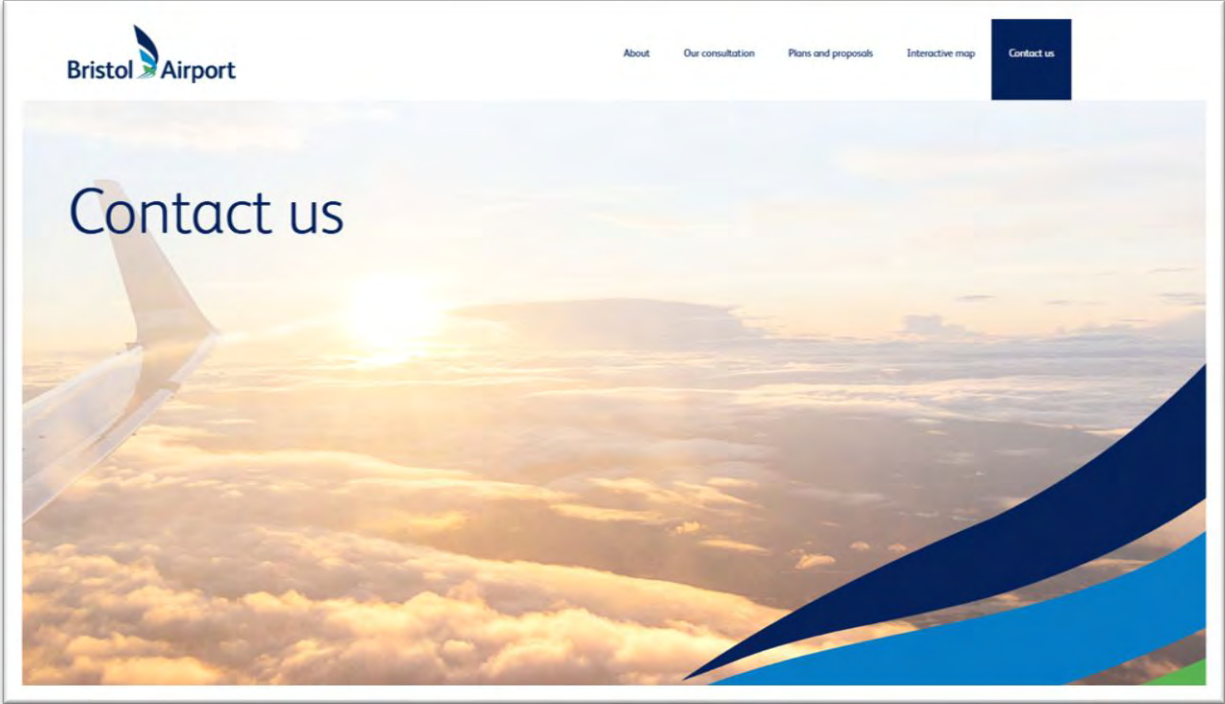


Attend one of our consultation events listed below



[View our interactive map](#)

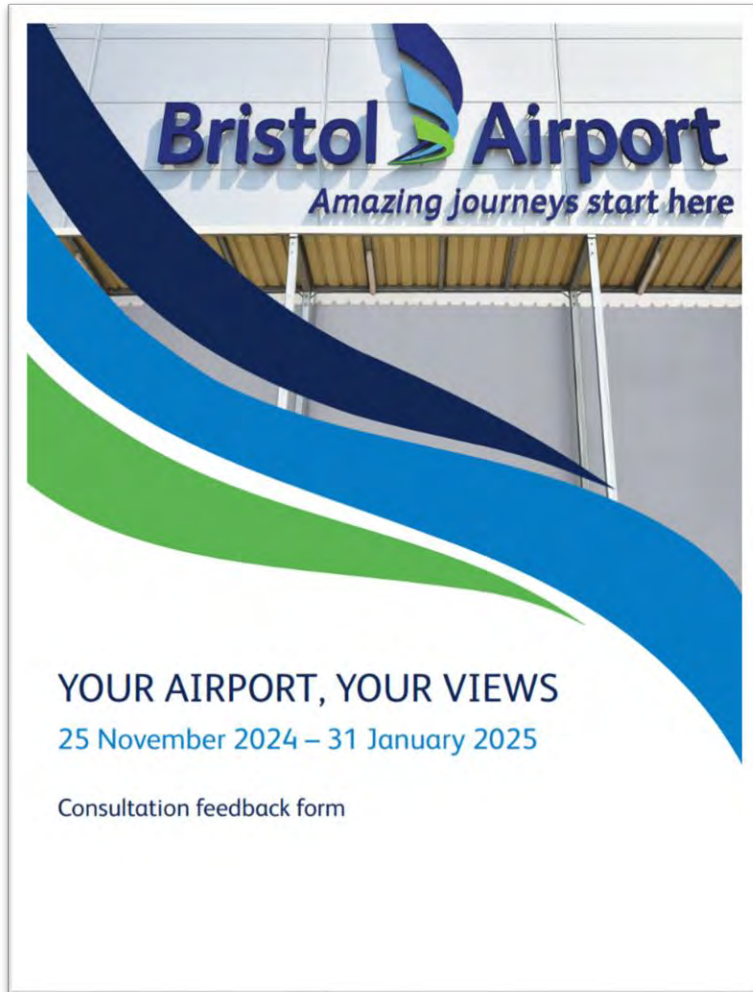
[View our questionnaire](#)



Appendix 2 – Consultation document

Please find Appendix 2 as a separate document below.

Appendix 3 – Feedback form



? Questionnaire: why and how?

Bristol Airport is working on plans and proposals for future development to 2040.

We'd like your help shaping our proposals for the Airport's future development, so it can serve up to 15 million passengers per year. Your feedback will inform our final Master Plan, and any planning application we make to North Somerset Council for approval to develop the Airport's capacity.

This questionnaire provides you with the opportunity to tell us directly what you think of our plans and proposals for future development to 2040. Please complete the questionnaire online on our website, at www.bristolairport.co.uk/future-plans

You can also fill out the questionnaire and send to our freepost address:
Freepost BRISTOL AIRPORT CONSULTATION RESPONSES

How to respond to the questionnaire

We have provided some context to help you answer each question within this questionnaire. However, the information provided here is intended as a prompt, and is not the full set of information available on each question.

You can find all the available information on every proposal in the Master Plan at our online consultation hub, available at www.bristolairport.co.uk/future-plans, or in the consultation document.

We would encourage you refer to these resources when filling out the questionnaire.



Section one: our proposals in summary

We are proposing to develop the Airport to accommodate 15 million passengers per annum. This includes:

- An extended airfield apron with additional stands.
- Extensions to the existing terminal building.
- Ancillary airport buildings and car parking.
- An increase in aircraft movements from 85,990 to 100,000 per year, including an additional 1,000 night-flights.
- Alterations to the existing runway to improve flight arrivals and departures and accommodate a limited number of larger aircraft serving longer haul destinations.

There will also be changes to the A38 to improve access to the airport and accommodate additional traffic.

Question 1

We have included preliminary proposals to mitigate the effects of the Airport growth and we plan to maximise the benefits, especially to local economic growth and new jobs.

To what extent do you support or disagree with our proposals?

- Strongly support
- Tend to support
- Neither support nor disagree
- Tend to disagree
- Strongly disagree
- Don't know

Please explain your views.



Section two: benefits

Destinations

Question 2

These proposals would enable connections to new destinations (such as East Coast America and the Middle East). How important do you think this is?

- Very important Important Neither important nor unimportant
 Not important Very unimportant

Question 3

What opportunities do you think these connections would provide?

Economic benefits: jobs and skills

We anticipate that growth of the Airport to accommodate 15 million passengers per annum will lead to an additional 1,000 jobs directly at the Airport.

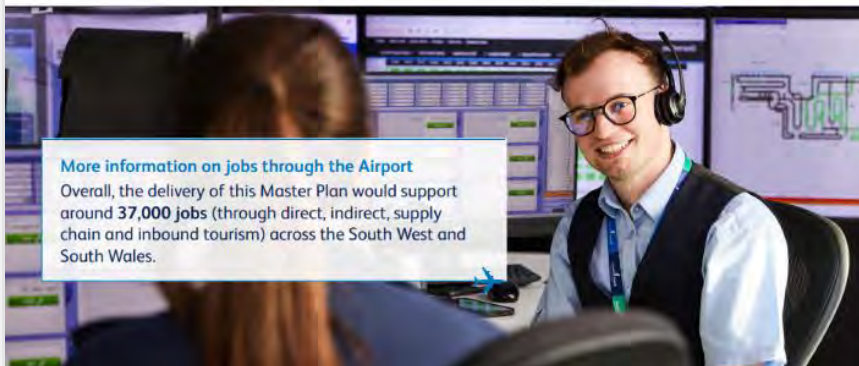
Question 4

Do you have any comments about the local and regional employment and skills benefits?

Question 5

We will be enhancing our existing Skills and Employment Plan* to maximise employment, skills and training opportunities for local people.

Do you have any comments or suggestions for how we maximise employment, skills and training opportunities for local people (such as working more closely with schools and colleges, more apprenticeships and on-the-job training)?



More information on jobs through the Airport

Overall, the delivery of this Master Plan would support around **37,000 jobs** (through direct, indirect, supply chain and inbound tourism) across the South West and South Wales.

*Our skills and employment plan can be found on this link: bristolairport-futureplans.co.uk/skills-and-employment



Section two: Bristol Airport's aspirations



Public transport

We will continue to increase the overall share of passengers using public transport to get to and from the Airport, deliver improvements to the A38, and encourage greater use of sustainable transport modes by our staff. We will be revising our Surface Access Strategy and setting new targets with actions to increase public transport use.

Question 6

What actions would you like to see to encourage more passengers and staff to use public transport to access the airport?

Road alterations

We propose to increase capacity and improve traffic flow on the A38, including plans for dedicated bus lanes north and southbound and roundabout alterations. These improvements are necessary alongside the plans to promote the use of public transport and will cater for both airport and general traffic growth.

Question 7

How important do you think it is to improve access to the Airport by increasing the capacity of the surrounding road network? (Select one option)

- Very important
 Important
 Neutral
 Unimportant
 Very unimportant

Question 8

What are your views on these alterations to the A38?

Our current work to decarbonise Bristol Airport

Work is underway to decarbonise airport buildings. We are installing air source heat pumps; have installed solar panels that make a significant contribution to our electricity needs; and are transitioning our fleet vehicles to electric or low emission alternatives. Further information can be found in our Sustainability Strategy: www.bristolairport.co.uk/corporate/environment.

Reducing flight emissions

We are working with airlines to reduce emissions driving performance on Continuous Descent Approaches; transition to more modern and efficient aircraft; and look to minimise miles flown, reducing hold times and ground delays through airspace modernisation.

Working towards zero emissions flight

We are actively supporting work towards zero emissions flight, including exploring how we can support the uptake of Sustainable Aviation Fuel, and testing and developing plans for infrastructure that is likely to be required at Bristol Airport to enable commercial hydrogen fuelled flights by 2035.



Reducing airport and aviation carbon emissions

Question 9

The additional emissions associated with Airport development and growth are within the UK's carbon budget and will not affect the Government's ability to meet the targets for Net Zero greenhouse gas emissions by 2050.

We have made a commitment to achieve net zero operations for the Airport by 2030 and we are working with our airlines and business partners to reduce emissions across the Airport. We will be bringing forward further actions and measures to reduce carbon emissions associated with the growth of the Airport.

What more can we be doing to support airlines in decarbonising flight?

Question 10

Do you have any suggestions for actions and measures to reduce the Airport's carbon emissions, such as renewable energy generation or energy saving schemes, that should be incorporated into our plans?

Noise Management and Mitigation

Our proposals include new noise barriers and we will be developing a revised Ground Noise Management Strategy, and a revised Noise Mitigation Scheme.

The Bristol Airport Noise Action Plan* sets out operational requirements including an approach procedure and Noise Preferential Routes that must be followed by departing aircraft. Other controls include limits on the extent of areas significantly affected by daytime and night-time noise, and restrictions on air traffic movements and the operation of noisier models of aircraft during the night-time.

Measures in place to manage ground noise include the use of Fixed Electrical Ground Power (FEGP) or battery powered Mobile Ground Power Units (MGPUs) on new stands to minimise aircraft ground noise from aircraft Auxiliary Power Units; and the installation of purpose-built acoustic barriers.

*Bristol Airport's Noise Action Plan is available on this link: www.bristolairport.co.uk/corporate/environment/aircraft-noise

Question 11

Do you have any additional suggestions for specific measures to mitigate either ground noise or aircraft noise to be incorporated into our plans?

Landscape and ecology

Question 12

We will develop our initial proposals for landscaping and ecology to address the impacts arising from our growth proposals. Do you have any views on landscaping and ecology?



Section three: airport proposals and you



Question 13

Do you consider yourself to be directly affected by the proposals either positively or negatively and in what way?

Question 14

Do you have any further comments or suggestions regarding the information presented in this consultation?

Thank you for taking the time to complete our feedback form.

You can find more information, including frequently asked questions on our website: www.bristolairport.co.uk/future-plans

Section four: about you

We believe it is important to understand the needs and views of all communities who work at, live near or use Bristol Airport and it is only by asking you these questions we can develop our understanding of everyone's views and needs.

All individual responses to these questions will remain confidential. Individuals will not be identified and personal details will not be published.

If you would prefer your comments to be anonymous, you do not have to provide your details but your postcode will help us understand where you live in relation to the airport and how you may be affected.

The consultation closing date is 31 January 2025.

Name

Address

Postcode

Gender Male Female Non-binary Other Prefer not to say

Age Under 18 19-24 25-30 31-39 40-49 50-59 60-64
 65-74 Over 75 Prefer not to say

Do you consider yourself to be disabled?

No Yes Prefer not to say

Your ethnicity?

- Arab
- Asian/Asian British – Bangladeshi
- Asian/Asian British – Indian
- Asian/Asian British – Pakistani
- Asian/Asian British – Chinese
- Asian/Asian British – Other (please state)
- Black/African/Caribbean/Black British – African
- Black/African/Caribbean/Black British – Caribbean
- Black/African/Caribbean/Black British – Other (please state)
- Gypsy or Traveller of Irish Heritage
- Mixed/Multiple Ethnic Groups – White & Asian
- Mixed/Multiple Ethnic Groups – White & Black African

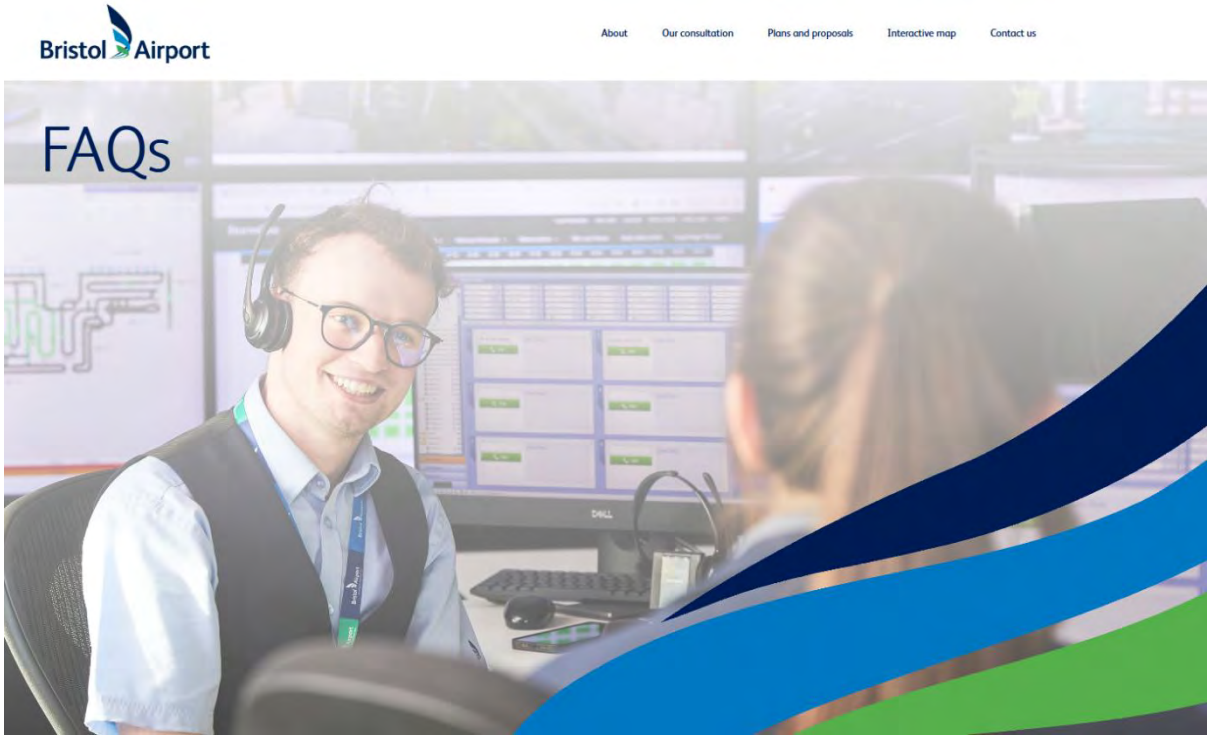
- Mixed/Multiple Ethnic Groups – White & Black Caribbean
- Mixed/Multiple Ethnic Groups Other (please state)
- White – English/Welsh/Scottish/ Northern Irish/British
- White – Irish
- White – Other (please state)
- Other ethnic group (please state)
- Prefer not to say

If you are submitting feedback on behalf of an organisation, please specify which one.

How did you hear about this consultation?



Appendix 4 – Public-facing Q&A



General

| | |
|--------------------------------------------------------------------------------------|---|
| Why are you consulting on a Vision for 2040, a Master Plan for the Airport? | + |
| Do you intend to submit a planning application as well? | + |
| Why does Bristol Airport need to grow? | + |
| When will the construction of the scheme start and finish? | + |
| What have you done with previous feedback on master plans and planning applications? | + |
| Haven't you just expanded? | + |
| What do the new proposals include? | + |
| Will there be another runway? | + |
| What benefits will I see from this project? | + |
| How do I provide feedback on the consultation? | + |

Transport and Access

Access is already an issue, how will the Airport cope with expansion? +

Are you planning to invest in public transport network improvements to and from the Airport? +

What are you doing about the problems caused by off-site car parking, on-street parking and taxis waiting in nearby villages? +

Flights and passengers

Will there be more flights? +

Will there be an increase in night flights? +

With the proposed runway extension, will this mean larger and noisier aircraft? +

Will you be flying to more destinations? +

Appendix 5 – Pull-up banners – (example of some of the banners used)



Appendix 6 – Leaflet – summary document



BRISTOL AIRPORT:
YOUR AIRPORT,
YOUR VIEWS

Final Master Plan Consultation 2024 and Proposals for Development to Increase Airport Capacity to 15 Million Passengers a Year.

bristolairport.co.uk/future-plans

1
OUTLINING OUR PLANS FOR CONSULTATION

Bristol Airport is the UK's eighth busiest airport and in the last year has served over 10 million passengers.

We are currently progressing with transformational changes to the Airport to accommodate up to 12 million passengers per year (mppa), in line with planning permission granted in 2022.

Now we are working on plans and proposals for future development to 2040 that would enable the Airport to:

- Meet the growth in demand for air travel, serving up to 15 mppa.
- Provide more connections and serve new destinations – including a limited number of new longer-haul flights, connecting our region directly with destinations such as east coast America and the Middle East.
- Support more than 37,000 jobs in the South West and South Wales – including 1,000 new direct jobs at Bristol Airport, many of which will be for local people, from areas of south Bristol, Weston-super-Mare and rural communities in the area.

We are consulting on these proposals and gathering views before we publish the Master Plan and then submit a planning application to North Somerset Council.

These proposals are part of the Airport's long-term vision – a Master Plan to 2040 – setting a clear development intent to be given due consideration in the local planning process.



Bristol Airport is proud to be the area's largest private sector employer and the international gateway for our great region.

We help connect people and businesses with places across the world and provide a positive lasting contribution to our communities. Through the proposals set out in this consultation, we can increase that positive contribution even further while driving forward our plans on sustainability.

2
SUMMARY OF OUR PROPOSALS

Changes in Operation

An increase in passengers from 12 mppa to 15 mppa, with an increase in aircraft movements from 85,990 to 100,000 per year. On a busy day in peak period this would result in 35 extra aircraft movements. While night flying restrictions would remain, we are proposing to increase night flights by 1,000 (on average, four per night on a busy night in the peak period). The vast majority would arrive between 23:30 and 02:00.

Transport

We are proposing capacity improvements on the A38 and improvements to public transport connectors to the Airport - see section 3 for more details.

Airside

New taxiways, apron extensions and additional aircraft stands. A short extension of the runway will enable longer-range aircraft, serving a limited number of long-haul destinations and more efficient short-haul flights that will continue to be the majority of flights for the foreseeable future.

Terminal extension

A larger terminal building, with improved walkways directly serving aircraft and so reducing passenger transport to aircraft by bus.

Parking provision

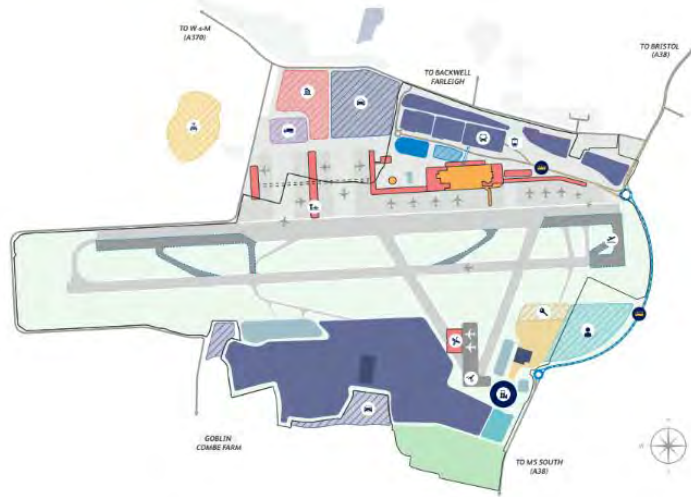
We have plans to increase car parking provision to the north and south of the airport.

Ancillary facilities and buildings

Improved on-site facilities including more space for flight catering, engineering and other requirements for Airport businesses. The fuel storage area will also be relocated and expanded.

3

FINAL DRAFT 2040 MASTER PLAN



KEY

Transport and energy infrastructure improvements

- New bus lanes
- Improved public transport links
- Highway improvements
- Rapid charging EV hub
- Indicative location for renewable energy and/or hydrogen infrastructure
- Indicative location for mass transit interchange
- Public transport interchange
- Indicative location for electric aircraft take off/landing

Capacity improvements

- New buildings
- Runway and taxiway works
- Single-tier carpark
- Raised carparks
- Expanded public parking
- Fuel farm
- Airport ancillary buildings
- Expanded staff car parking
- Expanded car rental area
- Maintenance, repair and overhaul hangars
- Extended apron
- Extended runway and airfield improvements
- Tunnel

Existing buildings and infrastructure

- Airport ancillary buildings
- Hotel accommodation
- Car rental area
- Existing terminal
- Parking
- Staff parking
- Existing road
- Existing site boundary
- Pedestrian link bridge
- Air traffic control tower

4

MANAGING AND MITIGATING THE EFFECTS OF AIRPORT GROWTH

We are assessing the environmental effects of our proposals, and developing measures to avoid, reduce and mitigate impacts – while identifying opportunities for environmental enhancement.



Carbon Emissions

We recognise that there will be concerns about the carbon emissions resulting from Airport growth and the implications for climate change. We are bringing forward proposals for what we consider to be responsible growth, growth that is both within the current UK carbon budgets required to meet net zero emissions by 2050, and with measures to achieve net zero airport operations by 2030. As we develop our proposals we will update our Sustainability Strategy identifying additional actions to keep us on track with our commitments.



Landscape and Visual Amenity

Our proposals require development on open fields to the north of the airfield and west of the terminal, and fields to the south of the airfield. The local landscape will be altered by development, with new buildings and infrastructure built.

To reduce our impact, we are developing plans which include planted bunds and screening.



Transport and Car Parking

We are working on plans to ensure traffic from Airport growth will not cause significant congestion and delays on the A38. This includes alterations to the existing A38 north and south roundabouts which provide access to the airport, along with bus lanes and shared pedestrian and cycle link between these to ease congestion.

Our public transport interchange will open in 2025, improving travel and enabling new public transport routes.

We want to encourage people to travel to the Airport using public transport, but we understand it isn't always possible. Therefore additional parking provision is included in our proposals.



Noise

We know that the noise resulting from Airport growth is likely to be a key concern for communities. A preliminary assessment of the likely noise effects of additional aircraft movements, including an increase in night flights, has been undertaken.

In the initial years of growth beyond 12 mppa, there are likely to be increases in the number of households affected by aircraft noise. We will be reviewing our Noise Mitigation Scheme and bringing forward proposals to support the installation of noise insulation for households likely to experience significant effects because of aircraft noise.

Over time with the transition to more modern aircraft the areas most affected by aircraft noise will reduce.


By 2036, around 75% of all aircraft movements will be undertaken by modern aircraft, such as the Airbus A320neo and Boeing 737 MAX 8. These aircraft provide a 15-20% greater fuel efficiency than their predecessors with up to a 40% reduction in noise.



5

HELP SHAPE OUR PROPOSALS

FIND OUT MORE

-  **Online:** Scan the QR code below and view the proposals or visit www.bristolairport.co.uk/future-plans
-  **In-person:** Come along to a consultation event to discuss our plans with the project team – details on our website.

SHARE YOUR VIEWS

-  Complete an online consultation questionnaire by visiting www.bristolairport.co.uk/future-plans
-  Email your comments to consultation@bristolairport.com
-  Post your written response or feedback form to Bristol Airport Consultation Responses.

To request alternative formats, such as Braille or other languages, of our proposal details and feedback form please email: consultation@bristolairport.com



Help shape our plans by using this QR code!
Our consultation closes at 11.59pm on Friday 31 January 2025.



Appendix 7 – Poster

Your Airport, Your Views

Bristol Airport is working on plans and proposals for future development to 2040.

This will enable us to:

- Meet future demand for air travel
- Provide connections to more destinations
- Create more jobs for local people

We'd like your help shaping our proposals for the Airport's future development, so it can serve up to 15 million passengers per year.

Your feedback will inform our final Master Plan, and any planning application we make to North Somerset Council for approval to develop the Airport's capacity.

The consultation closes at 11.59pm on Friday 31 January 2025.

Help shape our plans

- Online:** Scan the QR code below or visit www.bristolairport.co.uk/future-plans
- In-person:** Come to one of our consultation events to discuss our plans with the project team – details on our website.
- Email:** write to us with your thoughts and ideas to consultation@bristolairport.com
- Post:** send your written response to **Freepost BRISTOL AIRPORT CONSULTATION RESPONSES**

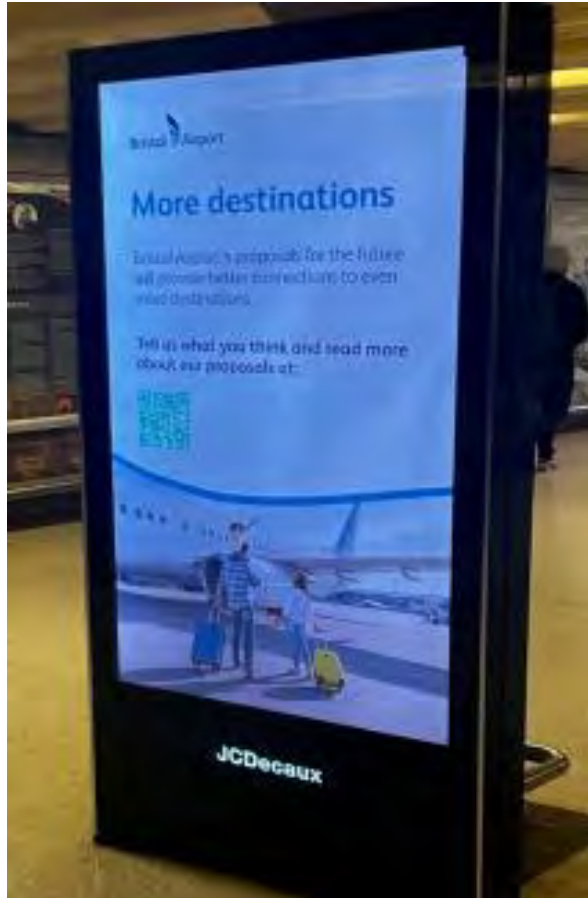
View our proposals



www.bristolairport.co.uk/future-plans

To request alternative formats, such as Braille or other languages, of our proposal details and feedback form please email consultation@bristolairport.com

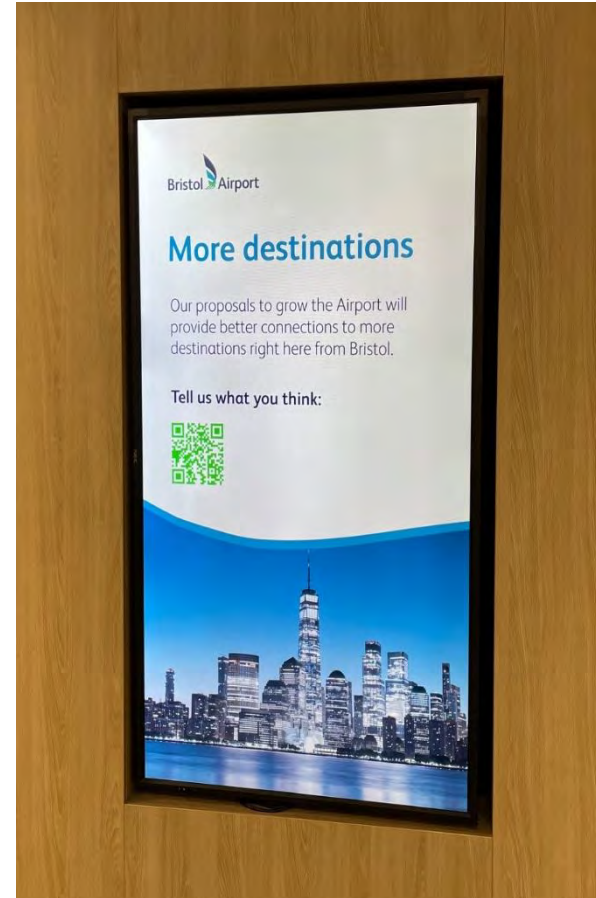
Appendix 8 – Digital adverts



Bristol Temple Meads railway station

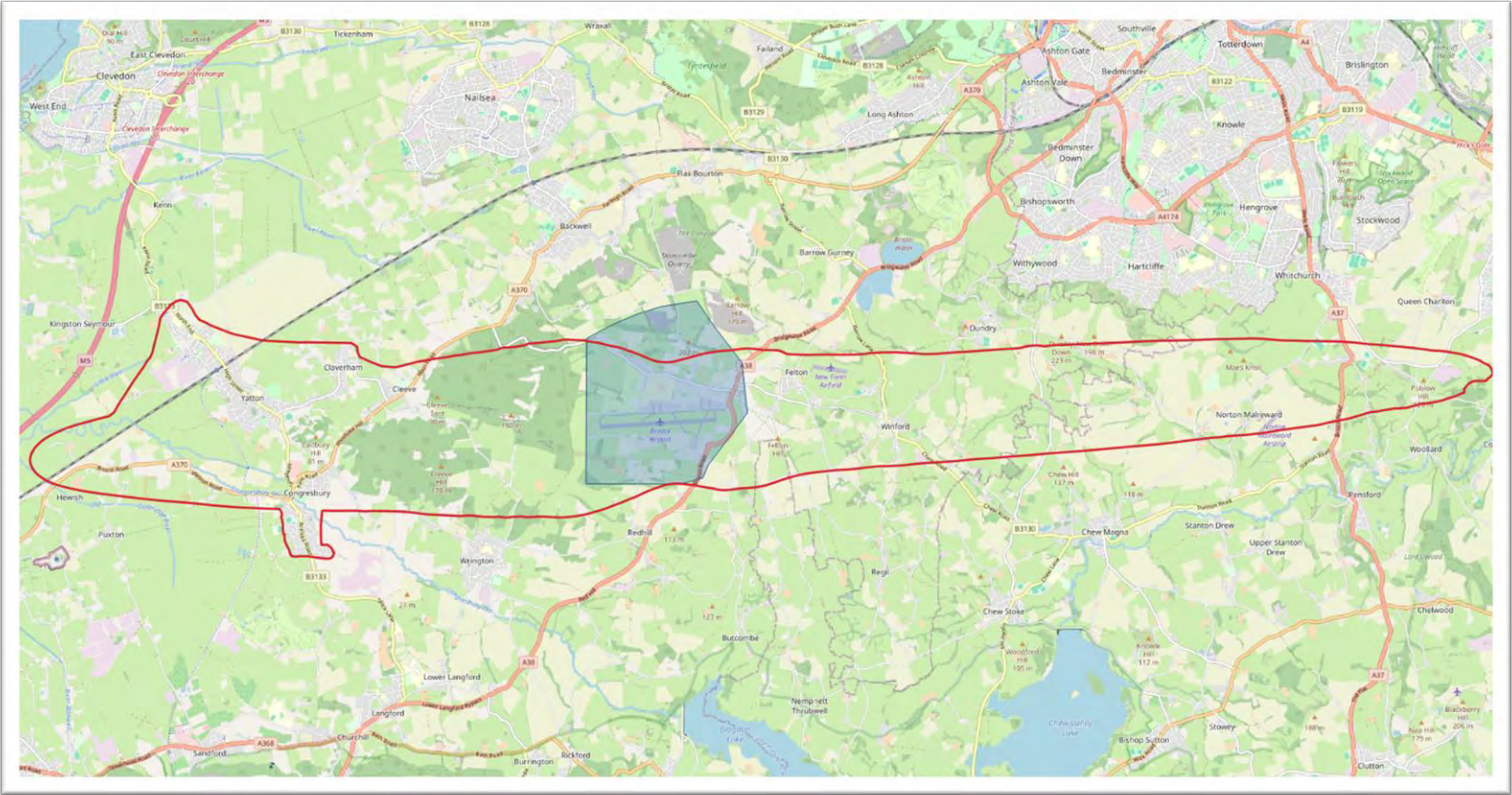


Bus shelter



Airport Terminal

Appendix 9 – Mailout zone for residents' letter



Appendix 10 – Mailout zone for local residents' meeting



Appendix 11 – Press releases

25 November 2024

Bristol Airport launches consultation setting out a masterplan to 2040


<https://www.bristolairport.co.uk/corporate/news-and-media/news-and-media-centre/2024/11/bristol-airport-launches-consultation-setting-out-a-masterplan-to-2040/>

3 January 2025

Help Shape Airport's Future Plans

<https://www.bristolairport.co.uk/corporate/news-and-media/news-and-media-centre/2024/12/help-shape-airport-s-future-plans/>

Appendix 12 – Social media posts

| Screen shot | Links |
|------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p data-bbox="824 464 1861 616"> https://www.linkedin.com/posts/bristol-airport_weve-launched-a-consultation-on-our-plans-activity-7266711005974388736-0xM8?utm_source=share&utm_medium=member_desktop&rcm=ACoAACfV-S8BgaM8kjaoEEslmZp2L_JrSsXxP8Y </p> |



Bristol Airport
15,196 followers
2mo · 🌐

More than 5,000 people work at Bristol Airport either directly with us or with one of our 70+ business partners.

We also support around 30,000 jobs in the wider region – including through our supply chain and areas like inbound tourism. 🇬🇧

Around 70% of people working at the Airport live within 20 miles and we are a critical employer for areas including south Bristol, Weston-super-Mare, and our rural communities.

Our proposals for future development would create around 1,000 additional on-site jobs and increase the number of jobs we support in the region to around 37,000.

Chris, one of our many colleagues, explains what life is like working at the Airport:

If you're looking for a new role, see what jobs we have on offer 🌟
<https://ow.ly/3ht450UgRMf>

Bristol Airport

Investing in our incredible employees

108 7 comments · 6 reposts

https://www.linkedin.com/posts/bristol-airport_more-than-5000-people-work-at-bristol-airport-activity-7267581213924569089-vCLb?utm_source=share&utm_medium=member_desktop&rcm=ACoAACfv-S8BgaM8kjaoEEslmZp2L_JrSsXxP8Y


Bristol Airport
15,196 followers
2mo · Edited · 🌐

Help shape our proposals for future development to 2040 to enable us to meet future demand for air travel, provide connections to more destinations and create more jobs for local people.

- ✉️ – Fill out our online feedback form
- 📅 – Attend one of our consultation events
- ✉️ – Write to us at: Freepost Bristol Airport Consultation Responses

Find out more at https://lnkd.in/e/FJMG_E_i

We're consulting with people until 31st



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Bristol Airport
15,196 followers
2mo · 🌐

🔗 The future of Bristol Airport – a business webinar with our CEO David Lees 🔗

At 10:00 on Tuesday 7th January, we're holding a special webinar for the business community on the Airport's long-term future and growth plan.

Register here 📅 <https://bit.ly/40hN8uw>

The Airport is currently consulting on its draft Master Plan and seeking views ahead of making a planning application to deliver the infrastructure to increase passenger numbers to 15 million passengers per annum.



Bristol Airport - Master Plan business webinar
eventorite.co.uk

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Bristol Airport
15,196 followers
1mo · 🌐

Last chance to help shape our future plans: Consultation closes 31 January 2025.

There's still time to help shape the Airport's plans and proposals for future development to 2040 including:

- Meeting future demand for air travel in the region.
- Connecting people with more destinations, including east coast America and the Middle East.
- Providing a further boost to the local economy and creating more jobs for local people.

Find out more and help shape our plans at https://lnkd.in/eFJMGE_i



Your Airport, Your Views

Help shape Bristol Airport's proposals for future development to 2040

Consultation closes 31 January 

👤 and 22 others 1 comment · 1 repost

https://www.linkedin.com/posts/bristol-airport_last-chance-to-help-shape-our-future-plans-activity-7290345158372413440-twlk?utm_source=share&utm_medium=member_desktop&rcm=ACoAACfV-S8BgaM8kjaoEEslmZp2L_JrSsXxP8Y

14

www.bristolairport.co.uk

Thursday November 28, 2024

Column

We have amazing youngsters

By Dan Aldridge, MP for Weston-super-Mare

LAST week was one of my favourite weeks so far as an MP.

As part of UK Parliament Week, 24 events were held by schools and uniform groups, such as the Scouts, across Weston, North and the villages.

I met with hundreds of children and young people, taking some of the most brilliant questions as we turned together about the work of Parliament, how they can make a difference and how I can represent their views before in Parliament.

It was such a huge privilege. The kids we met were incredible and working with them in this way really is one of the biggest joys of this job and I'm so grateful I get to do it.

UK Parliament Week (UKPW) is an annual event, spreading the word about what Parliament is, what it does and how you can get involved.

It's a great way to find out new things about UK Parliament or be reminded of things you might've forgotten!

In 2025, over 15 million people took part in every nation, and region of the UK, and countries all over the world.

I was so excited to visit a number of schools in our town and see over 30 children and young people throughout the day.

We answered many questions from them, ranging from why I decided to run for MP, what's the most exciting thing about my job, being able to play under Big Ben is definitely still up there! through to the challenges we face in our constituencies.

I know how amazing our schools and teaching staff are here in Weston, but it really was an show for



all to see. I had conversations with so many children about such diverse issues, from the wars in Sudan and the Middle East, the cost of living, the Trump presidency, and climate change, to being sustainable and in public spaces.

Slightly different in tone but no less clear in their views, some children had a very clear agenda around the unacceptable speed of zip wires in the Haywood Village play park. (I've already written a letter to Cllr-Christin Connolly about this on their behalf).

Top quality lobbying! These young people really demonstrated empathy and an understanding of what's important to them. It felt like future politicians and the brilliant future of our town were sat in the room with us.

We took away a lot of questions and we'll be back to teach soon once we've spoken to other partners.

What really struck me was the concentration on every child's face when we spoke to them.

I was blown away with everyone's contributions and I wish I could have stayed longer with you all. I will be back.

Remember - we really do enjoy receiving your letters and love

answering them so don't forget to remind your teachers to schools in some time to write to us.

I will continue to visit schools over the next couple of months and the team and I will start to make regular appointments and share all the news and exciting things happening in Westminster that we know schools for five years as well as helping my family - my brother has autism and groups will want to be involved with.

We can also arrange visits for children of any age - whether that's primary classes learning about democracy, students taking Politics as an A level, through to groups keen to learn about Westminster and what it means to be in government - we'd welcome you all.

Look out for news in January about our Summer School initiative - we are working with a number of really exciting businesses to bring this to Weston.

It will be open to those 11-16 plus, where we will look at what democracy means in the 21st century how you make change happen, how you use your vote for good and the importance of voting.

Our next survey is on Friday December 13 - this will be an appointment only survey but will be open to anyone that has issues they would like to discuss with me.

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Your Airport, Your Views

Bristol Airport is working on plans and proposals for future development to 2040.

This will enable us to:

- Meet future demand for air travel
- Provide connections to more destinations
- Create more jobs for local people

We'd like your help shaping our proposals for the Airport's future development, so it can serve up to 15 million passengers per year.

Your feedback will inform our final Master Plan, and any planning application we make to North Somerset Council for approval to develop the Airport's capacity.

The consultation closes at 11.59pm on Friday 31 January 2025.

View our proposals



www.bristolairport.co.uk/future-plans

To request alternative formats, such as Braille or other languages, of our proposal details and feedback form please email: consultation@bristolairport.com



Help shape our plans

Online: Scan the QR code below or visit www.bristolairport.co.uk/future-plans

In-person: Come to one of our consultation events to discuss our plans with the project team - details on our website.

Email: write to us with your thoughts and ideas to consultation@bristolairport.com

Post: provide your written response to Bristol Airport Consultation Responses

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...only want to make sure our young like to discuss.



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Your Airport News



Bristol Airport's future growth plans

Bristol Airport has launched a consultation setting out a masterplan to 2040 to meet the strong and growing demand of people in the region using the Airport. Dave Lees, Chief Executive Officer of Bristol Airport, explains more about the proposals and how plans would connect people with more destinations, including east coast America and the Middle East.



It's imperative that we look ahead to the future. That's why we recently published our master plan to 2040 to set out what new development is required and how best we utilise existing infrastructure as we plan for the longer term. This is something every airport is required to do, as it helps to inform the local and regional planning process.

At Bristol Airport, we constantly look at trends in air travel and since Covid, the appetite to connect by air has only increased with people wanting to spend more time with their friends and loved ones, as well as exploring new places. And crucially people want to be able to travel from the convenience of their local Airport. All of this informs our plans as we go forward over the coming years.

Today, passenger numbers are higher than ever, and last year for the first time we saw over 10 million passengers use the Airport to travel to more than 115 destinations.

Desire to fly from Bristol Airport is forecast to grow to around 15 million passengers by 2035. To meet this rising demand and to provide a local alternative to the millions who travel many miles to use London airports each year, it is essential we look to the future now.

An increase in passengers from the current cap of 12 million passengers per annum to 15 million passengers per annum, would see aircraft movements increase from 85,390 to 100,000 per year in the longer term to meet demand for air travel.

Improving the customer experience

Our plans must meet the needs of our communities, our customers, businesses and local people. We serve many different people, for many different reasons.

At Christmas and over the New Year, we connected more than 110,000 people with their loved ones in the region. On Monday 23 December more than 15,000 flew into Bristol Airport to spend precious time this Christmas with friends and family here in the South West and South Wales. And a key element of our masterplan is to ensure we can unite even more people as well as offering more destinations. Plans to link people directly to the East coast of America and Middle East have been very well received.

These new routes wouldn't require a new runway, just an extension by 150 metres - around the size of one and a half football pitches - within our existing boundary. Other airfield improvements would include widening of taxiways so that two narrow body aircraft could travel safely in the opposite direction or two aircraft could travel side by side, filtering into position just ahead of take-off. This would help minimise aircraft congestion and reduce delays on the ground, all of which are hugely important, and play a key part in our customers starting their trip in a positive way.

Our proposals also include a larger terminal building, with improved walkways directly serving aircraft and so reducing passenger transport to aircraft by bus. To further improve the customer experience, travellers would be installed.

And there will be improved on-site facilities including retail, food and beverage and an additional hotel, as well as more space for flight catering, engineering and other requirements for airport businesses.

A38 improvements form an essential part of our proposals and include a dedicated north bound and south bound bus lane, road widening, pedestrian improvements and further improvements within the Airport internal road system near Silver Zebra, the complimentary waiting area and car rental.

We're already seeing more people accessing the airport by public transport, with tens of thousands of people using the A1 and A3 Flyer buses every month. We expect to see even more journeys to the Airport made by public transport and more sustainable forms of transport. But we also recognise that for some, travelling by car is the preferred option. Additional car parking provision would see increased car parking provision to the north and south of the Airport.

We fully support a mass transit system and were pleased to hear that WECA approved the strategic outline case for a West Road Transit in the form of a segregated transport link in July 2024. WECA anticipates that the development of an Outline Business Case will take three years to complete, so at this stage it would

be premature to incorporate this into our master plan, as so much work is still to be undertaken. But we have indicated on our master plan where space will be reserved for a new rapid transport link.

Supporting the local economy

Bristol Airport is critical to our region's economy, and we want to further support its growth. The Airport contributes around £2 billion of gross value added to the South West and South Wales economies. Our plans for growth to 2040 would increase this to £3 billion.

We are proud to be one of the largest employer sites in our area. The Airport provides over 5,000 jobs on-site, both through direct employment and via the 70 plus businesses that operate within the Airport. Around 70% of people working at the Airport live within 20 miles.

In the wider region, the Airport supports around 30,000 jobs, including individuals and businesses supplying the Airport, providing services and supporting our ongoing development.

Delivering the plans we set out would lead to approximately 37,000 jobs in our region, including around 1,000 new jobs directly employed on-site by 2040, many of which will be filled by local people, from areas including the southern fringes of Bristol, Weston-super-Mare and rural communities in the area.

We are in the process of assessing the environmental effects of our proposals and are developing measures to avoid, reduce, and mitigate adverse impacts, as well as identifying opportunities for environmental enhancement.

Bristol Airport works closely with airlines to improve the type of aircraft operating from the Airport. We have actively encouraged more quieter new engine option aircraft, which have a 50% reduction in noise compared to standard aircraft. One major airline has the highest number of quieter aircrafts operating from Bristol Airport compared to their other UK bases. By 2036 we expect these aircraft to make up around 75% of movements.

Our carbon management strategy, along with our proactive drive to work with airlines and other Airport businesses to reduce their emissions, has been awarded with the highest accreditation amongst UK airports. Our Sustainability Strategy sets challenging targets and actions for how we will decarbonise our own operations and we are on track to meet our net zero operations commitment by 2030.

Beyond this, it sets out how we will support the decarbonization of surface access and continue to work with the many aerospace companies in our region to support the transition to zero-emissions flights, with the ultimate goal of becoming a net-zero Airport by 2050.

Our final draft Master Plan builds on our Sustainability Strategy, identifying land that could be used for infrastructure required to enable hydrogen-fuelled aircraft, renewable energy generation and a facility for electric aircraft.

We have set up a dedicated website explaining our proposals and I would encourage everyone to take a look and get involved, as there is still time to help shape all aspects of our plans. We invite you to do this by visiting our website www.bristolairport.co.uk/future-plans. The consultation period closes at 11.59pm on Friday 31 January 2025.



Bristol Airport is currently investing £80 million in a Public Transport Interchange and more than doubling the number of coach and bus bays.

For more information visit www.bristolairport.co.uk or email yourairport@bristolairport.com





BRISTOL AIRPORT VISION FOR 2040

Final draft master plan and pre-application for 15 million passengers per annum

Consultation 2024

bristolairport.co.uk/future-plans



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1 CEO FOREWORD



Bristol Airport is proud to be the international gateway to our great region.

We connect the people, businesses and communities in our region with new places, new experiences and new markets. We are proud to enable visitors from all over the world to travel to experience our wonderful region for themselves.

The desire to fly is growing. After the COVID-19 pandemic, more people are taking the opportunity to explore the world, reconnecting with relatives and friends they have missed in recent years. This is especially true for Bristol Airport, which experienced the fastest recovery from the pandemic of any major UK airport. Today, passenger numbers are higher than ever, and this year for the first time we have seen over 10 million passengers use the Airport to travel to more than 115 destinations. Demand to fly from Bristol Airport is forecast to grow to around 15 million passengers by 2036.

To meet this rising demand and to provide a local alternative to the millions who use London airports each year, it is essential we look to the future now.

Our plans must meet the needs of our communities, our customers, businesses and local people.

Bristol Airport is critical to our region's economy, and we want to further support its growth. The Airport contributes around £2 billion of gross value added to the South-West and South Wales economies. Our plans for growth to 2040 would increase this to £3 billion.

We are proud to be one of the largest employer sites in our area. The Airport provides over 5,000 jobs on-site, both through direct employment and via the 70+ businesses that operate within the Airport. Around 70% of people working at the Airport live within 20 miles. As a Real Living Wage employer, the Airport provides well-paid jobs for residents of Bristol, North Somerset, Bath and North East Somerset and South Gloucestershire, including those living in areas of our region experiencing relative deprivation.

In the wider region, the Airport supports around 30,000 jobs, including individuals and businesses supplying the Airport, providing services and supporting our ongoing development.

Delivering the plans we set out would lead to approximately 37,000 jobs in our region, including around 1,000 new jobs directly employed on-site by 2040, many of which will be filled by local people, from areas including the southern fringes of Bristol, Weston-super-Mare and rural communities in the area.

Our growth plans will be delivered within the national policy context of making the best use of the Airport's infrastructure and in line with the UK Government's commitment to a net-zero economy.

Our carbon management strategy, along with our proactive drive to work with airlines and other airport businesses to reduce their emissions, has been awarded with the highest accreditation amongst UK airports. Our Sustainability Strategy sets challenging targets and actions for how we will decarbonise our own operations and we are on track to meet our net zero operations commitment by 2030.

Beyond this, it sets out how we will support the decarbonisation of surface access and continue to work with the many aerospace companies in our region to support the transition to zero-emissions flights, with the ultimate goal of becoming a net-zero Airport by 2050.

Our final draft Master Plan builds on our Sustainability Strategy, identifying land that could be used for infrastructure required to enable hydrogen-fuelled aircraft, renewable energy generation and a facility for electric aircraft.

We began drafting our Master Plan back in 2017, with extensive consultation. This was put on hold because of the pandemic and our planning application to increase our passenger cap to 12 million. With travel returning to previous levels across Europe, now is the right time for us to bring forward a final draft Master Plan.

In addition, we are setting out draft proposals for comment in advance of making a planning application in the summer of 2025 to deliver the infrastructure necessary to increase passenger numbers at the Airport to 15 million passengers per annum (mppa). Bristol Airport is consulting with neighbours, local communities, employees, business partners, regional businesses and political representatives.

I would like to invite you to read our plans, provide your views and feedback, and help shape our growth plans by visiting: bristolairport.co.uk/future-plans.



Dave Lees

Chief Executive Officer

2 INTRODUCTION

WHAT IS THIS CONSULTATION ABOUT?

The latest forecasts anticipate that the Airport will reach 12 mppa by 2027/28.

Beyond this consented growth, it is expected that there is demand for 15 mppa to use the Airport by 2036, based on economic growth in our region, and demand from passengers across South Wales and the South West region. Some of the growth would address the loss of around 10 million passengers from our catchment who currently travel to airports in the South East. Our growth plans would provide more connections and serve new destinations – including a limited number of new longer-haul flights, connecting our region directly with destinations such as North America and the Middle East.

We are seeking views on our final draft Master Plan, which provides a longer-term projection of how the Airport will transform itself.

To ensure airports like Bristol support their regional economies and keep local stakeholders informed of future intentions, the UK Government advises airports to publish plans for their long-term development. Our final draft Master Plan provides a clear statement of intent for the growth and development of Bristol Airport to 2040, which should be given due consideration in the local planning process.

It identifies future infrastructure needs and potential impacts on the natural environment, providing transparency to our communities and aiding long-term planning for businesses.

As well as seeking views on our final draft Master Plan, and prior to the submission of a planning application, we are setting out draft proposals for the infrastructure and development necessary to increase passenger numbers from the current limit of 12 mppa to 15 mppa.

More detail on airport Master Plans can be found in the UK Government’s Aviation Policy Framework.¹

WHAT ARE WE SEEKING VIEWS ON?

- 1 Our proposals to develop the Airport’s infrastructure and buildings to accommodate 15 mppa.
- 2 Our preliminary assessment of the effects of the Airport’s growth on the environment and local communities, and our existing and outline proposals for mitigation.
- 3 How we can make the most of the opportunities and benefits arising from the Airport’s growth, including new job opportunities.

¹ <https://assets.publishing.service.gov.uk/media/5a79c130ed915d042206ac99/draft-aviation-policy-framework.pdf>

WHAT’S NEXT?

Following consultation, we will consider the views received and publish a final Master Plan in early 2025.

Thereafter, we will develop more detailed information and undertake assessments to inform the content of a planning application. This would include an Environmental Statement, Transport Assessment and supporting information which would all be submitted to North Somerset Council.



3 BRISTOL AIRPORT - A BRIEF HISTORY

Bristol Airport was officially opened in 1957, having previously been an RAF airfield.

Since opening, Bristol Airport has steadily grown larger. In the 1960s, more people started to travel abroad on holiday and jet planes transformed air travel. Changes to the Airport that decade included a longer runway, an extended terminal, a new control tower and a cargo shed.

In the late 1990s, liberalisation of Europe's aviation market made air travel accessible to millions of people.

A new terminal building opened in 2000 at the same time the low-cost airline Go, which was subsequently acquired by easyJet, brought flights to many new destinations.

In 2006, the first Master Plan for Bristol Airport was published. This set out how the Airport should develop as it moved towards 9 mppa by 2015 and a vision of how the site could look in 2030 to reach a capacity of 12.5 mppa.

Throughout the 2010s, the Airport grew steadily as the terminal was expanded and new stands were added. By 2017, the Airport was serving 8 mppa, and this year, for the first time, 10 million people used the Airport.



4 PRESENT DAY AND PLANNED DEVELOPMENT

WHERE WE ARE NOW?

Bristol Airport now serves over 10 mppa.

The site is one of the area's largest private sector employers. Some 5,000 people work on-site. We are proud to be a Real Living Wage employer, as independently accredited by the Real Living Wage Foundation. In the wider region, the Airport supports 30,000 jobs.

Connecting our region to over 115 destinations, the Airport contributes around £2 billion to the region's economy, with over £500 million benefiting North Somerset alone. This figure is made up of the Airport's own economic contribution and the benefits it brings to productivity and sectors such as tourism.

The COVID-19 pandemic impacted aviation globally and has led to changes in the way the market works, and travel patterns have changed. Bristol Airport made the fastest recovery of any major UK airport and is now serving above pre-pandemic numbers of passengers.

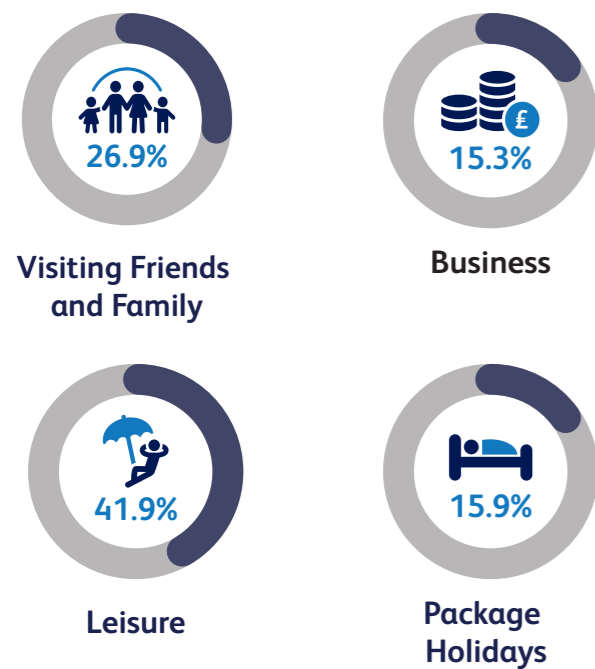
Bristol Airport's primary market is people flying for leisure, but we play an important role connecting businesses and academia, enabling tourists from abroad to visit our region and bringing family and friends together.

We are the primary gateway to the South-West of England and South Wales, providing more routes and serving more passengers than all the other airports in those regions combined. Our share of flights taken by people in our region has risen from 43% pre-pandemic to 53% in 2023. Larger airports, including Bristol, have tended to rebound faster following the pandemic as the major airlines have consolidated passengers at these airports. Jet2's entry into Bristol in 2019 has also increased passenger choice.

We play an important role connecting businesses in our region, enabling friends and family to connect and bringing in tourists from abroad and other parts of the UK. Current forecasts indicate that 12 mppa will be using Bristol Airport by 2027/28.

The pandemic radically changed the way that many of us work. However, despite the shift to virtual meetings, business travel levels from Bristol Airport remain similar to pre-pandemic levels, demonstrating the importance that many businesses place on face-to-face meetings.

Below is a breakdown of the types of passengers using Bristol Airport:



There are currently 14 airlines operating from Bristol to over 115 destinations.

The top ten destinations in 2023 are shown below:

| | | |
|----|------------------------------|--|
| 1 | Amsterdam 471,957 | |
| 2 | Alicante 459,151 | |
| 3 | Edinburgh 420,513 | |
| 4 | Palma de Mallorca 419,351 | |
| 5 | Dublin 399,083 | |
| 6 | Malaga 389,339 | |
| 7 | Barcelona 369,745 | |
| 8 | Tenerife 364,312 | |
| 9 | Paris 357,163 | |
| 10 | Faro 346,600 | |

4.1

CURRENT OPERATIONS

Almost 78,000 flights, or air transport movements (ATM), occurred in 2023, with the vast majority of these involving scheduled international passenger aircraft.

Out of the total movements in 2023, almost 22% of the total movements was by the most modern, fuel-efficient and quiet aircraft, such as the Airbus A320neo and the Boeing 737 MAX. These next-generation aircraft provide a 15–20% greater fuel efficiency than their predecessors and offer up to a 40% noise reduction.

These new aircraft will continue to make up a greater proportion of flights to and from Bristol Airport, reducing the impact of air travel.



*97% of these flights were to destinations in Europe or Turkey.
 ** Positioning flights are the movements of aircraft from one airport to another, which take place without paying passengers for operational reasons, such as maintenance.

4.2

CURRENT SITE

Bristol Airport is located approximately 11km south-west of Bristol city centre within the local authority administrative area of North Somerset.

It covers an area of around 200 hectares.

Two roundabout junctions provide access to the Airport site from the A38. The northern roundabout provides access to the northern parts of the Airport including the main terminal building, passenger pick up and drop off areas, airport administration buildings, hotel and operational facilities, and both short and long-stay parking areas. This is also the main access for public transport links to Bristol Airport.

The southern roundabout provides access to Silver Zone long-stay car parking, staff car parking, the fire station, various business partner hangars, Lulsgate House administrative building and the National Grid Helicopter Unit.



Aerial view of Bristol Airport

Source: Esri, "Satellite" [basemap]. Scale Not Given, "World Imagery", December 12, 2009. World Imagery - Overview. (November 19, 2024).

4.3

PLANNED DEVELOPMENT OVER THE NEXT FIVE YEARS

Planning permission for infrastructure necessary to support 12mppa was granted in 2022.

The Airport is undertaking a transformational investment programme to improve facilities for our customers and enhance the Airport as our region's gateway.

Over the next five years, the following major developments are coming forward:



TERMINAL BUILDING EXTENSIONS

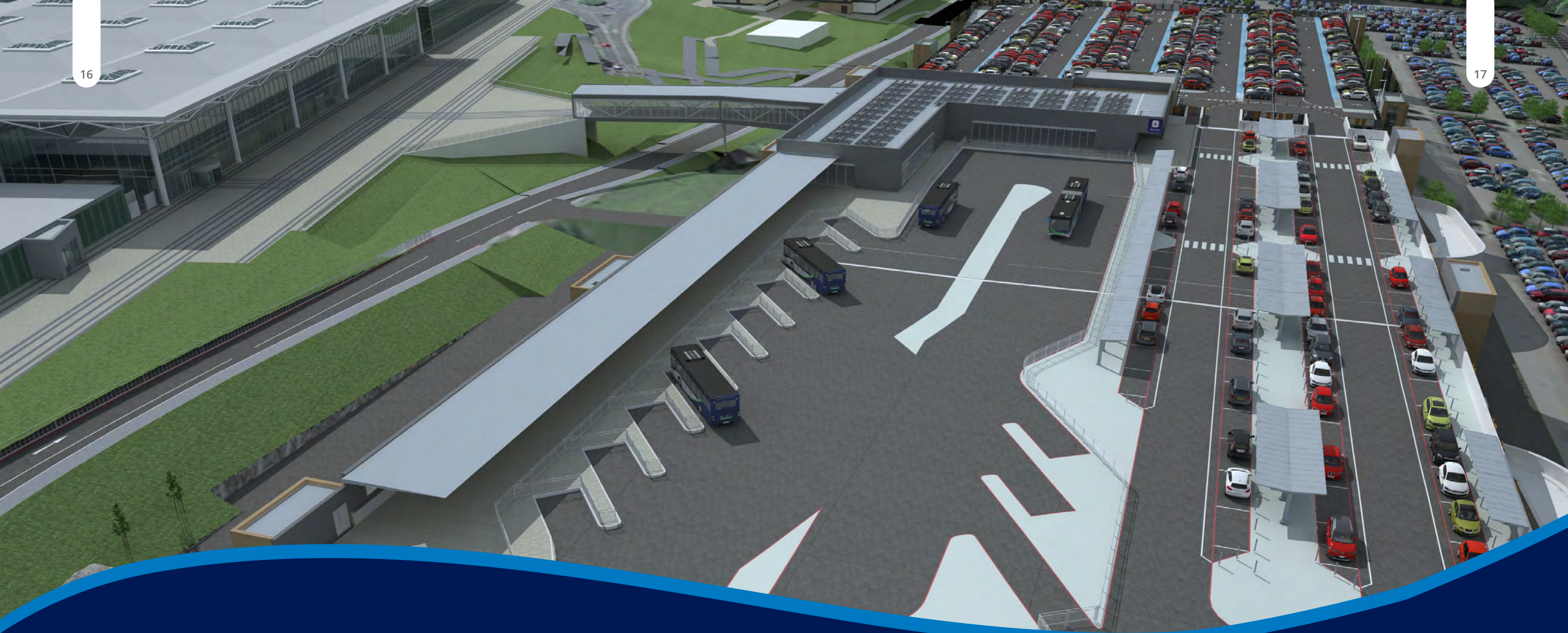
The Airport's terminal will be extended in the coming years.

Extensions to the west and south will provide an improved customer experience including:

- A larger immigration area for arriving flights.
- More space for baggage reclaim.
- New retail offerings.
- A new lounge.

We're also working to make your journey smoother and easier, with:

- A redesigned entrance to the Airport and additional car parking will enable quicker access to the Airport.
- A new eastern pier and walkway will reduce the need for passengers to take buses out to their planes.



PUBLIC TRANSPORT INTERCHANGE AND MULTISTOREY CAR PARKS

The Airport is currently investing more than £60m to create a new coach/bus interchange serving our region.

Currently under construction opposite the terminal, the transformational project is the Airport's biggest investment since the construction of the terminal 25 years ago.

The investment will provide a significantly enlarged public transport interchange, improved internal road system and an additional multistorey car park that will include customer enhancements such as waiting rooms and rest facilities.

The public transport interchange will more than double the number of bus/coach bays to 15 bays (an increase from the current six bays) and it will play an important part in delivering on the Airport's commitment to improving public transport links across the region.

The top level of the car park will also provide a dedicated Drop Off and Pick-up location for family, friends and taxis and provide a new connection to the terminal that will significantly improve the customer journey.

A new glazed link bridge will directly connect the top level to the terminal building.

The project will be complete in summer 2025.

We will commence construction of a third multistorey car park in 2026/27 which will provide a further 2,150 spaces over five levels.



ELECTRIC VEHICLE CHARGING HUB

A new electric vehicle charging hub will be built on the south side of the Airport.

It will consist of 18 ultra-rapid charging points which are capable of charging a vehicle in approximately 10-15 minutes.

Construction is expected to begin in 2025.



EASTERN TAXIWAY LINK AND TAXIWAY WIDENINGS

In order to improve the operational efficiency of the airfield and manage an increased number of aircraft landing and preparing to take off, a new eastern taxiway link will be built.

Part of the existing taxiway closest to the terminal will also be widened.



HIGHWAY IMPROVEMENTS

Working with North Somerset Council, improvements will be made to the A38 between the main Airport access roundabout and West Lane in order to accommodate the additional traffic expected for 12mppa.

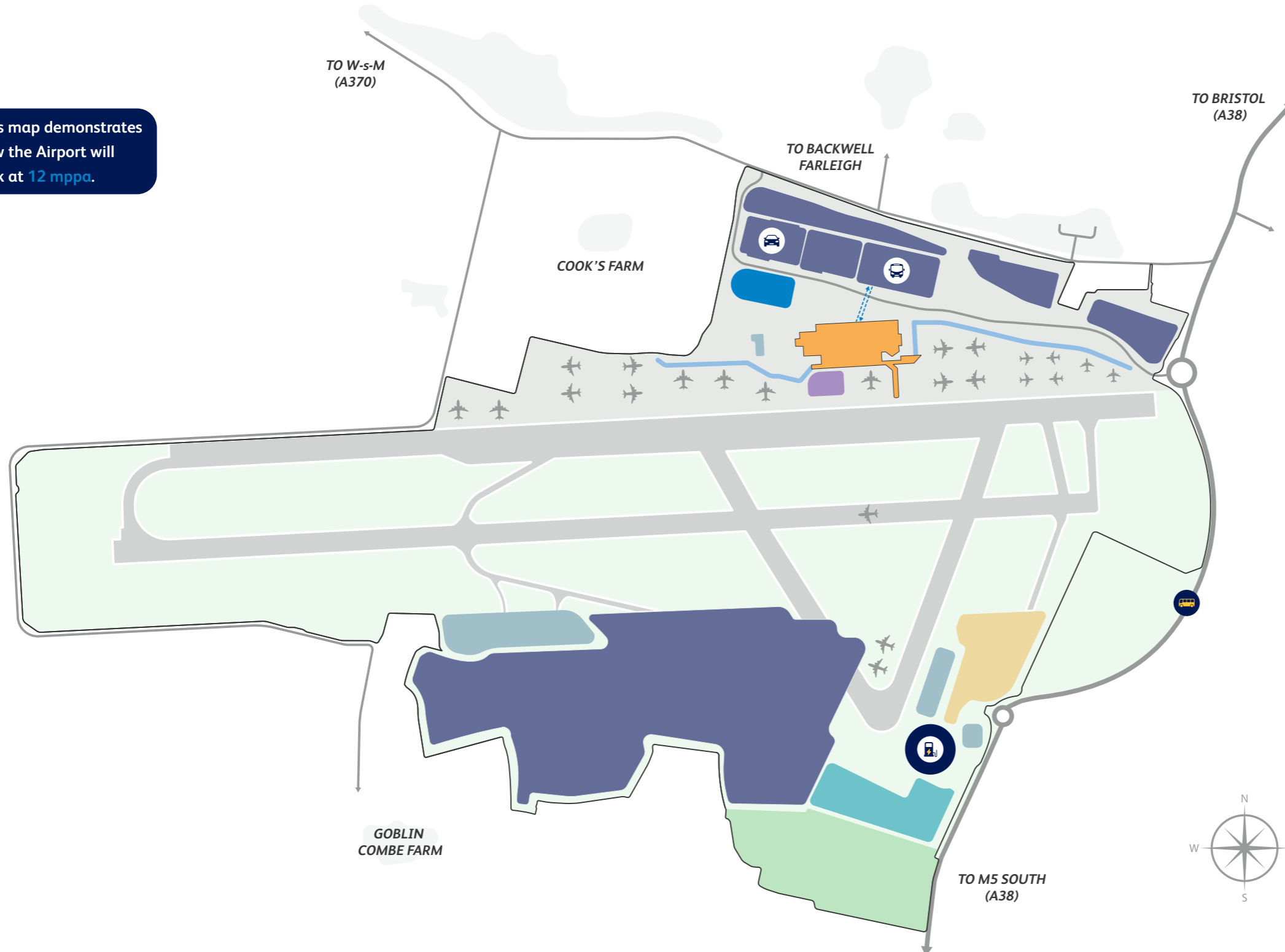
The main carriageway and Downside Road will be widened at the junction with the A38.

The improvements will also include the provision of new/enhanced footways and cycle paths as well as controlled crossing points.

4.4

WHAT THE AIRPORT WILL LOOK LIKE IN THE NEXT FIVE YEARS

This map demonstrates how the Airport will look at 12 mppa.



KEY

- Airport ancillary buildings
- Hotel accommodation
- Car rental area
- Extended terminal
- Parking
- Staff parking
- Fuel farm
- Existing road
- Existing site boundary
- Runway and taxiway
- Piers
- Public transport interchange
- Expanded public parking
- Rapid charging EV hub
- Highway improvements
- Pedestrian link bridge

DEVELOPING OUR MASTER PLAN



PREVIOUS CONSULTATIONS

In 2017, we commenced the preparation of a new Master Plan for Bristol Airport.

The issues faced by Bristol Airport and indicative scenarios for the future were set out in an initial discussion document, entitled 'Your Airport: Your views – Preparing a new Master Plan', that was subject to public consultation between November 2017 and January 2018.

Responses received to the initial consultation informed the second stage of the Master Plan consultation undertaken between May and July 2018.

'Your Airport: Your views – Towards 2050' set out a phased approach for the continued growth of Bristol Airport. The consultation document included, and sought views on, proposals for the development of the Airport to 12 mppa.

Over 1,200 responses were received for the second stage of the Master Plan consultation.

Topics raised in response to key questions are set out on the following pages.



SURFACE ACCESS

Concerns were raised about the capacity of the road network and whether the additional traffic associated with the growth of the Airport would cause congestion and delays, and have an adverse environmental impact on local communities.

Improvements to the A38 were sought along with improvements to public transport accessibility.

In accordance with the planning permission to serve 12 mppa, we will make alterations to the A38 and the Downside Road junction that will improve traffic flows and access to the Airport. We are currently working with North Somerset Council to put in place arrangements to build the new scheme.

The second stage Master Plan consultation set out options for a more fundamental redesign of the main entrance to the Airport. A preferred option for increased capacity from the main roundabout off the A38 to the Airport is included in this final draft Master Plan.

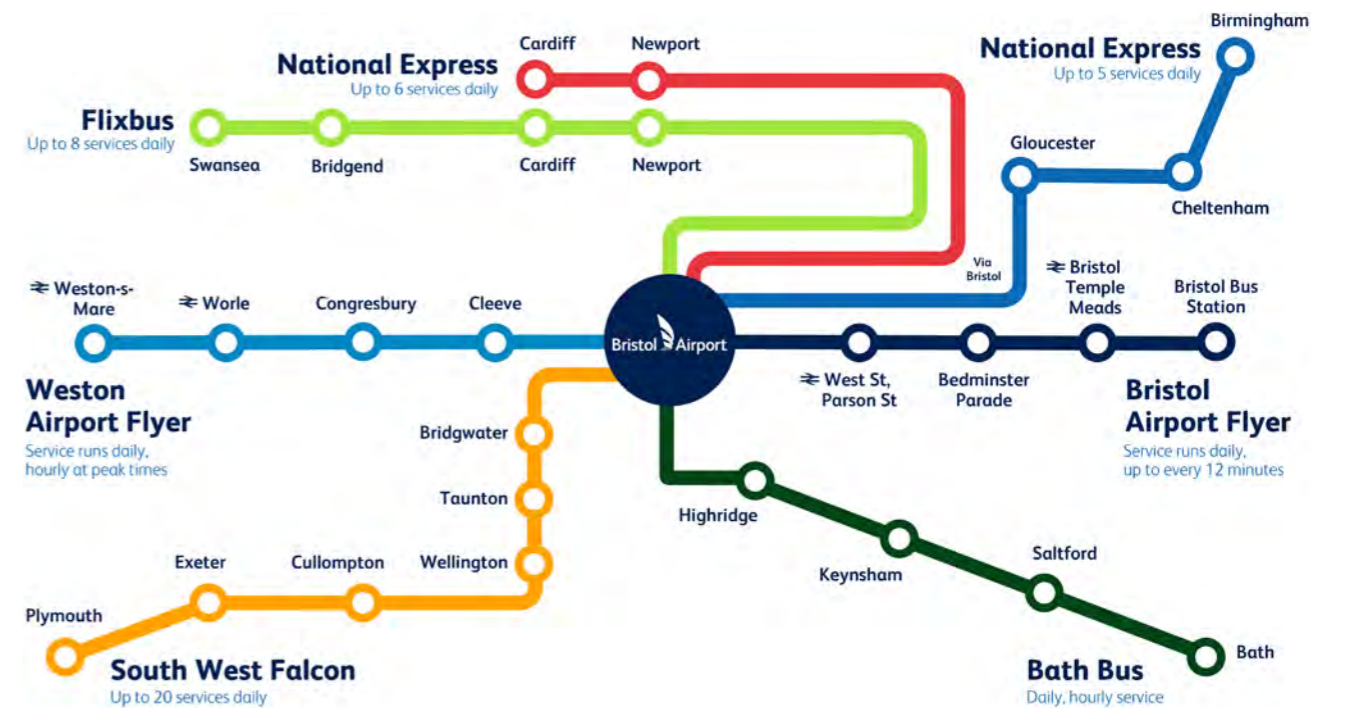
We have increased the frequency of the A1 Flyer to Bristol and continue to make improvements to the A3 Flyer to Wester-super-Mare. We have introduced new coach services that link the Airport to Swansea, Gloucester, Cheltenham and Birmingham.

Increasing the number of people who travel to and from the Airport via public transport is an important commitment we have agreed with the Council. We have a commitment of 17.5% of airport passengers using public transport by the time we reach 12 mppa, and we are making good progress to achieving this with patronage figures for both the A1 and A3 continuing to improve.

We are working with North Somerset Council and the West of England Combined Authority (WECA) to make further improvements to bus services and facilities through our public transport fund, and we continue to subsidise travel for local residents. We provide free bus travel for all staff employed at the Airport on the Flyer services. We also work in partnership with operators to ensure our existing routes are fit for purpose and provide value for money, and we are continually seeking out new routes and opportunities – the introduction of the new FlixBus service from South Wales to the Airport being one such recent example.

We are also very supportive of a mass transit system serving the region and the Airport. We will continue to work closely with WECA and push for progress on this scheme (see page 35).

BUS CONNECTIONS AND FREQUENCIES



We are making significant investment in public transport infrastructure with our new public transport interchange which will increase the number of bus/coach bays (from 6 to 15) and provide facilities that will improve the passenger experience.



CARBON EMISSIONS

Representations were made about the increase in carbon emissions as a result of the increase in air travel and surface transport, and the consequences for climate change.

This was an issue that was fully considered by a panel of independent Planning Inspectors at the planning inquiry into the planning application for 12 mppa. The Inspectors' conclusion was that the aviation emissions were not so significant that they would have a material impact on the Government's ability to meet its climate change targets and carbon budgets, and that ground-based emissions and surface access emissions could be managed through the Airport's Emissions and Climate Change Action Plan (ECCAP), which sets out objectives and targets to reach net-zero airport operations.

Bristol Airport calculates its carbon footprint in accordance with the Airport Council International's (ACI) Airport Carbon Accreditation (ACA) Scheme. In 2023, we achieved 4+ accreditation (level 5 is the highest level an airport can achieve). This is an independent verification that the Airport has a long-term carbon management strategy for absolute emissions reductions and actively drives third parties towards delivering emissions reductions, and that the residual carbon emissions over which the Airport has control are being offset using internationally recognised offsets.

OUR COMMITMENTS INCLUDE:

- **All of our airside and landside buses (including the A1 and A3 Flyers) will be zero emission by 2030.** Currently, 7 out of 18 airside buses are electric, and the non-electric buses have been converted to run on hydrotreated vegetable oil, a type of biofuel that reduces carbon emissions by 90%.
- The development of a new 1.5-MW solar array south of the runway. Along with solar panels on a number of our Airport buildings, we are making significant advances towards our target of achieving **25% renewable energy on-site by 2025.**
- **The removal of gas as a means of heating and cooling the terminal building,** replacing with air source heat pumps by 2026, with gas boilers already removed from the Air Traffic Control Tower.



GREEN BELT

Responses were made about the effects of Airport growth on the Green Belt and that expansion within the Green Belt was inappropriate development affecting the openness and purpose of the Green Belt by encroaching on the countryside.

Again, this was an issue that was fully considered by the Government's Planning Inspectorate at the planning inquiry into the planning application for 12 mppa. The Inspectors' conclusion was that while the extended Silver Zone car parking development would cause harm to the Green Belt, there was a demonstrable need to provide car parking which could not be accommodated outside of the Green Belt, and that the benefits of airport expansion clearly outweighed the harm to the Green Belt.



SOCIO ECONOMIC

Positive feedback was received on the importance of the Airport to the regional economy, with requests for a greater focus on local employment.

As part of our 12 mppa planning commitments, we have developed a Skills and Employment Plan, and this will be updated as we grow.

There were also calls for community funding to be provided over a wider area. The Bristol Airport Local Community Fund was set up in 2012 and has since granted £1.8 million in projects for the surrounding community and will continue to support the community, investing in those areas most affected by Airport operations, with annual contributions of £150,000.



AIRPORT INFRASTRUCTURE: WHAT YOU TOLD US

As part of the first stage of consultation on the Master Plan, we provided three scenarios of what the future Airport could look like to understand your priorities.

Your feedback was split relatively evenly between expanding to the north of the Airport (options A and B) and development to the south of the Airport (option C).



Illustrative map showing one of the example scenarios from our Master Plan consultation in 2017

WHAT YOU TOLD US

Respondents felt that the options for expansion on the north side of the Airport would:

- Minimise the effect on the Green Belt and wider landscape.
- Provide a better passenger experience with facilities housed in a single terminal building.

Respondents felt that the option for expansion on the south side of the Airport would:

- Minimise disruption to passengers during construction (as operations could still run out of the original terminal during the development of the second terminal).
- Provide good foundations for further future expansion.
- Attract more airlines (given the additional capacity).
- Support future growth.

OUR RESPONSE

The development consented under the planning permission for 12 mppa reflected the preference for an improved passenger experience within an existing, extended terminal and sought to avoid the more substantial harm to the Green Belt that would have resulted from a second terminal building being built and associated development south of the runway.



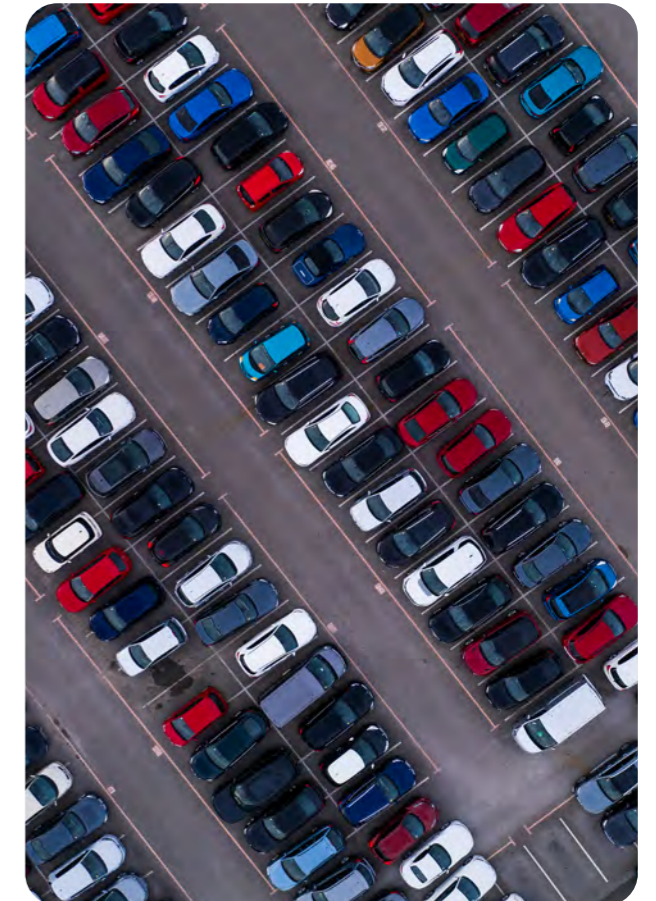
CAR PARKING

Representations were made on the provision of on-site parking with requests to improve parking, and concerns were raised about unauthorised off-site parking.

With these on-site parking improvements, the introduction of parking restrictions on and around the A38, and funding provided by Bristol Airport to North Somerset Council for a parking enforcement officer, we are working to reduce unauthorised off-site parking.

Parking capacity on-site has increased and we are currently building a new multistorey car park. This will include a new and much improved drop-off zone. The existing drop-off area will close, with the new facility opening in 2025.

The new facility will enable vehicles to drive to the top floor to drop off/pick up, and passengers then have a direct link to the terminal building. A third multistorey car park is planned for completion in 2028.



5.2

UPDATING OUR GROWTH PLAN

Following the 2018 consultation, work on a new Master Plan for Bristol Airport was paused as we brought forward our proposals to serve 12 mppa and the growth of the Airport was impacted by the COVID-19 pandemic.

The latest forecasts anticipate that the Airport will reach 12 mppa by 2027/28. Beyond this consented growth, it is expected that there is demand for 15 mppa to use the Airport by 2036, based on economic growth in our region and demand from passengers across South Wales and the South West region.

Passenger numbers were significantly affected from March 2020 to the spring of 2022 as a result of COVID-19 travel restrictions. Following the lifting of these restrictions, Bristol Airport experienced the fastest recovery of any major UK airport. It is now operating above pre-pandemic levels, and demand for flights is expected to continue to grow.

We have prepared a final draft Master Plan for the sustainable growth of the Airport to 2040 taking into account your feedback from the first and second stages of the Master Plan consultations, the latest air traffic forecasts for the Airport, the latest policy context and other developments in the aviation sector outlined below.



NET ZERO 2050

Since 2018, the UK Government has committed in law to achieving a net-zero economy by 2050 and put forward the Jet Zero Strategy, providing a framework for the sector to decarbonise.

This includes a number of measures such as systems efficiencies, sustainable aviation fuels, zero emissions flight technology, and new carbon markets and removals.

In April 2024, the UK Government confirmed a sustainable aviation fuel (SAF) mandate. This will require jet fuel across the UK to be 2% SAF in 2025, 10% by 2030 and then rising to 22% by 2040. There are rules proposed to prevent environmentally damaging products being used to create SAF and to reduce reliance on fuel derived from cooking oil.

In 2022, Airbus announced plans to make a hydrogen-powered aircraft commercially available by 2035.

As a short-haul aircraft, this has the potential to be used on the majority of routes currently served by Bristol Airport. This technology will require new ground infrastructure, storage and regulation – all of which is unfamiliar to the aviation sector. We have been at the forefront of developing this in the UK, working in partnership with easyJet and major aerospace companies. This is a rapidly advancing area, and we will need to bring forward more detailed plans once the technology is closer to commercial use. At this stage, while we have made an indicative provision for hydrogen infrastructure within our final draft Master Plan, the level of detail needed to include proposals within a planning application is not currently available.

Electrical vertical and take-off aircraft (eVTOL) have developed in recent years. These 'flying taxis' are being designed by companies such as Bristol-based Vertical Aerospace and are expected to enter service later this decade.





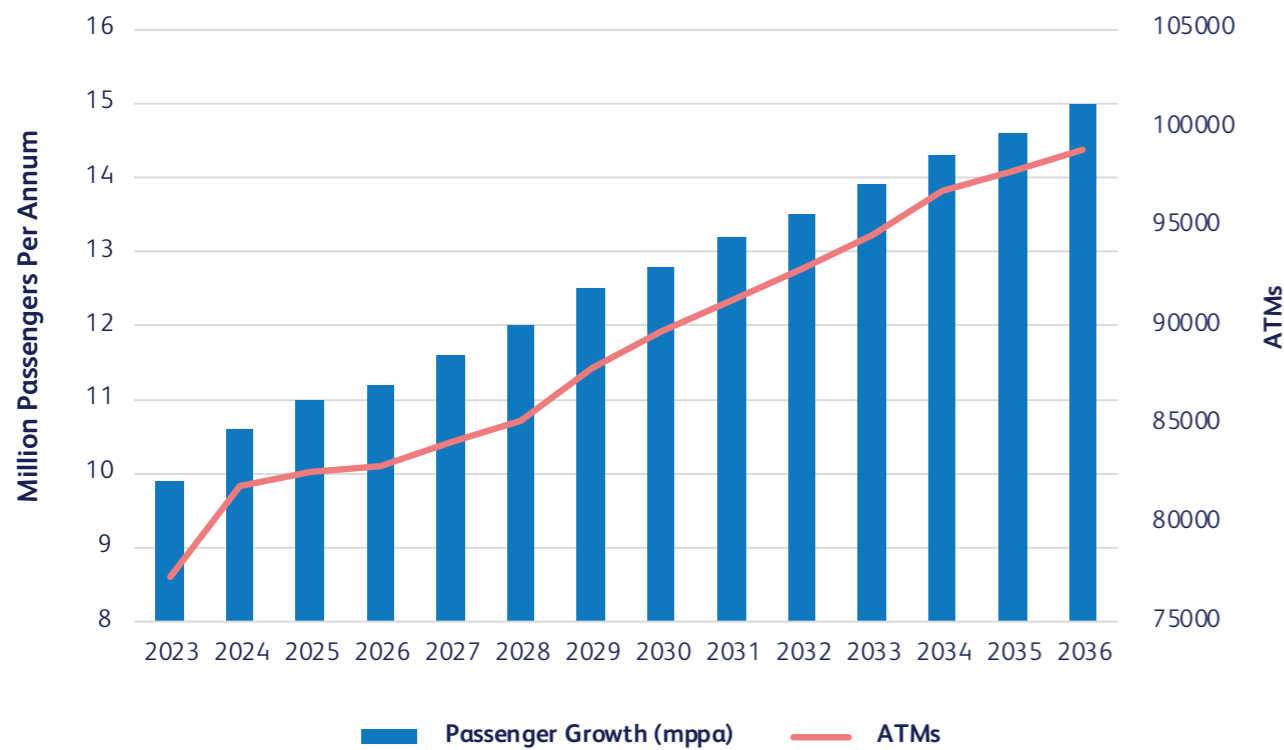
AIR TRAFFIC FORECASTS

Air traffic forecasts consider demand for domestic travel, international short haul and international long haul.

Future growth rates in the market are based on economic growth and air fares, as well as likely catchment area and competing airports.

The passenger forecasts for Bristol Airport are shown below. By 2036, Bristol Airport is expected to have demand for around 15 mppa.

PASSENGER FORECASTS BRISTOL AIRPORT



Commercial passenger aircraft movements (ATMs) have been calculated for future years based on a projected average number of passengers per movement. The average number of passengers per movement has been derived by looking at historical trends, as well as considering the likely aircraft fleet plans of the key airlines. We anticipate approximately 100,000 ATMs to serve 15 mppa.

These forecasts have informed the identification of the infrastructure required to operate the Airport, including the number of aircraft stands, terminal size, access to the Airport, arrangements for public transport, and space for staff and passenger parking.





FLIGHT PATH TO THE FUTURE

In 2022, the Government published a strategic framework and commitments for aviation over the next 10 years.

These set out an action plan for how the Government and industry will work together to deliver key priorities across four themes:

1

Enhancing global impact for a sustainable recovery, including support for growth in airport capacity where it is justified and delivers for the UK.

2

Embracing innovation for a sustainable future, including delivering on the Government's aspiration for zero-emissions flights across the UK within this decade.

3

Realising benefits for the UK with recognition that airports can act as catalysts for national and local benefits, such as tourism, and allow people to benefit from improved connections across the union and regions.

4

Delivering for users through improvements to the consumer experience and ensuring security and safety standards continue to meet the needs of an evolving aviation sector.

Flightpath for the Future confirms that the Government remains supportive of airport expansion where it can be delivered in a way that meets environmental obligations and the existing policy frameworks for airport planning.



JOINT LOCAL TRANSPORT PLAN TO 2036

The West of England Combined Authority (WECA) published proposals for a mass transit connection to the Airport in its Joint Local Transport Plan 4 2020–2036.

The Joint Local Transport Plan 4 (March 2020) contains proposals for a fully integrated public transport network for the West of England. This includes improvements to the bus network, an expanded metrobus network, new Park and Ride sites and enhanced rail services.

Recognising the high passenger flows and capacity constraints, the corridor between Bristol city centre and Bristol Airport is identified as one of five priorities for transformational infrastructure in the form of mass transit, providing a step change in the capacity and quality of public transport.

The Joint Local Transport Plan 4 2020–2036 states that the mass transit network will take between 10 and 20 years to deliver and that in the meantime connectivity improvements will be made to the metrobus, including the development of Bristol Airport as a local, subregional and regional transport interchange.





CONSTRAINTS AND OPPORTUNITIES

To inform how the Airport's infrastructure should be developed to accommodate forecast growth, the site's constraints and opportunities were mapped.

The assessment of the constraints and opportunities focused on the existing airport-owned land and adjacent land parcels not currently in airport ownership that could potentially be developed to accommodate growth.

Every effort has been made to minimise additional land acquisition and to reduce the impact on the surrounding built and natural environments.

The following site elements have been identified as key constraints for the purposes of the Master Plan development.

- **Existing runway length:** this limits long-haul operations but is very challenging to significantly extend either to the west (topography) or to the east (A38 road and green space).
- **Airfield (taxiway and apron) constraints:** additional taxiway capacity is needed to support higher peak hour movement and more efficient circulation of aircraft.
- **Small airport land ownership/footprint and lack of space for development:** long-term expansion requires land acquisition.
- **Topographical and land use issues, including agricultural land,** particularly for the expansion of the terminal aprons to the north and north-west.
- **Operational facilities** west of the terminal would be impractical to relocate (e.g., air traffic control tower and airport offices).
- **Highway network:** the existing alignments of Downside Road and the A38 are physical barriers to airport expansion.
- **Lack of high-capacity public transport,** infrastructure and services.
- **Mendip Hills Area of Outstanding Natural Beauty** to the south.
- **Green Belt designation:** this affects existing Airport operations and the future development of the Airport.
- **Neighbouring residential land:** uses including farms and communities both in the north and in the south side of the Airport.
- **Sensitive environmental habitats** and areas set aside for biodiversity.

The following elements have been identified as key opportunities for the purposes of the Master Plan development.

- **Potential areas for terminal, apron, and surface access expansion** to the north-west of the current airport boundary;
- **Opportunities for expansion in the east** to support improved surface access to the Airport;
- **Southern side potentially dedicated to ancillary /support facilities** and contingency stands, with limited additional land acquisition required;
- **Reconfiguration of aprons** to increase the number of contact/walk-out aircraft stands to enhance stand capacity and aircraft operations;
- **Improving access from the A38** to the Airport, and between the terminal and south side parking areas, as well as dedicated bus lanes linking the north and south sides of the Airport;
- **Introducing new public transport connections** and, in the longer term, mass transit services;
- **Introducing hydrogen technology** and increasing SAF supply in the medium to long term;
- **Improving taxiway infrastructure** to improve aircraft operations;
- **Relocation of fuel farm;**
- **Additional stands and terminal expansion;**
- **Renewable energy generation;**
- **Electric vehicle facilities;**
- Opportunities for **electric aircraft operations;**
- Additional land areas to **enhance biodiversity;**
- **Attracting passengers from our region** who currently use London airports;
- Opportunities that **new aircraft technology** will bring, such as the new Airbus A321XLR, which opens new long-haul destinations.

Airbus's new A321XLR is expected to enter service this year.

This aircraft is similar to the ones used by airlines, such as easyJet, at Bristol Airport for short-haul flights, but it has a much greater range. Unlike traditional widebody (such as B777, B787, A330) aircraft, the A321XLR is appropriate for the runway size and market of Bristol Airport, opening up the possibility of more long-haul direct connections.

This would reduce some of the need for passengers to travel to London airports from the South-West of England and Wales each year.

The A321XLR would also be more fuel efficient and reduce flight noise when compared to the previous generation of aircraft.



Image Source: Airbus

London Heathrow is the second most popular airport for people living in the South West of England and South Wales, after Bristol Airport.

Civil Aviation Authority (CAA) statistics show that, in 2023, around 10 million passengers travelled from the South-West of England and South Wales to fly from London airports.

There is an opportunity for Bristol Airport to capture some of this market, reducing road journeys to the London area, through increased frequency. Of the top 10 destinations, 8 are short-haul destinations already served directly from Bristol Airport.

The two remaining destinations are long-haul to New York and Dubai. With over 225,000 people per annum travelling from our catchment to those two cities each day, there is unmet demand for direct connections from Bristol Airport.

Around 10 million passengers

living in the South West of England and South Wales currently use London Airports. Enabling passengers to fly from their local airport would meet demand in our region and reduce journeys to London.

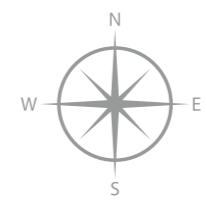
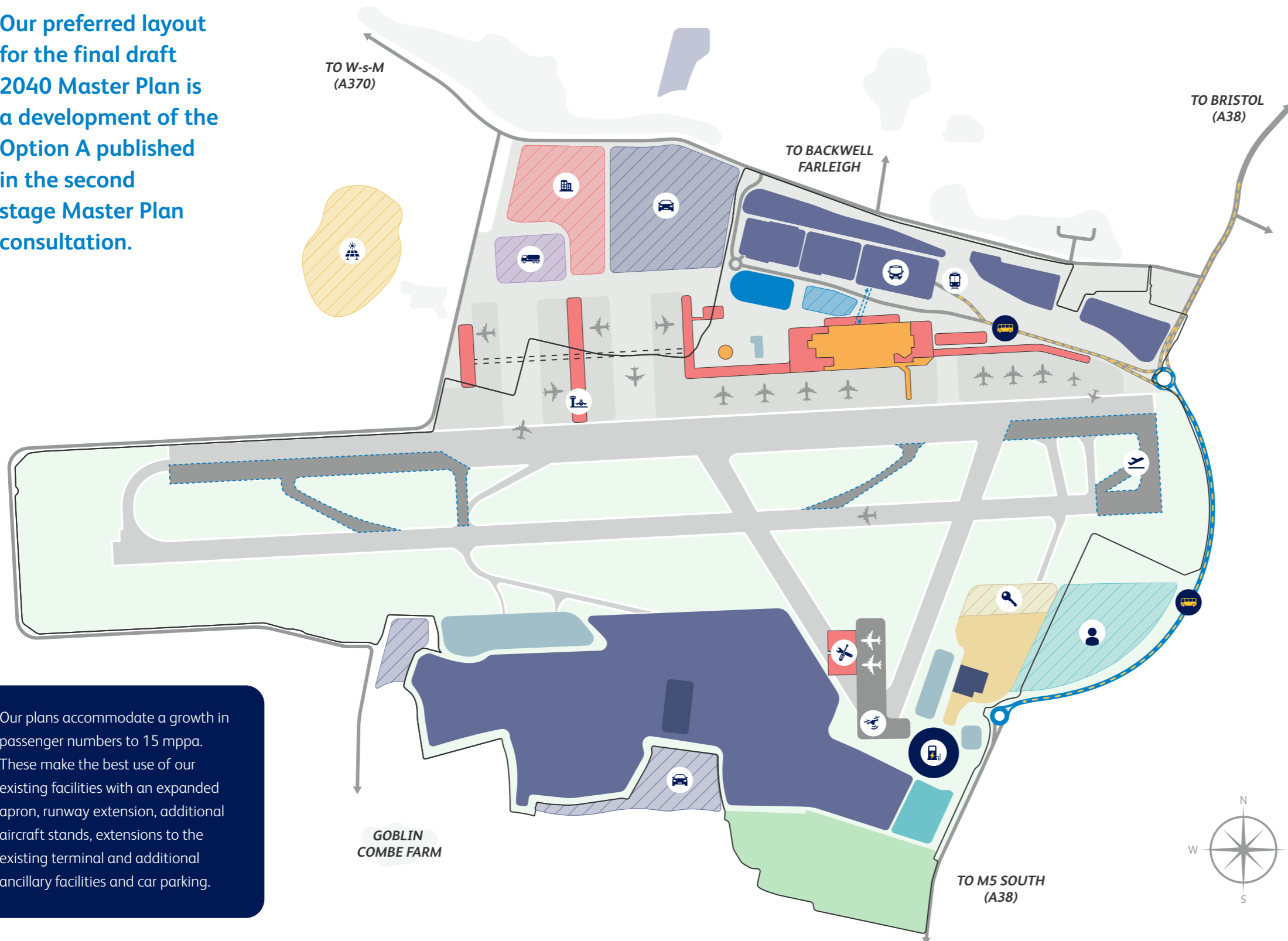


6

FINAL DRAFT 2040 MASTER PLAN

Our preferred layout for the final draft 2040 Master Plan is a development of the Option A published in the second stage Master Plan consultation.

Our plans accommodate a growth in passenger numbers to 15 mppa. These make the best use of our existing facilities with an expanded apron, runway extension, additional aircraft stands, extensions to the existing terminal and additional ancillary facilities and car parking.



KEY

TRANSPORT AND ENERGY INFRASTRUCTURE IMPROVEMENTS

- New bus lanes
- Improved public transport links
- Highway improvements
- Rapid charging EV hub
- Indicative location for renewable energy and/or hydrogen infrastructure
- Indicative location for mass transit interchange
- Public transport interchange
- Indicative location for electric take off/landing

EXISTING BUILDINGS AND INFRASTRUCTURE

- Airport ancillary buildings
- Hotel accommodation
- Car rental area
- Existing terminal
- Parking
- Staff parking
- Existing road
- Existing site boundary
- Pedestrian link bridge
- Air traffic control tower

CAPACITY IMPROVEMENTS

- New buildings
- Runway and taxiway works
- Single-tier carpark
- Raised carparks
- Expanded public parking
- Fuel farm
- Airport ancillary buildings
- Expanded staff car parking
- Expanded car rental area
- Maintenance, repair and overhaul hangars
- Extended apron
- Extended runway and airfield improvements
- Tunnel

6.1

TERMINAL

The Bristol Airport terminal, including linked walkways to gates, currently has a gross floor area of approximately 50,000 square metres (sqm) and has permission to be extended to 70,000 sqm as part of the 12 mppa planning permission.

In order to cater for 15 mppa and provide an enhanced passenger experience during departure and on arrival, our plans will see the terminal and piers grow to 130,000 sqm.

The facility requirement for the expansion of the terminal building to cater for future demand has been developed through a rigorous process using detailed air traffic forecasts, International Air Transport Association (IATA) best practice standards for terminal space, and external advisers, and in consultation with operational staff.

Factors such as maximum queue times have been considered, along with space per passenger, average transaction times as well as comparable examples from other airports.

We are proposing to extend the terminal floor area to approximately 130,000 sqm, capable of serving 15 mppa but also delivering an improved customer experience in terms of waiting areas, retail space and facilities. Indicative spatial requirements for airport facilities – such as check-in, security, departure lounge and baggage reclaim – have informed the final draft Master Plan. Further work will be undertaken to develop and define the design of the terminal extension.



RUNWAY IMPROVEMENTS

Bristol Airport has a short runway when compared to other UK airports, at 2,011 metres in length.

Airports such as Luton, Leeds Bradford and Liverpool have slightly longer runways – while airports like Manchester and Stansted have runways of over 3,000 metres.

We are proposing a small extension to our existing runway of some 150 metres, which will make it around 7% longer. This would be built within the existing airport boundaries in the space between the existing runway and the A38, to our east. Owing to the topography, it is not feasible to extend the runway to the west.

The extension would accommodate aircraft that could serve a limited number of long-haul routes. The extension would not enable us to host the largest aircraft, such as the Airbus A380, but medium-sized, widebody (code E) aircraft, such as the Airbus A350 or Boeing 787 Dreamliners, would be able to use it.

This would open up more opportunities for long-haul travel and meet existing demand from residents in the region, who currently have to travel to London airports to access long-haul destinations.

New aircraft, such as the Airbus A321XLR, are similar in size to the existing aircraft that Bristol Airport currently hosts but have a significantly longer range, owing to the amount of fuel they can carry. A small runway extension opens the possibility of these aircraft reaching new destinations on east-coast North America and the Middle East, providing new direct links for business and the various communities within our region, including those from East Africa and the Indian subcontinent.

We will work with our airlines and NATS, which manages airspace in the UK, to assess the potential wider implications of the runway extension before bringing forward more detailed proposals.



6.2

AIRFIELD FACILITIES



APRON EXPANSION AND AIRCRAFT STANDS

The existing terminal aprons at Bristol Airport provide a total of 38 Code C aircraft stands.

Code C refers to the size of an aircraft wingspan (between 24 and 36 metres). These narrowbody aircraft, such as the Airbus A320, are the mainstay of our current and expected future operations.

Only one existing stand can accommodate a Code E aircraft (wingspan 52–65 metres). Code E aircraft include the Airbus A330, which are long-range, widebody aircraft. There are a total of 13 contact walk-out stands, with the remainder requiring a bus transfer between a bus gate and the stand.

Future aircraft stand requirements have been identified using the air traffic forecasts and considering the number of aircraft on the ground at any given time.

To provide greater flexibility and operational resilience, an additional contingency factor of 10% has been added to the final draft Master Plan's stand requirements to ensure there are sufficient contingency stands for unforeseen delays, for example, a spare operational aircraft being available if one develops a technical issue.

A total of 48 Code C stands are provided on the north side of the Airport, with an additional three stands on the south side, primarily for contingency purposes. Six of the Code C stands closest to the terminal will also have the flexibility to accommodate three larger Code E aircraft. Almost all of the 48 stands on the north side will be contact stands, meaning passengers can travel directly to the aircraft without the need for a bus transfer, significantly improving the customer experience.

To get to the aircraft stands, a series of piers will be constructed, containing travellators, which will link directly to the terminal building. A tunnel beneath the west apron will enable passengers to access the aircraft located furthest from the terminal building. An overground pier will take passengers to aircraft located on the east apron.



TAXIWAYS

The final draft Master Plan has considered the need for airfield infrastructure improvements to maximise peak hour runway throughput and minimise aircraft congestion and delays on the ground.

We are proposing a full-length taxiway widening to Taxiway Golf (the taxiway closest to the terminal and north of the runway). This will enable two narrowbody (Code C) aircraft to travel in opposite directions on the same taxiway, or two aircraft to travel side by side and be reordered in preparation for take-off, for example, the morning peak when multiple aircraft are lining up to take off. Provision has also been made for a number of 'fillets' on taxiways to improve operational efficiency of aircraft using the runway. For example, when landing, they will be able to turn off onto a fillet and navigate back to the apron, as opposed to having to traverse the whole length of the runway.



6.3

AIRPORT ANCILLARY FACILITIES



FUEL STORAGE

To provide a better layout and utilise the apron space closest to the terminal building, the existing fuel storage facility will be relocated and expanded to accommodate storage tanks with a combined capacity of up to 4 million litres.

The storage tanks will be capable of storing kerosene and SAF.

Beyond 2040, as aircraft require hydrogen to fuel flight, it is anticipated that the fuel facility will reduce in size as hydrogen storage and infrastructure are developed.



MAINTENANCE REPAIR AND OVERHAUL HANGAR

The provision of a maintenance, repair and overhaul (MRO) hangar on the south side of the airfield will enable aircraft requiring maintenance or repair to remain on-site and to reduce unnecessary flights to off-site facilities.

This will provide environmental benefits as well as cost savings to our airline partners. The hangar will provide high-skill employment and training opportunities, building on our region's existing strong engineering capability.



VERTIPORT

Space is allocated for a potential vertiport, which is infrastructure to serve electric vertical, take-off and landing (eVTOL) aircraft services.

These zero-emissions aircraft are sometimes called 'flying taxis', and in future could play a role comparable to helicopters today. While the technology is in the early stages of development, it is unlikely to be a major passenger service, but over time it could become viable to carry greater volumes of people between UK regions.



AIRPORT ANCILLARY BUILDINGS

The final draft Master Plan identifies an area for airport ancillary buildings. These will accommodate support facilities necessary for the running of a 15mppa airport.

The Airport ancillary buildings will accommodate expanded services and facilities related to and including the following:

- A new facility to maintain our increasing fleet of vehicles.
- Engineering maintenance building and yard.
- Catering facility to provide catering to flights.
- Consolidation centre where all goods are delivered, security screening takes place and waste is collected.
- Ground-handling accommodation.
- Freight forwarding facility (for aircraft belly cargo); this will be a small facility handling limited amounts of cargo.
- Office accommodation for airline and operational staff.



POTENTIAL FOR RENEWABLE ENERGY AND/OR HYDROGEN INFRASTRUCTURE

Airbus plans to introduce a hydrogen-powered aircraft in 2035, and companies such as Zero Avia in the South-West are developing regional aircraft, which will come into service later this decade.

Hydrogen flight will require new infrastructure, including for refuelling and fuel storage.

Bristol Airport is at the forefront of research in the UK to understand the requirements of future hydrogen aircraft and the impact their adoption will have on our future operations.

The aviation and aerospace sectors continue to work at considerable pace to develop the new technology. Trials in the UK and Europe are being undertaken to increase understanding of the impact of hydrogen flight on airport operations.

Bristol Airport has worked with specialist consultants to forecast the land that may be required for hydrogen storage and other infrastructure required to enable hydrogen fuelled flight.

Depending on how quickly the new aircraft are adopted, storage requirements are expected to be significantly greater after 2040.

The land use requirements for hydrogen-related infrastructure will be explored in future Master Plans, as technology develops and infrastructure requirements are better defined.

The Airport currently has a target of achieving 25% on-site renewable energy for our own consumption by 2025, with the remainder being renewable energy purchased through the grid. Solar photovoltaic (PV) has been added to multiple areas on our site, with limited options for additional PVs.

We recently entered into a 10-year agreement with Luminous Energy to buy energy from its solar developments elsewhere in the UK.

We expect that our energy requirements will increase in the future, owing to rising passenger numbers, demands for electric vehicle charging and removing gas from our buildings.

We have therefore identified land to the west of the current Airport boundary for the potential renewable energy and/or hydrogen infrastructure. Owing to the space requirements of both renewables and hydrogen infrastructure, they are unlikely to be able to be accommodated within the Airport's footprint.

AIRBUS ZEROe

Airbus's ambition is to bring the world's first hydrogen-powered aircraft to market by 2035.

This new aircraft would allow zero-emissions flight to become a reality and could serve most of the routes from Bristol Airport.

Our region is playing a key role in this new technology's development. Airbus's new Zero Emissions Development Centre in Filton, Bristol, is being built to design and test elements such as the aircraft's new fuel system.



ZERO AVIA

Based at Cotswold Airport, near Cirencester, Zero Avia is developing hydrogen-fuelled powertrains to replace conventional engines in propeller aircraft.

In 2027, the company aims to provide powertrains for the type of aircraft that currently fly from Bristol to destinations such as Dublin and the Channel Islands, with 40–80 passengers on board.

6.4

TRANSPORT, SURFACE ACCESS AND PARKING

We conducted traffic surveys in late summer 2024, when the Airport was at its busiest, in order to fully understand vehicle demand and movements in the local area.

Analysis of this data is continuing, and discussions about any potential mitigation measures that may be required will need to take place with transport bodies, including North Somerset Council, National Highways and WECA.

POTENTIAL MITIGATION MEASURES COULD INCLUDE, BUT NOT BE LIMITED TO:

- A revised **Surface Access Strategy** to introduce new targets and measures to reduce the proportion of car trips made to the Airport.
- A revised **Staff Travel Plan** to include further targets to increase travel by sustainable modes of transport.
- **Provision of new bus and coach links**, as well as increased frequency of services to link up with our new Public Transport Interchange.
- **Promotion of the use of public transport** through advertising, other incentives and extending the public transport fund.
- A **remote Park and Ride facility** and service for passengers and staff.



PUBLIC TRANSPORT

The final draft Master Plan proposes bus priority within the Airport site and off-site.

The public transport interchange opposite the terminal will be completed in summer 2025, significantly improving the experience of those travelling by public transport and providing the opportunity for new bus and coach routes to serve the Airport.

As part of our recent planning permission to serve 12 mppa, we have commitments to increase the percentage of passengers using public transport to travel to and from the Airport. The existing target is to increase the percentage of passengers using public transport by 2.5% by the time we hit 12 mppa. Similarly, we have a target of 30% of staff travelling to and from the Airport using more sustainable modes of transport by the time we reach 12 mppa.

We introduced free bus travel for staff on our A1 Airport Flyer and A3 Weston Flyer bus services in 2022, which has been highly effective in increasing public transport usage.

Growing beyond 12 mppa will require Bristol Airport to ensure that even more journeys to the Airport are made by public transport and more sustainable forms of transport. We will work with stakeholders to develop an ambitious but realistic public transport modal share target as part of future detailed proposals.

We will also explore the feasibility and benefits of authorised Park and Ride sites for both passengers and staff.





IMPROVED AIRPORT ACCESS

Our proposals include works to the main/northern roundabout, which provides access to the Airport from the A38.

The new roundabout layout would provide widened lanes and would be signal controlled with bus priority lanes. It would improve the approach to the Airport and increase capacity for vehicles, easing congestion as well as providing new walking and cycling routes.

The southern roundabout would also be upgraded as part of our plans. A fourth arm would be introduced to provide dedicated access into a new staff car parking area and rental car return. Widened lanes would provide additional capacity into the Silver Zone parking area. The roundabout would not be signalled but would include priority bus lanes and increase capacity for vehicles. A new 'bus only' link to exit the staff car park directly onto the A38 and connect with the northbound bus lane on the A38 has been proposed. The bus priority measures would greatly improve public transport links between north and south for both staff and passengers.



OTHER OFFSITE HIGHWAY WORKS

Depending on the outcome of further assessment of existing and predicted traffic, modifications and enhancements to other parts of the highway network to enable bus priority measures, widening, traffic signals or other changes may also be required.

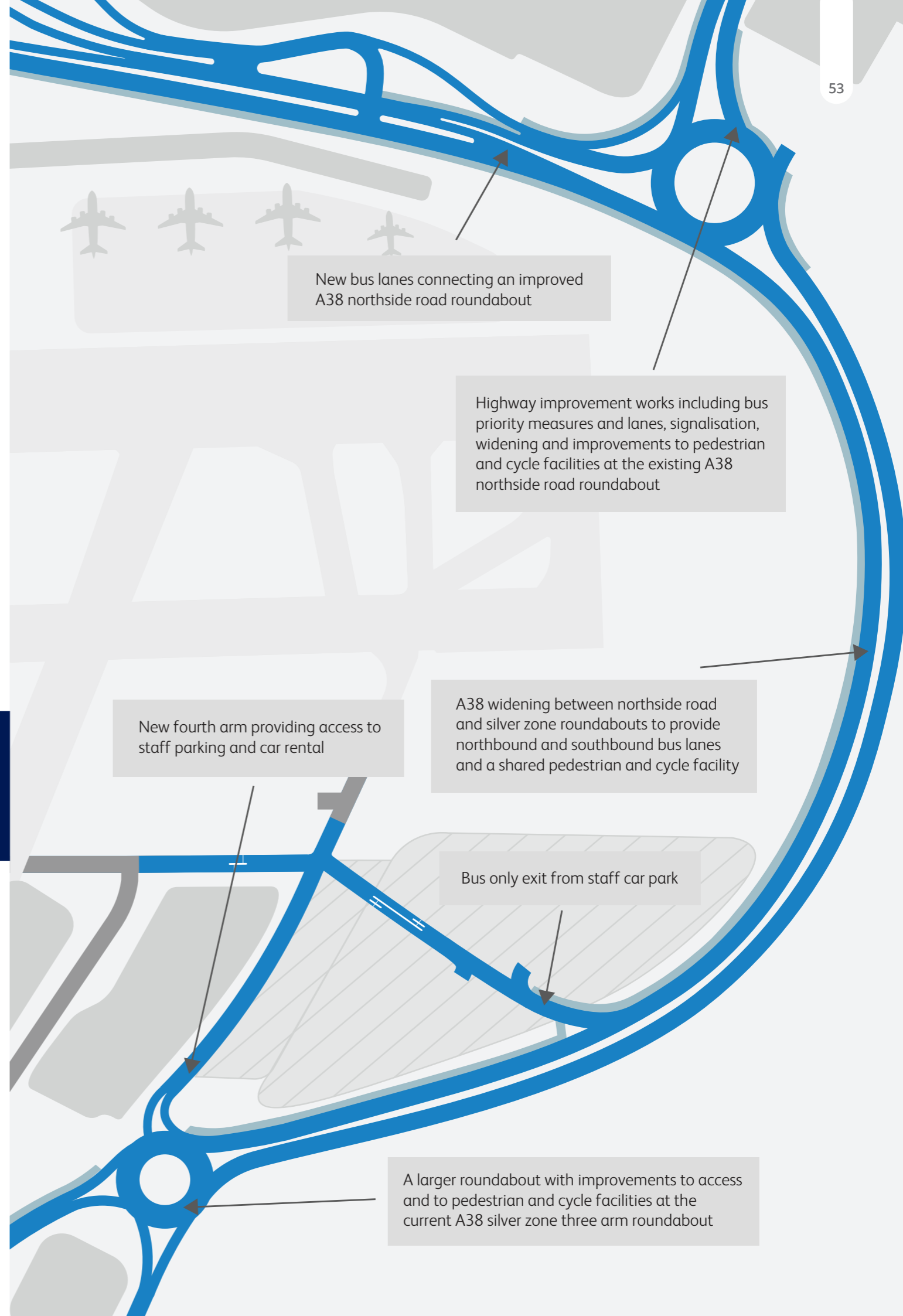


A38 CONNECTION BETWEEN NORTH AND SOUTH AIRPORT ACCESS JUNCTIONS

Proposals for a bus lane northbound between the north and south airport access junction are being advanced by North Somerset Council and are anticipated to be completed by 2026.

As part of our development proposals, we are assessing the need for an additional southbound bus lane to provide a fast and more resilient shuttle service between the southern car parks and the Airport terminal. A shared pedestrian and cycle link is also planned.

We have identified that improvements to the main (northern) entrance roundabout and also the southern (Silverzone) roundabout will be required.





CAR PARKING

We want to encourage as many people as possible to travel to the Airport via public transport, but we also appreciate that this is not always achievable or a preferred choice for some people.

Currently, the Airport provides just over 18,000 car parking spaces, although there are seasonal restrictions in place, which means the capacity falls during the winter season. To the north of the terminal, we are building a new second multistorey car park and have been granted permission to build a third multistorey car park. Additional land on the south side of the Airport is now available for car parking from May to October. In total, our planning permission to expand our capacity to serve 12 mppa will increase overall car parking capacity at the Airport to around 22,300 spaces.

Additional areas for surface car parking have been identified on the final draft Master Plan to meet the demand for parking from an increase in passenger numbers to 15 mppa. We will work with stakeholders to develop new public transport modal share targets to 2040 to encourage more people to travel to and from the Airport more sustainably. This will help to determine how many car parking spaces are needed at the Airport.

We will deliver additional car parking in a phased approach to ensure supply meets demand while also increasing public transport. As an indication, we anticipate that at 15 mppa we would need around 26,000 car parking spaces to cater for our peak periods.

We will also continue to work with North Somerset Council to address the problems of off-site unauthorised parking operators and nuisance parking in residential areas.



STAFF CAR PARKING

There are currently approximately 1,000 staff car parking spaces on the south side of the Airport.

We are committed to targets to increase staff travel to and from work via public transport or walking/cycling and car sharing where possible. However, our assessments show that the capacity of the staff car park will need to increase for the Airport to serve 15 mppa and the associated additional jobs, and the Master Plan has made provision for this.



CAR RENTAL

Our car rental area on the south side of the Airport is popular with customers, particularly inbound tourists.

Provision is made to extend this area to increase capacity as part of the final draft Master Plan. This will enable us to ensure that in-bound tourists have access to hire cars and encourage them to visit places of interest in the region, encouraging spend and supporting the vitally important tourism sector within the regional economy.





MASS TRANSIT ACCESS

A Strategic Outline Case for mass transit was approved by WECA in July 2024 to move forward with developing plans for WEST Rapid Transport, a segregated rapid transport, and an Outline Business Case (OBC) of options for the scheme, including the Bristol city centre to Bristol Airport corridor, are in development.

WECA anticipates that the development of the OBC will take three years to complete and confirm routes for the scheme.

At this stage, several options for the Bristol city centre to Bristol Airport corridor are being considered. It is premature at this stage to incorporate plans for WEST Rapid Transit either within the final draft Master Plan or development proposals to accommodate 15 mppa, with much work still to be undertaken on feasibility (construction and operational constraints) and viability.

We are committed to working with WECA to determine the best viable option to improve public transport connectivity to the Airport and to ensure that options, and ultimately the final preferred option, can be accommodated within the next iteration of the Airport Master Plan.



7

SOCIAL AND ECONOMIC IMPACT

As the Airport grows in the future, its ability to deliver economic impacts in North Somerset, the Bristol City region, the South-West and South Wales will also grow.



CURRENT ECONOMIC IMPACT

The Airport currently has around 5,000 people working on-site. However, the Airport's economic impact goes way beyond its site boundary.

Within the Bristol City Region, it is estimated that the Airport's economic footprint supports around 10,650 jobs and around £810 million of gross value added (GVA). When the additional wider impact from productivity and tourism are included, the overall benefit rises to 14,700 jobs and £1.27 billion of GVA.

Within the South-West of England and South Wales, it is estimated that the Airport supports around 15,050 jobs and around £990 million of GVA. When the additional wider impact from productivity and tourism is included, the overall benefit rises to 29,850 jobs and £2.26 billion of GVA.



Supporting

29,850

jobs across South West England and South Wales



Supporting

14,700

jobs in the Bristol City Region

7.1

ECONOMIC IMPACT OF THE FINAL DRAFT MASTER PLAN

The growth in demand for air services from Bristol Airport will substantially increase the economic impact of the Airport.

In terms of direct on-site jobs, we estimate that an additional 1,000 jobs will be provided at the Airport, primarily for local people, including areas including the southern fringes of Bristol, Weston-super-Mare and rural communities in the area. A significant proportion of the Airport's existing workforce is based in these locations.

The benefits to the economies of the South-West of England's and South Wales are significant, contributing some £3 billion of GVA.

Overall, the delivery of this final draft Master Plan would support around 37,000 jobs (through direct, indirect, supply chain and inbound tourism) across the South-West and South Wales. This is an increase of over 7,000 jobs.

| | | CURRENT STATUS | 15 MPPA* | INCREASE |
|------------------------------------|----------|----------------|----------|----------|
| North Somerset | Jobs | 7,350 | 8,650 | 1,300 |
| | GVA (£m) | £600 | £720 | £120 |
| Bristol City region | Jobs | 14,700 | 17,550 | 2,850 |
| | GVA (£m) | £1,265 | £1,595 | £330 |
| South-West England and South Wales | Jobs | 29,850 | 36,900 | 7,050 |
| | GVA (£m) | £2,255 | £2,945 | £690 |

Source: York Aviation

*mppa = million passengers per annum.



7.2

EDUCATION AND SKILLS

We are dedicated to investing in the future workforce of the region, and in 2023 we saw the reintroduction of the Bristol Airport Education Programme.

We visited schools and colleges in the local community, and students visited the Airport to learn about the history, operations, sustainability initiatives and the future of Bristol Airport.

We want to continue this engagement with young people across the region, and work with North Somerset Council and education sector to build skills for future employees.

In summer 2024, we also agreed a New Skills and Employment Plan with North Somerset Council. The new Plan contains a suite of measures and indicators designed to benefit the local community by promoting the use of a local workforce and local suppliers during the construction of newly permitted infrastructure.

Targets for apprenticeships, training and new jobs are now agreed with all contractors working on construction projects at Bristol Airport anticipated to cost more than £1 million.

In addition to construction, the Plan seeks to promote opportunities for people to work at the Airport, particularly from underrepresented groups and individuals who may experience barriers to entering the workplace. A fund is available to offer support and training to give people the chance to gain employment at the Airport or work experience that may help them gain employment elsewhere. Working alongside North Somerset Council, we will use this money to address skills gaps and develop a talent pipeline through upskilling and reskilling.

For growth beyond our current passenger cap of 12 mppa, we would commit to investing more into the Skills and Employment Plan to ensure the benefits of growth could be shared across the region.

We would continue to:

- Work with local construction companies and use local suppliers.
- Engage with contractors who will identify local community projects and support them through donations in kind.
- Ensure new entrant trainees and apprenticeships are part of our agreement with contractors.
- Ensure sufficient training for new and existing staff.
- Engage with local schools and colleges and offer work placements.
- Offer our own Bristol Airport apprenticeships and trainee schemes.
- Work with underrepresented groups and try to remove barriers to entering the labour market.
- Work with local education providers to promote a wide range of opportunities for young people and adults to gain employment at the Airport.



7.3

SUPPORTING COMMUNITY PROJECTS

The Bristol Airport Local Community Fund invests in a range of local projects that benefit the local community and the environment.

Overall, Bristol Airport has granted £1.8 million in projects for the surrounding community since the fund was set up in 2012 and will continue to support the community. Each year, we will contribute £150,000 to new projects.

Decisions about how and where to invest funding are made in partnership with North Somerset Council.

We have set up a Community Interest Company (CIC), and funding decisions are made between Bristol Airport and North Somerset Council representatives, with funding awarded to communities most affected by Airport operations.



£216,000+

In 2023, the fund provided grants totalling £216,628 to 63 local projects



£150,000

investment in community projects every year



£1.8 million

invested to date in community projects



8 ENVIRONMENTAL IMPACTS

We are committed to the sustainable growth of Bristol Airport.

In December 2023, we published our Sustainability Strategy to drive progress across four sustainability goals over the next five years:

- **Be a net-zero airport** across our operations by 2030.
- **Reduce indirect emissions** and support the development of zero-emissions flights.
- Protect and **enhance our local environment**.
- **Support our communities** and enable our region to thrive.

The impacts of our current operations and growth to 12 mppa on the environment and local communities are actively managed by us in accordance with planning controls and a suite of strategies and action plans relating to issues such as noise, air quality, climate change and biodiversity.

The ECCAP for the Airport sets out a programme of measures to reduce carbon emissions and the impact of the Airport on air quality and climate change.

8.1 TOWARDS 12 MPPA

Key progress in reducing carbon emissions and other emissions in the past year include:

- **Installation of a 1.5-MW solar farm** completed to contribute to our target of achieving 25% renewable energy generation on-site for our own consumption. A 100% renewable energy supply continues to be used to power the remainder of the Airport site.
- **Phase one of the installation of point-of-use electrical hot water heating** for tenants across the Airport completed, reducing gas dependency in line with our terminal decarbonisation initiatives.
- **Seven out of 18 airside buses now electric.** All of Bristol Airport's diesel buses have been adapted to use hydrotreated vegetable oil.





NOISE INSULATION SCHEME AND OTHER NOISE MITIGATION

The Noise Insulation Scheme has been set up to provide grants for new double glazing window installation for those living close to the Airport.

We provide £200,000 per annum for noise-reducing home improvements for local people, including measures like window glazing and insulation.

This year, 39 households have received contributions to deliver these measures.

We will continue to meet with our airlines on a monthly basis to assess their performance on noise, clearly identify if targets are not being met and agree how improvements will be made.

As part of our growth to 12 mppa, we will be implementing a new Ground Noise Management Plan to ensure we are implementing operational and procedural noise controls on the ground running of aircraft, in addition to a Noise Control Scheme to incentivise airlines to use quieter aircraft.



£200,000
donation every year



39
households received contributions for noise mitigation in 2024

Noise Insulation Grant Scheme

Our Noise Insulation Scheme is available for those most affected by aircraft noise. The scheme provides grants of up to 100% of the cost of noise-insulating works, such as new acoustic windows and loft insulation.

Continuous Descent Approaches

Bristol Airport works with our airlines and national air traffic control to implement a system of Continuous Descent Approaches (CDA), which minimises noise and fuel burn from aircraft. In 2023, we introduced a new and highly ambitious target of 95% of our major airlines' planes achieving CDAs.



EXISTING BIODIVERSITY PROJECTS

The Integrated Landscape and Biodiversity Mitigation and Management Plan (October 2023), which covers the growth of the Airport to 12 mppa, seeks to minimise the effects of the Airport's development on biodiversity and deliver ecological enhancements across the site.

MEASURES INCLUDE:

- **Planting and grassland management:** while grass directly beside the airfield must be kept short with minimal seeding and planting to prevent attracting wildlife, which brings a risk to aircraft and passengers, elsewhere on the site we are attempting to enhance biodiversity with hedgerow reinforcement, tree planting, grassland management and bat boxes.
- **Landscaping:** there are a number of measures to improve the landscape and visual amenities around the Airport. For example, the extensions to the Silver Zone car park are screened by a landscaped bund.
- **Pondlife:** an existing pond will be rejuvenated and enhanced to encourage biodiversity.
- **Lighting:** we keep the perimeter dark to encourage bats to forage for insects.

We are working to enhance an 11-acre area of woodland, known as Lulsgate Wood, 1.5 km northwest of the runway to create a thriving and biodiverse mixed woodland, providing habitat for greater and lesser horseshoe bats and a wide range of local, native flora and fauna.

To date, we have:

- Developed an associated Woodland Management Plan to fell non-native trees and reduce the canopy cover to make it more suitable for bats.
- Introduced hibernation roosts and features to attract invertebrates.
- Provided two insulated timber bat cabins for greater and lesser horseshoe bats to use as night roosts, fallen deadwood features and small ponds to support lesser horseshoe bats.

We are also working with the Eden Project's National Wildflower Association to create wildflower landscapes across the Airport site to improve biodiversity. We are also introducing additional trees within a field known as Cornerpool, situated to the south, to maximise its attractiveness to horseshoe bats.



8.2

TOWARDS 15 MPPA

There is potential for growth of Bristol Airport beyond 12 mppa to give rise to impacts associated with, for example, the development of land, additional flights and surface access movements.



AIR NOISE

The main source of noise is from flights into and out of Bristol Airport.

An increase in passengers from 12 mppa to 15 mppa would result in an increase in aircraft movements from 85,990 to 100,000 per year. On a busy day in peak period this would result in 35 extra aircraft movements. While night flying restrictions would remain, we are proposing to increase night flights by 1,000 (on average, four per night on a busy night in the peak period). The vast majority would arrive between 23:30 and 02:00.

Noise consultants have been commissioned to determine the change in noise levels that would be experienced by local communities with or without the proposed development coming forward. This is typically assessed by calculating the average noise level over a 16-hour day (from 07:00 to 23:00) and 8-hour night (from 23:00 to 07:00) for an average day over a 92-day summer period. The average noise level is given in decibels (dB) and presented as noise contours that show the areas exposed to different levels of noise. This averaged decibel measurement 'LAeq', shown on a noise contour map, is the primary metric used to assess UK aircraft noise and it refers to 'equivalent continuous noise level'.

For the assessment of noise contours, the concepts of Lowest Observed Adverse Effect Level (LOAEL) and Significant Observed Adverse Effect Level (SOAEL) as defined in the Noise Policy Statement for England are used.

LOAEL is defined as 'the level above which adverse effects on health and quality of life can be detected'. SOAEL is defined as 'the level above which significant adverse effects on health and quality of life occur'.

The threshold for LOAEL for air noise is defined in the UK policy as 51 dB LAeq,16h for day-time noise and 45 dB LAeq,8h for night-time noise. The threshold for SOAEL is defined as 63 dB LAeq,16h for day-time noise and 55 dB LAeq,8h for night-time noise.

For 2036 forecast Air Traffic Movements associated with 12 mppa (without development) and 15 mppa (with development) have been used. These forecasts detail the modernisation of the aircraft fleet at the Airport over time, with the introduction of newer quieter aircraft.

As forecasts show that additional night-time air traffic movements would be required to accommodate the growth to 15 mppa, the preliminary noise assessment has assumed an increase in the current night-time air traffic movement limit from 4,000 to 5,000 air traffic movements per year.

The current restrictions on take-offs and landings within the shoulder periods of 06:00 hours and 07:00 hours and 23:00 hours and 23:30 hours of 9,500 in any calendar year have been assumed to remain in place within the preliminary noise assessment.

For comparison against the current situation, noise contours have also been prepared based on the peak summer period activity in 2023.

The noise contours can be found in the EIA Scoping Report.



The table below contains estimates of the likely size of the summer daytime noise contours and the population within those contours.

The results of the preliminary assessment of summer daytime noise forecasts that the impact will decrease over time. Between 2023 and 2036 there is forecast to be a decrease in the area of the noise contours, with or without the potential growth beyond 12mppa, and therefore also a decrease in the population affected by noise.

| DECIBEL LEVEL (LAEQ,16H) | SUMMER DAY NOISE CONTOUR AREA – KM ² (POPULATION) | | |
|-----------------------------|--------------------------------------------------------------|--------------------------|----------------------------------|
| | 2023 | 2036 (without growth) | 2036 (with growth to 15 mppa) |
| 51 | 40.31 (8,703) | 25.84 (3,462) | 30.6 (5,478) |
| 63 | 3.13 (38) | 1.89 (0) | 2.25 (38) |
| 69 | 0.90 (0) | 0.63 (0) | 0.75 (0) |

The table below estimates the likely size of the summer night-time noise contours and the population within those contours.

The results of the preliminary assessment of summer night-time noise forecasts that the area affected by noise will decrease over time. Between 2023 and 2036 there is forecast to be a decrease in the area of these noise contours, with or without the potential growth beyond 12mppa, and therefore also a decrease in the population affected by noise.

| DECIBEL LEVEL (LAEQ,8H) | SUMMER NIGHT NOISE CONTOUR AREA – KM ² (POPULATION) | | |
|----------------------------|----------------------------------------------------------------|--------------------------|----------------------------------|
| | 2023 | 2036 (without growth) | 2036 (with growth to 15 mppa) |
| 45 | 61.76 (11,410) | 41.1 (8,006) | 47.78 (8,964) |
| 55 | 7.55 (718) | 5.0 (237) | 5.95 (538) |
| 63 | 1.22 (0) | 0.9 (0) | 1.04 (0) |

There is a reduction in the area daytime and night-time contours from 2023 to 2036 despite an increase in the number of flights to accommodate 15 mppa.

This occurs because modernisation of the aircraft fleet is forecast to be virtually complete by 2036. The effect of the newer aircraft being quieter than those they are replacing more than offsets the increase due to more flights, leading to an overall reduction in noise.

In 2023, about 22% of all movements were undertaken by modernised 'new generation' variants such as the Airbus A320neo and Boeing 737 MAX 8.

These next generation aircraft provide a 15-20% greater fuel efficiency than their predecessors and offer up to a 40% noise reduction.

By 2036, this proportion is forecast to increase, with new generation variants comprising around 75% of movements. This will mean the noise contours decrease in size.

If the 2036 noise contours with growth to 15 mppa are compared to the 2036 noise contours without growth, it is estimated that an additional 301 people will be exposed to noise levels above the SOAEL during the night-time period and an additional 38 people during the daytime period.

When considering the absolute change in noise level in 2036 some people are forecast to be subject to potentially significant air noise effects, prior to mitigation. These findings are set out in the EIA Scoping Report.

There are a range of measures already in place that address the noise impact of the Airport, set out in the Bristol Airport Noise Action Plan 2024-2029. These measures include operational procedures such as continuous aircraft descents and climbs, operational limits and an action plan to reduce aircraft noise.

Households likely to experience significant effects from aircraft noise are eligible for grant funding for noise insulation under the current Noise Mitigation Scheme.

SUBJECT TO FURTHER ASSESSMENT, REVISED MEASURES WILL INCLUDE:

- **Review of current noise controls** and other measures to further incentivise quieter and more fuel efficient new generation aircraft;
- **Encourage aircraft operators** to utilise operational procedures and practises to reduce the impact of ground noise;
- **Revised Noise Mitigation Scheme.**



AIRCRAFT GROUND NOISE

Ground noise from aircraft after landing and when preparing to take-off, road traffic noise from vehicles accessing the Airport and construction noise from infrastructure works will also need to be considered as part of plans to grow beyond 12 mppa.

It is expected that ground noise impacts will increase in line with aircraft movements, and the extended apron also has potential to result in ground noise impacts. Ground noise and construction noise impacts are most likely to be experienced by residents closest to the new infrastructure, such as the proposed aprons to the west of the terminal.

POTENTIAL MEASURES TO MITIGATE GROUND NOISE AND CONSTRUCTION NOISE INCLUDE:

- **Further use of Fixed Electrical Ground Power (FEGP)** or battery-powered Mobile Ground Power Units (MGPU) on new stands to substitute the use of aircraft Auxiliary Power Units (APU) in order to reduce ground noise.
- **Construction of purpose-built acoustic barriers** around the site, particularly near residential properties.
- **Adoption of Considerate Constructor Schemes** best practice to reduce construction noise impacts on nearby properties, which ensure that any issues are managed professionally and independently.



ROAD TRAFFIC NOISE

Increases in road traffic generated by the proposed development have the potential to result in an increase in noise levels.

Further assessment of these effects will be undertaken and mitigation measures considered if necessary.





AIR QUALITY

Emissions from aircraft and ground operations and road traffic affect air quality in the immediate vicinity of the Airport.

Emissions from Bristol Airport will increase as passenger throughput grows from 12 to 15 mppa. The impact of the increase in emissions is being assessed against national, legally binding limits and will consider sensitive human health and ecological receptors in the vicinity of the Airport, as well as those near the road network used by airport-related traffic.

At this stage, emissions impacts at ecological receptors, such as the North Somerset and Mendip Bats Special Area of Conservation, King's Wood and Urchin Wood, Brockley Hall Stables and Goblin Combe Sites of Special Scientific Interest, Felton Common Local Nature Reserve and Ancient Woodland, are predicted to remain within all legal limits.

Our development proposals will optimise the airfield layout to minimise times for aircraft taxiing and holding and deliver improvements to the A38 and the internal road layout, which will reduce congestion. These measures will, in turn, reduce airborne emissions from, respectively, aircraft and vehicle movements.

Our ECCAP contains actions to minimise emissions, and we will set further targets to manage emissions for growth above 12 mppa.

ADDITIONAL MEASURES MAY INCLUDE, FOR EXAMPLE:

- Routing of heavy goods vehicles during the construction period and timing of movements in order to reduce congestion and queuing.
- Increased use of Fixed Electric Ground Power.
- Planning of arrivals/departures as part of normal operations to avoid idling of traffic.
- Implementation of dust management plans during construction.
- Provision for additional electric vehicle (EV) charging.
- Further investment to enhance surface access and increase public transport mode share.



CARBON EMISSIONS

The UK has carbon budgets that place a restriction on the total amount of greenhouse gases the UK can emit over a 5-year period.

The Government's Sixth Carbon Budget period is 2033 to 2037 and is closest to our Master Plan timeframe. A preliminary assessment of emissions as a result of growth to 15 mppa and the associated increase in air traffic movements concludes that they would be less than 0.1% of the Sixth Carbon Budget and that they would gradually reduce in line with the Government's net-zero commitments.

Embedded in the final draft Master Plan is an optimised airfield layout which will reduce aircraft taxiing and holding, and their associated emissions. We expect our energy requirements to increase in the future, owing to the growth in passenger numbers and the increasing demands for electricity. Our Sustainability Strategy sets clear targets and actions to achieve net-zero operations by 2030 and for Bristol Airport to be net zero by 2050. As we develop, we will undertake further carbon assessment of the impact of growth and will identify additional actions to keep us on track to meet our commitments. This may include additional renewable energy infrastructure, sustainable building design, further EV charging provision and measures to promote further public transport use.

We will continue to actively work with our airline partners to reduce the indirect emissions resulting from flights operating out of the Airport and passenger transport. Beyond our development proposals to accommodate 15 mppa, we are beginning to consider the spatial requirements for hydrogen infrastructure to enable hydrogen-fuelled flight and identify land to the west of the Airport on the final draft Master Plan for this purpose. In our journey to become a net-zero airport by 2050, hydrogen fuel could make a significant contribution to reducing the carbon footprint of the Airport's future operations and ushering in zero-emissions flight.

We are committed to being a leading player in facilitating zero-carbon flight in the UK and will continue to build on Bristol Airport's connections with the South-West's world-leading aerospace hub and centre for research and excellence. We will work with partners to be a driver for change, supporting and leading where we can, taking actions to decarbonise flight and collaborating with our airline partners and suppliers to decarbonise ground operations.

AVIATION CARBON TRANSITION

In 2021, we launched Bristol Airport's Aviation Carbon Transition (ACT) programme.

The ACT programme is an annual fund of £250,000 to kick start and fast track decarbonisation initiatives in the South-West, focusing on Scope 3 emissions from flight and transport at the Airport, and is unique to Bristol Airport. Organisations that have been awarded funding include Buckinghamshire New University, for its deep dive into surface access and commuting emissions at Bristol Airport; airlines easyJet and Jet2, to accelerate the electrification of airside vehicles and equipment; and Johns Associates Limited, for exploring airfield grassland sequestration through innovative biochar absorption.

HYDROGEN ALLIANCES

Bristol Airport is uniquely working with partners to develop zero-emissions hydrogen flight technology.

Bristol Airport is a founding member of Hydrogen South-West, a network that brings companies together to accelerate hydrogen innovation and research and development in our region.

It is also a member of the Hydrogen in Aviation alliance, a collaboration between the aerospace industry, easyJet and others. The alliance has provided a roadmap for the UK Government, industry and our regulators to accelerate the development of zero-emissions flight.

PROJECT ACORN

In 2024, Bristol Airport hosted the first airside hydrogen refuelling trial ever to take place at a major UK airport.

The groundbreaking trial was a critical step to achieving zero-emissions aviation while meeting UK regulations. Hydrogen was used to refuel and power ground support equipment (GSE) – servicing easyJet passenger aircraft in an operational environment.

The outputs of the trial will help develop industry best practice; provide guidance to airports, airlines, local authorities and regulators on required infrastructure changes; and support the development of a regulatory framework for hydrogen use on an airfield.



Bristol Airport
Amazing journeys start here



BIODIVERSITY

Bristol Airport, and the adjacent land required to increase capacity to 15 mppa, does not include any protected nature conservation sites but does include previously undeveloped land that is in agricultural use.

The effects of the development proposals on the wider landscape will be considered. The area supports a number of designated sites, including the North Somerset and Mendip Bats Special Area of Conservation (SAC), which has been designated in part for its resident populations of lesser horseshoe and greater horseshoe bats. The SAC is approximately 2 km west of the Airport.

Ecological surveys undertaken to date have demonstrated that the site and the surrounding area is home to a number of protected or notable species, including bats and badgers. Hedgerows, trees and scrubland support an assemblage of farmland birds.

Taking into account the results of ecological surveys completed to date, as well as data from third-party sources and our understanding of the site, a high-level preliminary assessment of the potential effects of the development on biodiversity has identified the following potential impacts:

HEDGEROWS:

A limited number of hedgerows on adjacent land will need to be removed or will become fragmented. These will be replaced elsewhere and new connecting habitat introduced wherever possible.

GRASSLAND:

Areas of species-poor grassland within the airfield and on land adjacent to the current Airport will be reduced, as will small extents of species-rich grassland along the A38. These will be recreated or translocated elsewhere, improving other poor-quality grasslands.

TREES AND SCRUB:

Some establishing and older trees on land adjacent to the Airport are likely to be removed, reducing habitat for birds, bats, invertebrates and lower plants that are associated with them at these locations. These will be replaced elsewhere and new trees and shrubs introduced wherever possible.

BIRDS:

Increased air traffic has the potential to disturb birds at important sites, like the Severn Estuary Special Protection Area (SPA) and SAC and Chew Valley Lake SPA and Site of Significant Scientific Interest (SSSI), but significant impacts are not anticipated.

HORSESHOE BATS:

Development may lead to the loss of important foraging habitats on land adjacent to the current Airport, for greater and lesser horseshoe bats, which are an interest feature of the North Somerset and Mendip Bats SAC. Increased lighting could disturb their natural behaviour in retained habitats and adjacent land. Where possible, this habitat will be retained, as will dark corridors, and replacement habitat that exceeds the value of that being lost will be provided.

OTHER BATS:

Various bat species could lose roosting and foraging areas where grassland, trees and buildings are to be removed, and lighting could disturb behaviour. Opportunities for bats will be incorporated wherever possible at Bristol Airport, particularly in unlit areas, but also in off-site, currently poor-condition habitats.

BADGERS:

Setts and foraging areas may be affected in land adjacent to the current Airport, leading to potential harm or isolation of badger populations. Badgers have always been conserved and supported at Bristol Airport and this will continue, with new setts being provided and better foraging and watering habitat made available.

BREEDING BIRDS:

Birds may lose breeding habitats associated with the trees and hedges to be removed, although these will be replaced elsewhere and new connecting habitat introduced wherever possible.

Protected and designated sites, such as Goblin Combe SSSI and King's Wood and Urchin Wood SSSI, are unlikely to experience changes in vegetation caused by increased emissions to air from aircraft and vehicle traffic, as these are predicted to remain within legal limits.

Where possible, the scheme is being designed to avoid or reduce adverse effects on valued ecological features and deliver benefits for biodiversity in accordance with policy and best practice. Overall, our proposals will be required to deliver a minimum of 10% biodiversity net gain through landscaping and habitat creation proposals and the management of retained and proposed habitat areas.

These measures will be included in a Landscape and Biodiversity Management Plan to be submitted as part of the planning application.





LANDSCAPE AND VISUAL IMPACTS

A preliminary assessment of the potential effects of the final draft Master Plan on landscape character and visual amenity has been undertaken, informed by mapping where the proposals would theoretically be visible from within a 5-km study area.

The varied topography throughout the study area, combined with intervening vegetation and built form, limits views of Bristol Airport from the surrounding area.

Towards the southern part of the study area, the land rises appreciably in the vicinity of the Mendip Hills. This results in elevated, panoramic views from this part of the study area.

While it is not anticipated that the physical development of the Airport to accommodate 15 mppa will significantly affect the Mendip Hills National Landscape, further assessment is required to consider the impact of additional air traffic movements (ATMs) on the special qualities of this protected landscape. This assessment will be included in the planning application.

It is expected that there will be localised effects on the local landscape character, and there is potential for visual impacts for residents living close to the Airport at Lulsgate Bottom and along Downside Road (to the east of Cook's Bridal Path only), around Winters Lane and along Cook's Bridal Path, and for recreational users of the Tall Pines Golf Club.

Where possible, elements of our proposals are being designed sensitively to minimise any potential landscape effects. This includes making use of natural landscape features, for example, by constructing new buildings and structures in lower-lying areas or adjacent to existing built form, thereby reducing the visual effect of new structures in the wider landscape.

Any additional mitigation that may be required to reduce potential landscape and visual impacts will be set out in a Landscape and Biodiversity Management Plan.

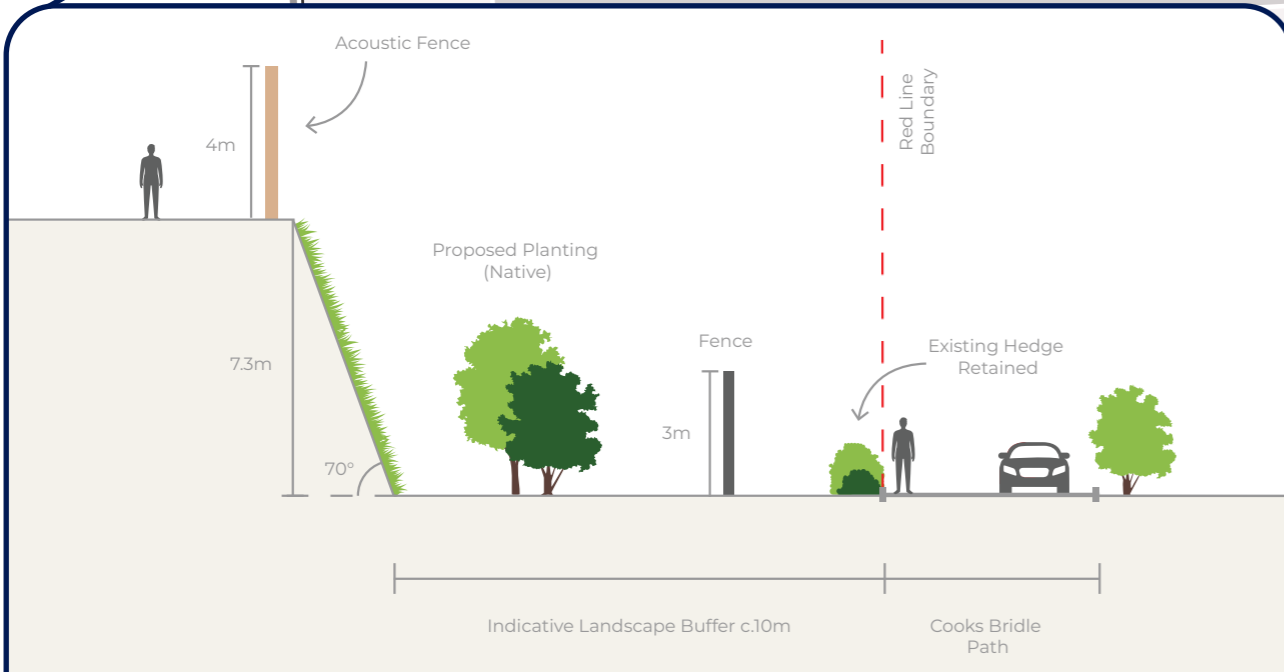
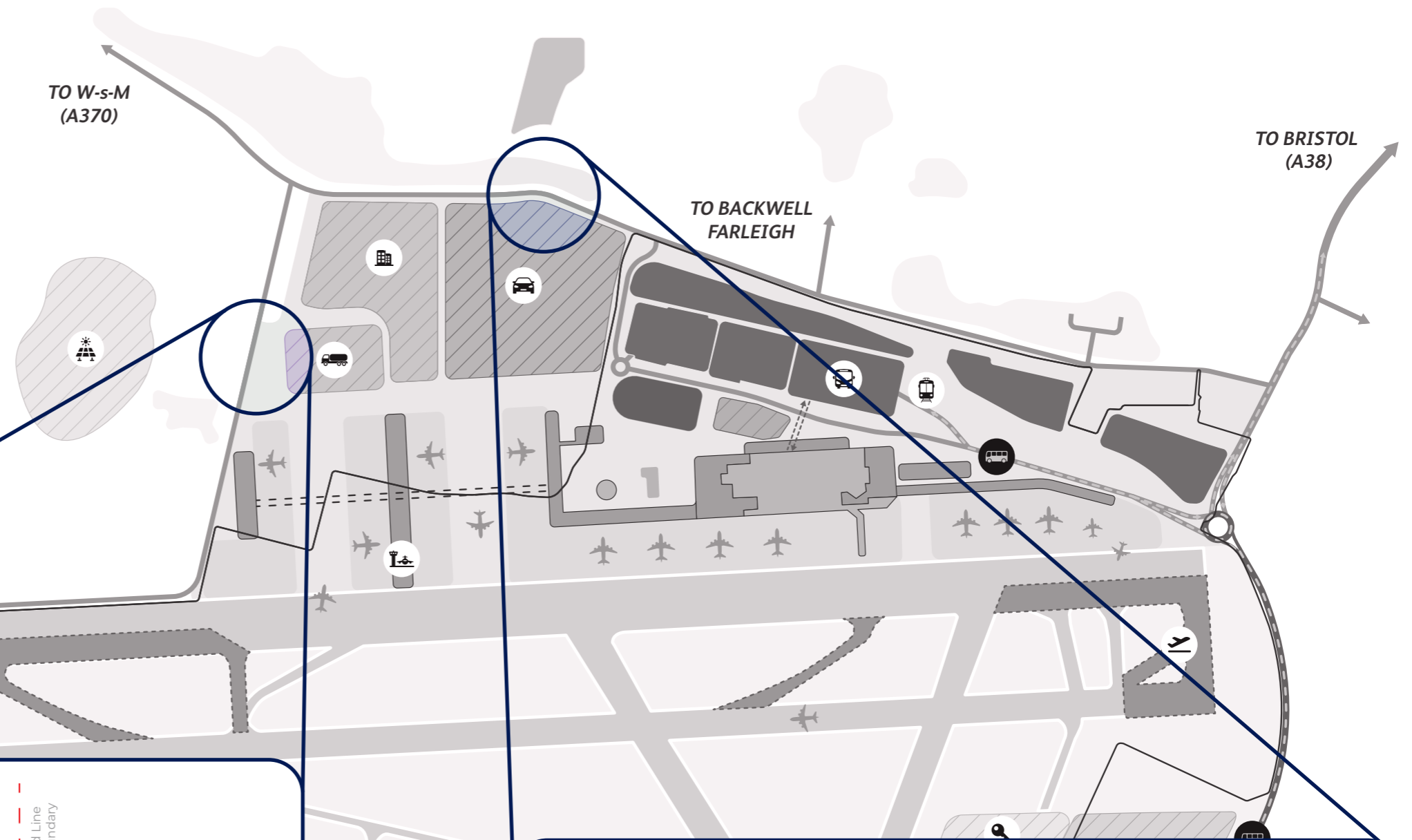
MEASURES COULD INCLUDE:

- Additional landscape bunds on the southern airport boundary.
- Tree planting and reinforcement of existing hedgerows along the Airport boundary.
- A lighting strategy to minimise light spill and glare.

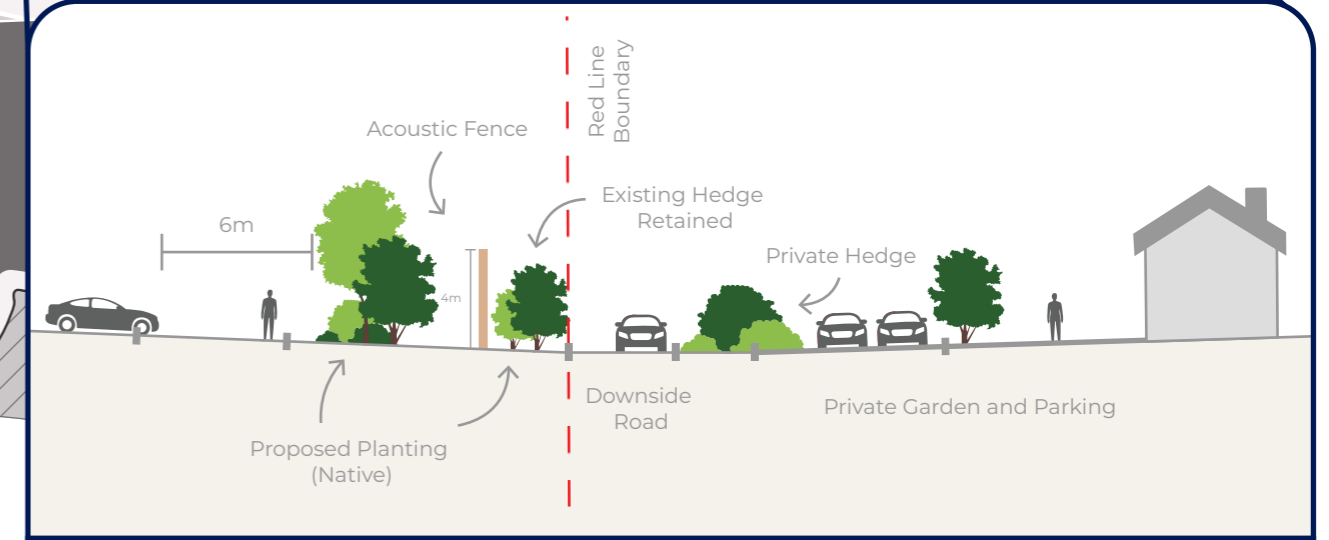




INDICATIVE BOUNDARY TREATMENT



Indicative Boundary Treatment on Cooks Bridle Path



Indicative Boundary Treatment on Downside Road



AGRICULTURAL LAND

The proposals would require the development of land that is currently agricultural land to the north of the airfield and west of the terminal for the extended apron, the fuel farm and aviation-related buildings.

It is proposed to develop additional agricultural land to the south of the airfield for car parking. Assessment will be undertaken to confirm whether, and the extent to which, Best and Most Versatile agricultural land would be lost. The assessment will be included in the planning application.



GREEN BELT

Where possible, the proposed development has sought to focus further development on the north side of the Airport in areas outside the Green Belt designation and where the openness of the Green Belt would be least affected.

However, the proposed development would require the release of additional land from the Green Belt to extend the apron, accommodate the fuel farm and aviation-related buildings, and meet the demand for additional parking.

The height of development within the Green Belt to the south of the airfield (where we consider impact on openness on the Green Belt is likely to be more significant) has been kept to a minimum. This includes making use of natural landscape features, for example, by constructing new buildings in existing lower-lying areas or adjacent to existing built form, thereby reducing their visibility in the wider landscape. Boundary landscaping will include the creation of perimeter bunding to screen car parking areas, and we will develop lighting proposals to reduce night-time effects.

Nevertheless, we accept that our proposals could be considered inappropriate development within the Green Belt and we will be making the case with justification (called 'very special circumstances' as defined in the National Planning Policy Framework) for this proposed development within the Green Belt as part of our planning application for development to accommodate 15 mppa. We also intend to make further representations to the North Somerset Local Plan to release Green Belt land for development and will work with North Somerset to consider ways that the impact can be offset through compensatory improvements to the environmental quality and accessibility of the remaining Green Belt.

As part of the final draft Master Plan, we envisage that further land in the Green Belt may be required to accommodate additional renewable energy generation and hydrogen infrastructure required to enable zero-emissions flight.

These proposals, at this time, require further feasibility and technology development and therefore will not be taken forward as part of the planning application for development to accommodate 15 mppa. In the meantime, we will continue to work closely with industry experts to develop our understanding of the requirements for infrastructure to enable hydrogen flight from the Airport from the mid-2030s onwards. Further land requirements will be defined in subsequent reviews of the Master Plan.



WHAT OUR PROPOSALS MEAN FOR YOU

Ultimately, we want to build an airport that limits our impact on communities, that our passengers want to use and local people are proud of.

The benefits to local communities, businesses and people are a central consideration of our future plans.



PROVIDING MORE JOBS FOR THE REGION

Expanded capacity would create up to 1,000 jobs on-site and an additional 7,000 across the region.

The transition to hydrogen-fuelled flight would see an increase in green jobs, helping to create a sustainable legacy for the Airport.

We understand the importance of providing accessible opportunities to young people to grow their careers.

That's why our Skills and Employment Plan focuses on building even more partnerships with colleges, schools and universities, such as the GW4 Group, to provide real opportunities for the workforce of tomorrow, including in Weston-super-Mare and South Bristol, whatever their skillset.





SUPPORTING OUR COMMUNITIES

While improving and expanding the Airport's facilities would bring substantial economic value to the region, we are also committed to delivering social value both locally and regionally.

Our Community Fund has invested £1.8 million in the local area since 2012, including in biodiversity projects, schools, parish councils and more. Our Skills and Employment Plan is supporting the take-up of jobs by local people, increasing the number of apprentices and developing the skills needed for future employment opportunities.



CONNECTING YOU TO THE WORLD

Now, more than ever, Bristol is becoming the flight hub for the South-West and South Wales.

Expanding our capacity would allow us to connect you to new destinations as well as offer more frequent flights to your favourites. Bristol Airport is here to connect the people and communities of our region to new places and new experiences, and to enable visitors from all over the world to see this wonderful region for themselves.



SHOWCASING OUR AMAZING REGION

Expanding the Airport's capacity will provide space for new routes and increased frequency of flights.

With better connections to the rest of the world, we can showcase more of what our region has to offer:

- Our landscapes;
- Vibrant cultural centres;
- Coastline;
- and heritage.

All of which would help sustain our vital tourism economy.



10

HAVE YOUR SAY

It is vital that you share your thoughts on our plans so that we can work collaboratively to create a future airport that works for you.

YOU CAN PROVIDE FEEDBACK VIA THE FOLLOWING METHODS:

- Our consultation hub: bristolairport.co.uk/future-plans.
- Send in a physical copy of the feedback form to us **Freepost BRISTOL AIRPORT CONSULTATION RESPONSES**.
- Attend one of our consultation events, where you can discuss your questions with the project team and use our tablets to provide feedback.

Our consultation will run between **25 November 2024 and 31 January 2025**.

So, whether you are a neighbour, passenger, partner or stakeholder – join the conversation and have your say.

| Location | Date | Event timings | Address |
|----------|----------------------------|---------------|--------------------------------------------------------------------|
| Wrington | Tuesday 10th December 2024 | 3-8pm | Wrington Sports and Social Club, Silver Street, Wrington, BS40 5QN |
| Cleeve | Thursday 9th January 2025 | 3-8pm | Cleeve Village Hall, Main Road, Cleeve, BS49 4PF |
| Felton | Saturday 11th January 2025 | 10:30-3pm | Felton Village Hall, West Lane, Felton, BS40 9UP |

11

NEXT STEPS

Your feedback will help shape the next steps of development at Bristol Airport.

Final draft Master Plan consultation:

This consultation is an opportunity for you to have your say on outline proposals. Your feedback will help shape the detailed design which we will share with you ahead of applying for planning consent to deliver the improvements outlined in this consultation.

As part of the final draft Master Plan consultation, we are setting out our intention to submit a planning application for infrastructure necessary to support 15 mppa. Therefore, we are gathering feedback on the final draft Master Plan and our pre-application proposals.

We will consider all comments we receive regarding the final draft Master Plan and our pre-application proposals. Feedback from this consultation will shape the final Master Plan, which we will aim to adopt in the new year. The feedback will also help us shape the development proposals to prepare to submit a planning application to North Somerset later in 2025.

Submission:

Taking all feedback into consideration, we intend to submit our planning application to North Somerset Council. There will be further opportunity to comment on the application through the statutory consultation process. At that time, you will be informing North Somerset Council of your comments to help them to decide on whether to approve the application.





GLOSSARY

| ACRONYM | DESCRIPTION |
|---------|-------------------------------------------|
| ACA | Airport carbon accreditation |
| ACI | Airport Council International |
| ACT | Aviation carbon transition |
| APU | Auxiliary power unit |
| ATM | Air transport movement |
| CAA | Civil aviation authority |
| CDA | Continuous descent approach |
| CIC | Community interest company |
| dB | Decibels |
| ECCAP | Emissions and climate change action plan |
| EV | Electric vehicle |
| eVTOL | Electrical vertical and take-off aircraft |
| FEGP | Fixed electrical ground power |

| ACRONYM | DESCRIPTION |
|---------|-------------------------------------------|
| GVA | Gross value added |
| LOAEL | Lowest observed adverse effect level |
| MPPA | Million passengers per annum |
| NATS | National Air Traffic Services |
| SAC | Special area of conservation |
| SAF | Sustainable aviation fuel |
| SOAEL | Significant observed adverse effect level |
| SPA | Special protection areas |
| SSSI | Site of significant scientific interest |
| WECA | West of England Combined Authority |



2024

— |
**GET IN
TOUCH**



Freepost BRISTOL AIRPORT
CONSULTATION RESPONSES



consultation@bristolairport.com



bristolairport.co.uk/future-plans

Supplementary consultation – runway approach lighting

To provide the opportunity for feedback in advance of submitting our forthcoming planning application, a supplementary consultation was held between November and December 2025 on a proposal to modify runway approach lighting, as part of planned runway improvements included in our Master Plan 2040.

Since publishing the Master Plan we continued to refine the design of the runway and the airfield to ensure it meets all relevant safety standards set by the Civil Aviation Authority, the UK’s independent regulator for aviation. In order for the runway to continue operating safely, for all types of aircraft and in all weather conditions, we would need to relocate the existing approach lighting and install additional safety features at the eastern end of the runway. This is required in order to facilitate the new routes to America and the Middle East – key destinations that people in the region are keen to visit using their local airport.

The proposal would involve moving runway approach lighting and installing rows of lighting, and fencing around those lights, on parcels of land on Felton Common. People would still be able to continue to use all of the bridleways on the Common and care has been taken to maintain access across the Common. As the enclosed lighting would result in some loss of accessible open space and affect grazing rights, replacement land, accessible to all, would be provided adjacent to the Common.

As this detail was not available when we consulted on our Master Plan, we felt it was appropriate to hold a supplementary consultation with stakeholders, the local community, and users of Felton Common.

The following section describes the outputs and outcomes of Bristol Airport’s Runway Approach Lights consultation. It explains the ways in which we consulted and presents the findings from the consultation. These findings include the feedback received and our responses.

1. Objective of the consultation

The objective of this supplementary consultation was to secure robust and representative feedback from a range of communities and stakeholders on our proposal to modify the runway approach lighting, which would affect Felton Common.

2. Consultation activity

2.1 Overview

Bristol Airport’s supplementary consultation ran for six weeks from 7 November to 19 December 2025. The consultation offered the opportunity for people to find out more about the proposal, ask any

questions and provide comments and suggestions through a feedback form.

In preparation for the consultation, we considered how to best engage with a wide range of stakeholders and communities, to ensure people were able to understand what was proposed and offer their views.

Once the consultation had concluded we considered all responses. The feedback and analysis of the key themes are summarised in Section 3 below.

2.2 Materials and documentation

We communicated in a variety of ways to make people aware of the consultation so they could provide feedback, while producing materials for people to understand the proposal in more detail.

The consultation materials developed and engagement activity the Airport carried out is outlined in the section below. Copies of materials can be found in Appendices 1-11.

- **Consultation website:** We developed a dedicated area on our website, which included information on the runway approach lighting proposal, a plan, and list of common questions and answers. An online feedback form provided opportunity for people to submit comments. A dedicated URL: www.bristolairport.co.uk/lighting-consultation was used so people could access the page. We also included a link on the homepage of our website and from other related sections.
- **Consultation leaflet:** A leaflet detailed information that was on the website to ensure the consultation was accessible for all. We included a copy of the leaflet with a letter sent to residents and made printed copies available at the consultation event. In the leaflet we provided information on how to provide feedback, this included an option by post using a freepost address, which we set up specifically for this consultation. The leaflets were mailed out to more than 2,000 residents in the Winford parish and nearby parishes to Felton Common to inform them of the consultation and encourage feedback.
- **Feedback form:** For those unable or unwilling to engage with the proposals online, a printed form was available at the consultation event and by request. Copies of this form were also available to pick up in Winford Community Shop and Post Office.
- **Pull-up banners:** These were used at our consultation event to provide information and to make it easier to talk through the proposal.
- **Plans and illustrations** – A plan was included in the leaflet, published on our website and used on the pull-up banners so people could see the positioning of the proposed lighting. At the consultation event we also included a visual illustration showing the appearance of the

lighting within the landscape and a plan showing the changes to the public safety zone. The illustration and public safety zone information was also uploaded to our website.

- **Signs and posters:** Signs were displayed at key locations around Felton Common on public access routes. These explained about the proposal and consultation. Posters were made available for parish council noticeboards.

2.3 Stakeholder engagement

Bristol Airport engaged with North Somerset Council and Winford Parish Council in the lead up to the consultation. We proactively wrote to a number of stakeholders, statutory bodies and interested parties, including the Member of Parliament, neighbouring parish councils, Natural England, Historic England, the Environment Agency, ramblers and walking groups and the British Horse Society. Information was also shared with Bristol Airport's Airport Consultative Committee, which has members who represent parish councils, businesses and the Parish Councils Airport Association. We also wrote separately to the Commoners, who have grazing rights on Felton Common using an address list that was verified by the owner of common, Winford Parish Council. Bristol Airport proactively publicised the consultation using media and advertising (see below) to reach any users or groups who might have an interest in the common, but could be hard to identify or are based further afield.

2.4 Public engagement

Consultation website

On 7 November, the first day of consultation, Bristol Airport's consultation website page was live and hosted all relevant information relating to the consultation. There was a good level of interest from the public with the website page seeing a total of 2,325 unique visitors to the consultation page and 1,105 visits of the feedback form page during the consultation period 7 November to 19 December. Sample screen shots of the consultation website pages are shared in Appendix 8.

Residents' mailout

To ensure residents in the area surrounding Bristol Airport were aware of the consultation, Bristol Airport sent more than 2,000 letters to residents informing them of the proposal and consultation event. A leaflet was included with the letter to explain more detail – see Appendices 4 and 5.

Consultation event

An in-person consultation event was held at Felton Village Hall on 20 November 2025. This location was chosen as it is within the parish where the proposed runway lighting would be sited. The event provided an opportunity for the public to learn more about the proposals, discuss their questions with the project team, and provide feedback. Paper copies of the consultation questionnaire were also

available to take away for those who preferred. The event was open during the afternoon and into the evening so as many people as possible had the opportunity to visit. In total there were 290 attendees.

| Description of event | Location | Date | Time | Number of attendees |
|------------------------|---------------------|------------------|--------|---------------------|
| Resident drop-in event | Felton Village Hall | 20 November 2025 | 3-8 pm | 290 |

2.5 Promoting the consultation

Media engagement

To further broadcast the consultation, Bristol Airport issued a press release to regional media. A copy of the press release can be found in Appendix 1.

The following media published / broadcast stories about the consultation:

Regional media

BBC Online
 Bristol Live
 Bristol Post
 Bristol 24/7
 Bristol World
 North Somerset Times
 Somerset Live
 Western Daily Press
 Western Morning News
 Weston Mercury

Broadcast media

BBC Points West
 BBC Radio Bristol
 BBC Radio Somerset
 ITV West Country
 Heart FM

Trade / business media

The Business Desk
 Business Live
 Business Biscuit
 Travel Radar
 ADS Advance

Social media

Posts were published on the Airport's social media channels, and content was promoted on Facebook to proactively target individuals in the immediate area and further afield so they were aware of the consultation. This content generated 195,000 impressions and had a confirmed reach of more than 130,000 people. Social media posts can be found in Appendix 2. Additionally, the consultation was discussed on a number of community Facebook groups.

Newspaper advertising

An advert was published in the North Somerset Times publicising the consultation. A copy of this advert can be found in Appendix 3.

3. Responses to the consultation

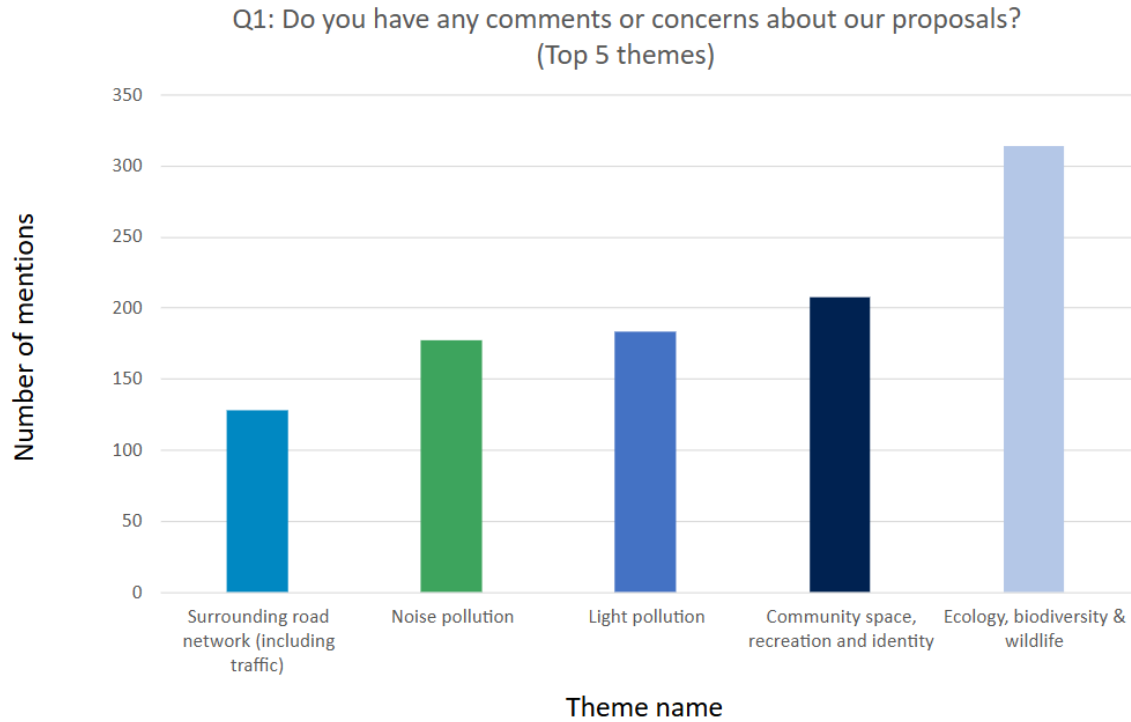
A feedback form asked the following open text questions. There was also opportunity to leave additional comments or suggestions.

- Question 1 - Do you have any comments or concerns about our proposals?
- Question 2 - How would you be affected by the proposals?
- Question 3 - Is there anything you feel Bristol Airport could do to help address the impacts of the new runway approach lighting?
- If you have any other comments or suggestions related to the approach lighting, please use the box below.

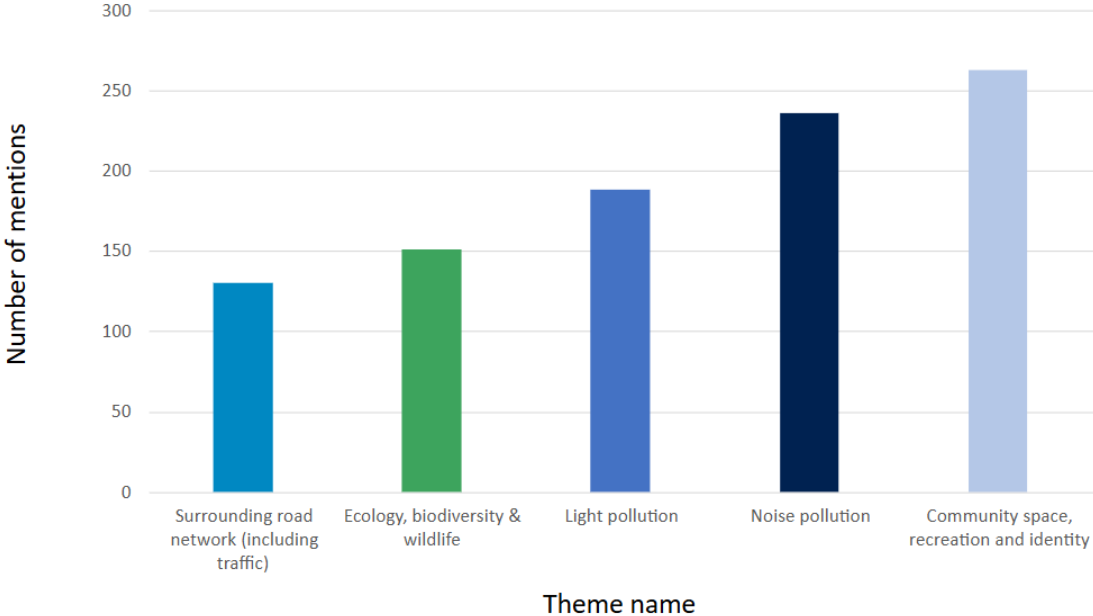
640 responses were received to the consultation.

The main themes of responses have been categorised into the following areas: general support; general opposition; master plan and airport expansion; site selection; land replacement; landscape and visual; community space, recreation and identity; public rights of way; surrounding road network; impact on properties; maintenance of the lighting; green space; ecology, biodiversity & wildlife; mental health, safety and wellbeing; heritage and archaeology; climate change and emissions; noise; light pollution; air quality.

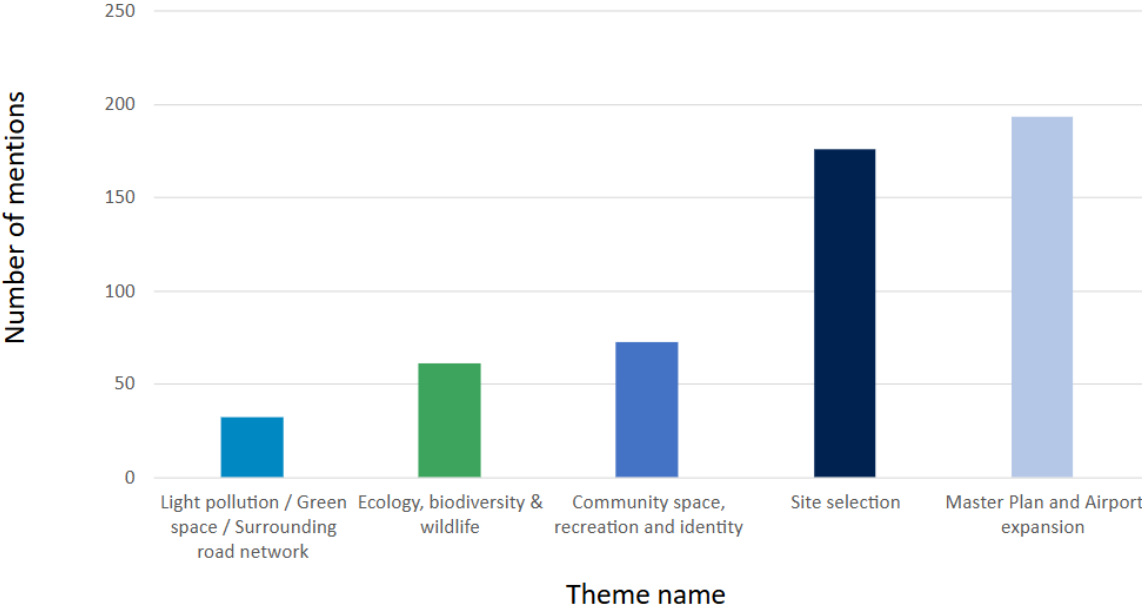
The following charts show the top five themes from respondents for each question asked. (*General Support* and *General Opposition* and *blank* - where people haven't responded - have been excluded from this part of the analysis so a breakdown of the key themes can be shown).



Q2: How would you be affected by the proposals?
(Top 5 themes)



Q3: Is there anything you feel Bristol Airport could do to help address the impacts of the new runway approach lighting?
(Top 5 themes)



The following section provides a summary of all responses received during the consultation as well as Bristol Airport's response to each of these.

| Theme | Number of mentions | Summary | Bristol Airport's response to issues raised |
|------------------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| General support | 59 | <p>Some respondents are in support of the proposals. Reasons given by them were:</p> <ul style="list-style-type: none"> • The benefits of the required lighting outweigh the comparatively small amount of land required • The proposals would make the runway safer for pilots • Larger aircraft would be able to land, making longer range destinations possible from the Airport • The common land at Felton would still be available to residents with the current footpaths • No anticipated increase in noise, which some respondents have said does not currently cause a problem. | <p>The proposal would allow Bristol Airport to modify the runway, within the existing Airport boundary, to accommodate larger aircraft to serve longer-haul destinations, providing more choice for customers.</p> <p>The runway approach lighting within Felton Common the existing arrangements with the relocated runway threshold, maintaining safety standards. The runway approach lighting is necessary to aid pilot navigation in all types of aircraft, in all weather conditions.</p> <p>The lighting would be enclosed within parcels of land to ensure the vast majority of Felton Common remains accessible. The existing bridleways on the common would not be interrupted</p> <p>We have sought to limit the extent of lighting and land required as much as possible while still being able to comply with the required safety standards which govern aviation operations.</p> |

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| <p>General opposition</p> | <p>1121</p> | <p>Many respondents noted their general objections to the scheme. Among the reasons given by these respondents were the negative impact on:</p> <ul style="list-style-type: none"> • Felton Common land being available in general to the public • Surrounding communities • Landscape of the surrounding area • Community space, recreation and identity • Public Rights of Way, including bridleways and dog walking • Surrounding road networks • Nearby properties, including value and damage • The environment, local wildlife, and biodiversity on the Common • Heritage and archaeology • Mental health and wellbeing • Noise and light pollution. <p>Some respondents expressed concerns about the reasons for expansion. Several respondents claimed the expansion, and impact on the Common, was a result of corporate greed, with the expansion taking place at the expense of common land</p> | <p>Felton Common would still be available for local people and surrounding communities, as the lighting columns would be in parcels of land avoiding footpaths and bridleways. People could continue to use the common for dog walking and other activities that users say supports their mental wellbeing. We recognise that the Common has an identity and is a well-used community asset.</p> <p>While we recognise that the lights and fencing would introduce man-made features into Felton Common, the lighting columns would be lattice-like structures, rather than being completely solid, which would help to reduce visual impacts, and neutral in colour to lessen their impact within the landscape.</p> <p>Our proposals ensure there is no overall loss in extent or quality of suitable habitat for wildlife. Taking into account impacts on the Common, we would deliver at least a 10% Biodiversity Net Gain as part of the wider Bristol Airport development proposals. The planning application includes an Environment Statement, which sets out the environmental effects and our mitigation measures. The Biodiversity Chapter (Chapter 5) of the Environment Statement sets out the impacts on wildlife and biodiversity in more detail.</p> <p>The proposed runway approach lighting and associated fencing would be around 250 metres away from the</p> |
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| | | <p>and character.</p> <p>Some respondents stated that they were unlikely to use international options, and noted that existing alternatives – such as travelling to other airports for long haul flights – are sufficient.</p> <p>Several respondents expressed scepticism over claims made around job creation through the delivery of the Master Plan proposals, while some suggested the number of jobs created would be negligible and others suggesting that any new jobs would be part-time, low-skilled and low-paid.</p> | <p>nearest Listed Building (Windmill House, grade II) and a Scheduled Monument (the Oval Barrow on Felton Hill 100 metres east of the Round House), with another Scheduled Monument (two confluent bowl barrows on Felton Hill) also located within the Common, around 400 metres away. Chapter 10 (Historic Environment) sets out a detailed assessment of the likely significant effects on these historic features and others potentially effected by our proposals.</p> <p>To help minimise impact on surrounding road networks, will require Bristol Airport to ensure that even more journeys to the Airport are made by public transport and more sustainable forms of transport. We have been working with stakeholders to develop a realistic public transport modal share target as part of proposals. Our Transport Assessment, which is part of our planning application, provides further detail on this matter.</p> <p>Any impact on property value is not a material planning consideration within the UK planning system, rather proposals need to consider the impact from the development on a wide range of issues and reported in an Environmental Statement, and other supporting documents, and these are assessed within an application for planning permission.</p> |
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| | | | <p>The proposed lighting columns are located a sufficient distance from any adjacent property, that there would be no potential damage from their installation and operation. The Airport already operates a protection policy in the very rare and unlikely event that aircraft vortex cause damage to properties, this policy would remain in place as part of proposals to expand the Airport.</p> <p>As set out within our Master Plan, a significant number of people within the catchment area for Bristol Airport have to travel to London Airports to travel to longer haul destinations. Millions of passengers travel from our region to London airports. The proposed runway extension would enable longer haul flights to take place from the Airport, reducing the need to travel and growing the local economy. Further detail on this is set out within the Economic Impact Assessment and Chapter 11 (Socio-Economics) of the Environmental Statement. Specific responses to noise and light pollution are set out below.</p> <p>As part of our growth plans to increase capacity to 15mppa, we estimate that an additional 1,000 jobs will be provided at the Airport, primarily for local people, including the southern fringes of Bristol, Weston-super-Mare and rural communities. The Airport has a proven track record in increasing jobs at the airport. The Airport's Annual Monitoring Report 2006 showed in 2006 there</p> |
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|------------------------------------------|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | were 2,809 people employed, which rose to 5,857 employed as detailed in the Airport’s Annual Monitoring Report 2025. Further detail on the nature and number of jobs which would be created is set out in Chapter 11 (Socio-Economics) of the Environment Statement, the Economic Impact Assessment and the draft Skills and Employment Strategy. |
| Master Plan and Airport expansion | 356 | <p>Some respondents referenced aspects of the Airport’s 2040 Master Plan consultation, held between 25 November 2024 and 31 January 2025, in their responses. This includes comments related to the proposed runway extension and development of the Airport more broadly.</p> <p>Some respondents noted that as the runway lighting proposals will directly support the introduction of long-haul flights at the Airport – which they do not think is necessary – they do not see the need for the delivery of these proposals.</p> <p>Some respondents stated that they were unlikely to use international options, and noted that existing alternatives – such as travelling to other airports for long haul flights – are sufficient.</p> <p>Some respondents also believe there is insufficient local infrastructure to support any further expansion of the Airport. Specifically, some respondents highlighted how local roads are already at capacity with existing airport traffic and expressed concern about increased traffic levels.</p> | <p>Our Master Plan Consultation Report provides responses to the broader comments around our long-term growth plans.</p> <p>Providing long-haul flights will provide more choice for customers; allow people to use their local airport for more flights without travelling to London airports; and provide a boost to the local economy with opportunities for inward investment and increased inbound tourism with people visiting from countries we don’t currently serve. A significant number of people within the catchment area for Bristol Airport have to travel to London Airports to travel to longer haul destinations. Millions of passengers travel from our region to London airports. The proposed runway extension would enable longer haul flights to take place from the Airport, reducing the need to travel and growing the local economy. Further detail on this is set out within the Economic Impact Assessment and Chapter 11 (Socio-Economics) of the Environmental Statement.</p> |

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| | <p>Many respondents noted that the plans to use a portion of Felton Common had not been previously mentioned in Master Plan documentation or the previous consultation and expressed concern over a lack of transparency from the Airport and its future plans. As a result, some respondents called for a repeat of the Master Plan consultation to include the lighting proposals.</p> <p>Some respondents expressed support, saying the broader Master Plan (and additional lighting) would:</p> <ul style="list-style-type: none"> • Support the local economy • Improve Bristol’s transport network • Mean that local people do not need to travel to further away airports to catch certain flights and can fly direct to places like the USA. | <p>The proposed lighting columns in themselves would not create any significant impacts on the local road network. Details of the impact of additional traffic movements as a result of the proposed development are set out in Chapter 8 (Transport and Surface Access) of the Environmental Statement and the Transport Assessment submitted with the planning application.</p> <p>Since publishing the Master Plan in June 2025, we have continued to refine our design to ensure it meets all relevant safety standards set by the Civil Aviation Authority, the UK’s independent regulator for aviation. This more detailed work forms part of our planning application to expand our capacity. As the proposed runway approach lights fall in common land, we held a consultation with local residents, the commoners, and relevant stakeholders. We felt this was the right thing to do given that this element was not included in the Master Plan consultation held between 25 November 2024 and 31 January 2025.</p> <p>Responses to both the Master Plan consultation and the supplementary consultation are presented as part of the planning application which will be subject to public consultation. On this basis there is no requirement to re-run consultation on the Master Plan.</p> |
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| <p>Site selection</p> | <p>333</p> | <p>Many respondents raised objections to Felton Common specifically being used for the proposed runway extension lighting.</p> <p>Respondents suggested that the alternative land to the west of the Airport would be better suited for the proposals, and said it would have far less impact on local communities, wildlife, and the environment, while also avoiding the use of protected common land.</p> <p>Some respondents queried the amount of land proposed to be deregistered as well as information around the process for purchasing the land, which they said was not specified in the consultation materials.</p> <p>Some respondents raised cost as a factor in the site selection, suggesting that the reason why the Airport decided to propose the runway lights on Felton Common is that it might be cheaper than placing them to the west of the Airport. Comments were raised about how cost is being prioritised over what is right for the community.</p> <p>Some respondents stated that the proposals do not adequately explain why lighting must be placed on Felton Common rather than within the Airport boundary or via less intrusive alternatives.</p> <p>Some respondents said that the Airport failed to offer the alternative of a 'no change' scenario where the runway is not</p> | <p>We have considered whether we could extend the runway to the west to avoid the need to undertake any development in Felton Common. However, the land off the western end of the runway drops significantly towards Wrington Warren and Goblin Combe.</p> <p>Including the runway improvements needed to accommodate larger wide-body aircraft, the required length of an aircraft arrestor bed for safety purposes and the setback needed between the runway strip and the arrestor bed, the total length of level land which would be needed is almost 300 metres.</p> <p>Raising the land to this extent would require a significant amount of fill material (approximately 1,600,000m³) and would result in a very significant landscape impact, raising the land by at least 20 metres in height over existing ground levels.</p> <p>The sheer scale of this would mean significant traffic impact during construction requiring around 390,000 HGV movements. The engineering challenges and landscape impact our likely to provoke concerns from our regulators, our airlines, and from us as the airport operator. We've concluded that placement of lights in the common is therefore the best option.</p> |
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| | | <p>extended. They believe that, due to fuel efficiency, flights can go further, and that there is no need to facilitate long-haul flights via an extended runway.</p> | <p>As is the case with any major development proposal, a range of criteria are used to assess the relative merits of different options for the component parts of the proposed development. The criteria for selection do include costs and value for money alongside a wide range of other factors including compliance with safety standards; operational efficiency; the deliverability of the proposal; design; and impact on the environment including ecology and landscape and visual.</p> <p>Further details on alternative proposals to the proposed runway extension, including the potential for extending the runway to the West, are fully considered within Chapter 3 (Proposed Development) of the Environment Statement, submitted alongside the planning application.</p> <p>While it is true that modern aircraft are more efficient, none of the aircraft which are currently based at the Airport are capable of connecting to longer haul destinations with identified demand including New York on the east coast of America and Dubai and Abu Dhabi in the Middle East. These destinations require aircraft such as the Airbus A350 and A321XLR or the Boeing 787 which require a longer runway to operate fully laden with the fuel required to reach these longer haul locations.</p> |
| <p>Land replacement</p> | <p>97</p> | <p>Many respondents feel that the replacement land that the Airport is suggesting is inadequate compared to the land that would be used by the Airport. Respondents referenced several</p> | <p>We would need to de-register parts of the common where our proposed lighting columns and fencing would be sited – this land equates to approximately 1,700m². This</p> |

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| | | <p>factors, including the new land's closer proximity to the road and airport operations, leading to increased noise from planes flying lower overhead. Respondents said this would negatively impact wildlife and habitats, and people who use the Common for recreational purposes. One respondent said it does not offer the open expanse of land enjoyed on the Common.</p> <p>Some respondents suggested that any replacement land should be adjacent to or within the same landscape context as the existing Common, preferably contiguous with equivalent public access, grazing rights and habitat value. They said that the replacement land should be chosen in consultation with residents, commoners and environmental stakeholders.</p> | <p>represents approximately 0.45% of the total area of the common. Legislation and guidance sets out that replacement land of at least an equivalent size needs to be provided and this should be adjacent to the common.</p> <p>509m² of existing common would be enclosed by fences, – although existing bridleways would be unaffected. The consultation identified that the Airport owns land between the common and the A38 and that this land could be made available as replacement land although we recognise that the majority of respondents do not support this proposal.</p> <p>We continue to explore options, including land outside of our ownership for replacement land. We will discuss alternative options with community representatives including Winford Parish Council as the owner of Felton Common.</p> |
| <p>Landscape and visual</p> | <p>190</p> | <p>Many respondents are concerned about the visual impact of the proposals due to aircraft flying 12.5m lower, the lights being 8.5m tall, and fencing creating an 'undesirable' visual impact that may obscure views. Many suggested this would be an 'eyesore' on the landscape and disrupt the rural tranquillity of the area – a key benefit to many people.</p> <p>Some respondents suggested that the proposed lighting would dramatically alter the 'character and feel' of Felton Common and the surrounding community. A few</p> | <p>The proposed approach lighting would start at 1.25 metres high closest to the A38, gradually increasing to a maximum height of 8.5 metres (similar in height to a lamppost on the A38), to take account of the downwards slope in this part of the Common. The height of the lighting needs to be level with the runway and at the correct elevation relative to an aircraft's final descent towards the runway.</p> |

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| | <p>respondents noted the Common’s proximity to Mendip Hills, an Area of Outstanding Natural Beauty (now known as a National Landscape). Some respondents noted how the proposals would blight the view of the Mendip Hills.</p> <p>To ensure that the proposed lighting would merge into the countryside, some respondents suggested some visual mitigations. These included:</p> <ul style="list-style-type: none"> • Making the stands pale green to blend in with the surroundings • Planting bushes at the perimeter of the fence surrounding the proposed lights to a suitable height to make them less visible. <p>One respondent said that no meaningful assessment has been provided on how the 8.5m columns would appear from surrounding homes or the wider landscape.</p> <p>Respondents said that the proposals fail to address the direct visual impact on properties facing Felton Common, while some respondents focused in particular on the visual impact to those homes on higher ground within Felton, where, they said, elevated sightlines would make the proposed lighting structure more visible. Glare and skyglow from the proposed lighting were key themes mentioned from many respondents, who stated that this would create a direct visual intrusion.</p> <p>One respondent noted how the proposed lighting would clearly be visible from a wide range of publicly accessible and</p> | <p>We have sought to limit the extent of lighting and land required as much as possible while still being able to comply with the required safety standards which govern aviation operations.</p> <p>We recognise that the lights and fencing would introduce man-made features on Felton Common which have the potential to affect the enjoyment of the common and its surrounds.</p> <p>The lighting columns are designed as lattice-like structures rather than being completely solid, which would help to reduce visual impacts. Ordinarily runway approach lighting columns are yellow to aid visibility however, we have reviewed this requirement and propose to use a more neutral colour for the columns in keeping with the local environment to lessen their impact within the landscape. We will consider the suggestions provided as part of the consultation for visual mitigation.</p> <p>For most parts of Felton Common, the sense of openness and views across the Common and beyond would remain and only a small proportion of the view within the wider landscape is likely to be affected. Longer distance views would continue to be dominated by the sky.</p> <p>Views closer to the lights and fencing would be more affected although walkers and horse-riders would only</p> |
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| | <p>residential viewpoints – including the top of Winford Lane in Dundry, properties along Castle Farm Lane, and multiple Public Rights of Way between Dundry and Winford, including Monarch’s Way.</p> <p>The proposed fencing around the lights was a concern for many respondents, who stated that this would not be visually appealing. One response suggested that the true visual impact of the proposed lighting columns, fencing and associated infrastructure has been understated.</p> <p>A few responses stated that, in their view, the Airport would need to provide a full and transparent 360-degree visual impact assessment including day and night photomontages from residential areas, public rights of way and elevated viewpoints.</p> | <p>experience these effects on part of their journey. Existing trees and hedgerows would provide a background from some view points and help to limit impacts from the lower-level lights and associated fencing closer to the A38.</p> <p>We are not proposing any additional planting within the Common close to the lighting columns and fencing, noting the open nature of this part of the Common. Trees and scrub are present in other parts of the Common and there maybe opportunities to plant trees and other vegetation at carefully selected locations on the common to screen the columns and lighting. We will work with local representatives including Winford Parish Council to explore whether additional planting on the common can be provided. More widely, there are opportunities for strategically placed landscaping within the local area which may assist in minimising impacts, we will work with community representatives including Winford Parish Council to develop proposals in response to our planning application.</p> <p>Our planning application is supported by Chapter 9 (Landscape and Visual) of the Environmental Statement and a Lighting Assessment which consider in detail the impacts arising from the proposed approach lighting. Viewpoints for the Landscape and Visual Impact Assessment have been selected to ensure that impacts</p> |
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| | | | on the common and from adjacent residential properties are considered, with assessments undertaken during the day and at dusk to fully consider the impacts. |
| Community space, recreation and identity | 610 | <p>Many respondents noted that Felton Common is protected common land, enshrined in law running back to the Magna Carta, and is used by communities for recreation, enjoying nature, exercise, leisure, and grazing; and that it is a long-standing shared amenity for local people. Many respondents objected to any encroachment on this land and on the rights of those using the Common, stating that they believe any development would degrade the space and would destroy the character of the area. Respondents said that no corporate entity has the right to use any part of it.</p> <p>A few respondents said that this proposal shows a lack of balance between development and the quality of life for residents.</p> <p>Some respondents said that the damage the proposals would do to the local community outweighs any justification for the Airport using Felton Common for the proposed runway lighting. One respondent said that, without clear evidence of need, this proposal has no legitimate planning foundation. Specifically, they referenced the Commons Act 2006, which they said means the Airport must show that the public benefit outweighs the loss of common land. Elaborating on this, respondents claimed that here, the reverse is true: the public would lose</p> | <p>While only small areas of the common would be required for the lighting, we realise how important the open space is to local people. People will still be able to continue to use all of the bridleways on the common and care has been taken to maintain access across the common as far as possible.</p> <p>As the enclosed lighting would result in some loss of accessible open space and affect grazing rights, replacement land, accessible to all, would be provided. Legislation and guidance sets out that replacement land of at least an equivalent size needs to be provided and this should be adjacent to the Common.</p> <p>We recognise that Felton Common is owned and managed on behalf of the community by Winford Parish Council. A number of people have rights as ‘commoners’ to graze livestock on the common and we appreciate the common is also well used for recreation.</p> <p>Because the nature of the works proposed we recognise that this would not meet the legal test for obtaining common land consent and that is why we propose to de-</p> |

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| | | <p>irreplaceable land, heritage, and environmental value.</p> <p>Some respondents stated that the Common creates an important buffer for people and wildlife from traffic, pollution and noise caused by the Airport.</p> <p>Some respondents suggested the Airport could work with local people to increase credibility and transparency, suggest a community liaison group to ensure transparency, monitor environmental effects, and address concerns during and after installation.</p> <p>Respondents suggested that the Airport should compensate the local community, including providing community facilities and improving parks and sports clubs.</p> <p>A few respondents are concerned about the impact of the proposals on St. Katherine’s Church, particularly the increased noise which they say would affect church services.</p> | <p>register the land required and provide equivalent replacement land. There would no longer be a right to roam or graze livestock on the de-registered land, but these rights would be available on the replacement land provided.</p> <p>The Airport operates an independently chaired Airport Consultative Committee (ACC) and an Environmental Effects Working Group which both have a representative from Winford Parish Council. The ACC meeting is open to the public to attend and pose questions to representatives from the Airport.</p> <p>Our planning application includes proposals for a series of payments and funds which would be accessible, some specifically, for Winford Parish recognising the number of impacts likely to be experienced by the community as a result of our proposals.</p> <p>Chapter 7 (Noise and Vibration) of the Environmental Assessment submitted with the planning application assesses the impact on noise from a number of receptors including St. Katherine’s Church as an identified community facility.</p> |
| <p>Public Rights of Way (PRoW)</p> | <p>171</p> | <p>Many respondents are concerned about the disruption from the proposed lighting to bridleways, horse riders, cyclists, dog walkers, footpaths and public access rights. Some</p> | <p>The proposed location of the runway approach lighting and associated fencing ensures that the existing Bridleways on Felton Common would not be interrupted. Bridleway LA19/93/10, which runs north to south on the</p> |

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| | | <p>respondents noted there are already very few footpaths and fields without livestock for them to use.</p> <p>Several respondents stated that with flights 12.5m lower, replacement land being closer to the A38, and the height of the lighting columns, the Common would be unsafe for horse riding. Many respondents are concerned about horses being spooked by traffic and noise.</p> <p>Respondents believe the proposals could permanently remove or restrict 'ancient commoners rights' which they said have existed for centuries and would curtail their freedom to use the Common.</p> | <p>common nearest the A38 would continue to run along the existing hedgerow between the hedgerow and the nearest fenced area.</p> <p>Bridleways LA/19/77/50 and LA19/1/20, which run north west to south east on the common would be located west of the furthest light and would not be affected by proposed fencing.</p> <p>There is potential for increase noise experienced by local residents as aircraft landing would be slightly lower as they descend over the villages and communities to the east of the Airport, including Winford.</p> <p>Aircraft arriving from the east would be around 12.5 metres lower in the sky than they are at present. Preliminary assessment suggests that the increase in noise experienced by residents as a result of this change would be less than 1 decibel for most, and around 1.5 decibels higher in the worst case. A change of 3 decibels is generally regarded as the smallest perceptible difference between two noise levels.</p> <p>The changes to the runway would have some noise benefits as departing aircraft would need to use around 5% less thrust when taking off.</p> |
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| | | <p>A complete analysis of the noise impacts arising from the proposals, including noise from traffic associated with the proposed development and the movement of the landing threshold and changes to the runway, are included within the Environment Statement (Chapter 7, Noise and Vibration) which accompanies our planning application. While we recognise that loud and unexpected noises can and do affect horses, aircraft fly over Felton Common at the moment and assessment within Chapter 7 identifies that noise levels will not be significantly louder and are therefore unlikely to significantly affect horses being ridden on the common.</p> <p>While only small areas of the Common would be required for the lighting, we realise how important the open space is to local people. People will still be able to continue to use all of the bridleways on the Common and care has been taken to maintain access across the Common as far as possible.</p> <p>As the enclosed lighting would result in some loss of accessible open space and affect grazing rights, replacement land, accessible to all, would be provided. Legislation and guidance sets out that replacement land of at least an equivalent size needs to be provided and this should be adjacent to the Common.</p> <p>We recognise that Felton Common is owned and</p> |
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| | | | <p>managed on behalf of the community by Winford Parish Council. A number of people have rights as ‘commoners’ to graze livestock on the Common and we appreciate the common is also well used for recreation.</p> <p>Because the nature of the works proposed we recognise that this would not meet the legal test for obtaining common land consent and that is why we propose to de-register the land required and provide equivalent replacement land. There would no longer be a right to roam or graze livestock on the de-registered land, but these rights would be available on the replacement land provided.</p> |
| <p>Surrounding road network (including traffic)</p> | <p>324</p> | <p>Many respondents noted that the proposals, as part of a wider expansion plan which would see airport passenger numbers increase, would negatively impact the local road network, specifically the A38, which they said is already at capacity and experiences large amounts of traffic. Respondents cited that the A38 cannot currently cater or existing traffic and stated that this situation would only worsen with further airport expansion.</p> <p>A large number of respondents raised concerns about the impacts of the proposals on nearby villages, noting that ‘rat running’, on street parking, taxis waiting in residential areas, difficulties accessing properties and HGV vehicles adding pressure to the A38 are already common. They said these issues have intensified as airport activity has increased. Some</p> | <p>The section of this report covering the Master Plan Consultation above provides responses to the broader comments around the effect on the surrounding road network as part of our growth plans.</p> <p>While aircraft would be 12.5m lower, this would not impact the A38. Safety is the priority, and we demonstrate the continuing safe operation of the A38 in our planning application. Our proposals adhere to the guidance provided by the Health and Safety Executive on the relationship between Airports and roads. There would be no need to stop A38 traffic during landings, with two way traffic being maintained.</p> |

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| | | <p>connected these pressures to airport parking arrangements and drop off charges, which they said contributed to parking in gateways and around village streets.</p> <p>Chew Valley and Chew Stoke residents in particular reported worsening congestion and parking issues linked to airport traffic, which they said would become unacceptable if the Airport expanded.</p> <p>Many respondents raised concerns about the safety of the proposed plans, which would see aircraft flying 12.5m lower. The proximity of the proposed landing zone to the A38 was a source of concern for respondents, who believe lower aircraft nearer to traffic could pose a safety issue. Increased aircraft traffic was also raised by respondents.</p> <p>Respondents also raised concerns that changes linked to runway or lighting proposals could stop A38 traffic during landings or require further adjustments to the road's layout.</p> <p>There were also references to a perceived lack of public transport links, which respondents said further emphasised the lack of infrastructure in place to support a growing airport.</p> | <p>Further detail on the surrounding road network and its capacity is contained within the Transport Assessment which supports the planning application.</p> |
| Impact on properties (including damage and value) | 81 | <p>Many respondents noted concerns about the potential devaluation of their homes because of the proposals, with some claiming it would effectively make their properties worthless.</p> | <p>Any impact on property value is not a material planning consideration within the UK planning system, rather proposals need to consider the impact from the development on a wide range of issues and topic areas including residential amenity and reported in an</p> |

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| | <p>Other respondents commented that properties near the proposed development would be impacted from significant increases in noise, light pollution, and general emissions from more frequent low flying aircraft.</p> <p>Several respondents noted that the impact of aircraft flying lower to the ground, and closer to properties, would cause day-to-day lifestyle impacts (such as an inability to fall asleep or hear the television when planes are flying overhead) as well as physical impacts to their property – including roof tiles dislodging from properties, and interiors shaking noticeably when planes fly over.</p> <p>Outside of the impact on physical homes, many respondents said that the Airport already causes significant parking issues in their local area, which impacts their quality of life – many respondents noted that expansion would exacerbate this.</p> | <p>Environmental Statement, and other supporting documents, and these are assessed within an application for planning permission.</p> <p>We do not anticipate there to be any noticeable increase in noise for local residents as a result of extending the runway approach lights. For the average person, the increase in decibel levels is small enough to be undetectable to the human ear. The change in aircraft altitude, which is around 12.5 metres, would not make any notable change to emissions.</p> <p>Our application includes a Lighting Assessment, Chapter 9 (Landscape and Visual) of the Environmental Statement which considers the impact from selected and representative viewpoints including on Felton Common and from Felton Street. Chapter 6 (Air Quality) and Chapter 13 (Greenhouse Gases and Climate Change) of the Environmental Statement consider the impact of increased emissions from additional flights proposed as part of our proposals to develop the Airport.</p> <p>Our Master Plan Consultation Report provides responses to the broader comments around noise, night flights, parking issues, and our long-term growth plans.</p> |
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| Maintenance of lighting (including access) | 15 | <p>Respondents noted concern about the required vehicle access needed to maintain the lights, which they believe would lead to a negative impact on the surrounding environment – particularly flora and fauna in the area. Others were concerned that the development of land would be the beginning continual encroachment on the Common.</p> | <p>A vehicle will occasionally need to access the Common to carry out occasional or emergency maintenance. Routine safety checks on the lights can be carried out on foot. On the rare occasion we need to access the landing lights, we will use one of our 4x4s to do this and it will only use the area which we propose to de-register so avoid entering the Common. This area is detailed within our planning application. We do not intend on laying any form of surfacing and this area, outside of the fenced off area would continue to be accessible to the public.</p> |
| Green space | 215 | <p>Respondents, on the whole, believe the proposals would have a negative impact on green spaces in the local area, with associated impacts around the loss of green space. A large portion of respondents noted that Felton Common is a unique green space in the local area, with many referencing its beauty, accessibility, and place within the local community – and how the loss of such land would negatively impact people.</p> <p>Many respondents noted that Felton Common is designated as Green Belt land under the Town and County Planning Act, and as a result many respondents believe it would be inappropriate to build on the land. Similarly, one respondent believes that the ‘public interest test’ required under the Commons Act 2006 has not been met for the use of the land by the Airport.</p> <p>A common theme in responses was that once green space is built on, it cannot be retrieved – creating an ‘irreversible’ loss of green space for local communities, biodiversity, and wildlife in</p> | <p>Bristol Airport understands that Felton Common is an important and highly valued open space for local people.</p> <p>Installing the runway approach lights and fencing will mean the loss of some common land. However, these are individual portions of land and represent a small proportion of the common. Replacement land to expand the common is being offered as part of the proposals, which will see an overall net gain of common land.</p> <p>The proposed runway approach lighting layout would avoid the existing bridledways.</p> <p>Grazing rights would be unaffected and would extend to the new replacement land, with the agreement of the Parish Council.</p> |

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| | | <p>the area. Several respondents also noted the impact on their grazing rights.</p> <p>Some respondents claimed the loss of this green space would undermine statutory safeguards, and that development should only be done in very special circumstances based on the Town and County Planning Act.</p> <p>Many responses claimed that this was the latest example of the Airport taking small bits of Green Belt land to expand into, and that it should not be doing this given its importance to local communities. Some respondents cited that more than 400 acres of surrounding Green Belt land has already been lost to airport expansion over the past two decades, and others noted that in North Somerset specifically, the further loss of green space following housing and airport expansion is ‘horrifying’.</p> <p>Many respondents said the loss of green space would impact their wellbeing, local wildlife, the visual and rural characteristics of the land, and the openness of green space for local people. Some respondents added that the area around Felton Common already represents a highly deprived area in England in terms of its access to green space.</p> | <p>As detailed below and in the planning application’s ecology reports, the overall proposals would deliver at least a 10% Biodiversity Net Gain. Chapter 5 (Biodiversity) of the Environment Statement that accompanies the planning application, provides more detail on how we will achieve this.</p> <p>A Green Belt Assessment is included within the planning application considering the impact of the Proposed Development (including the proposal to install lighting columns within Felton Common) and the loss of land within the Green Belt.</p> <p>Chapter 12 (Population and Human Health) of the Environmental Statement considers the impact of the loss of green space within the Common from a human health perspective.</p> <p>Our application includes a Lighting Assessment and Chapter 9 (Landscape and Visual) of the Environmental Statement which considers the impact from selected and representative viewpoints including on Felton Common and from Felton Street</p> |
| <p>Ecology, biodiversity & wildlife</p> | <p>568</p> | <p>Many respondents raised concerns about the effect and disruption of the proposals on wildlife, ecology, and biodiversity. They stated the plans are at the expense of the environment and would have damaging effects on surrounding wildlife, environment, habitats, flora, and fauna. Respondents</p> | <p>We recognise that Felton Common is designated as a Local Nature Reserve and Site of Nature Conservation Interest. To minimise impacts on habitats and species associated with the Common, the majority of the area, which would be enclosed by fencing, would be</p> |

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| | <p>also raised concerns about the disruption to local wildlife corridors, ecosystems, and local grasslands – which they say are already scarce.</p> <p>Respondents raised concerns that the lighting would disrupt the behaviour, migration, and breeding of birds, bats, and other species. They are particularly concerned about nocturnal wildlife, and species that are protected or endangered. Respondents named several local species they believe would be impacted, such as skylarks, beavers and owls.</p> <p>Respondents noted the Airport’s corporate responsibility to wildlife, and asked that the Airport put nature first, providing a range of suggestions for what the Airport could do to decrease its environmental impact. Examples provided by respondents include:</p> <ul style="list-style-type: none"> • Specify what the Airport will do for biodiversity net gain • Undertake appropriate assessments • Produce biodiversity mitigation and enhancement programmes • Collect data and complete surveys to avoid harm and; • Establish a community liaison group to monitor environmental impacts. <p>Some noted that Felton Common is a Site of Special Scientific Interest, meaning it is highly valued land. Other respondents</p> | <p>undisturbed and maintained as grass to help minimise any loss of habitat.</p> <p>Since the consultation, we have begun a series of ecological assessment of effects on specific and potential affected species and habitat specific surveys to ensure we fully understand the potential impacts on biodiversity.</p> <p>Chapter 5 (Biodiversity) of the Environment Statement, which forms part of the planning application considers the impacts on proposals taking into account the designations and their significance which cover the Common.</p> <p>As part our wider project, we will deliver at least a 10% net gain in biodiversity. Further details are provided in Chapter 5 of the Environment Statement.</p> <p>Bristol Airport has an Environmental Effects Working Group, part of our Airport Consultative Committee. This group will continue to provide an independent voice on our current and planned operations and any future proposals.</p> |
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| | | <p>also expressed concern about the impact of the plans on conservation land and the Mendip Hills National Landscape.</p> <p>However, some respondents believe that there would not be any major detrimental effect to wildlife once the installation had taken place, noting that local wildlife would adapt.</p> | |
| <p>Health, mental health, safety & wellbeing</p> | <p>244</p> | <p>Many respondents noted concern about the negative impacts the proposals could have on their mental health. Some respondents cited support for the proposals due to the extra safety that they said it would bring to airport users, but most respondents believe the proposals would have a negative impact on local people’s mental health.</p> <p>Impact on sleep because of noise from increased flights was a key concern for many respondents. Anxiety, both about increased pollution and climate change, was cited by several respondents as specific impacts on their mental health.</p> <p>Some respondents said the Common is their primary space for recreational activity and exercise, and that the physical presence of lighting there would reduce their likelihood to exercise – in turn impacting their fitness and health. More broadly, many respondents noted that a loss of tranquillity would impact their wellbeing, because it would mean they would be less inclined to carry out activities such as dog walking or star gazing there.</p> <p>A few respondents said that, due to the proposals, the safety risk profile would increase aircraft related accidents from a 1 in</p> | <p>Bristol Airport recognises that Felton Common is an important amenity for local people. It is already impacted by aircraft due to its proximity to the runway.</p> <p>The proposed location of the runway approach lights ensures that existing bridleways will not be interrupted. We have sought to limit the extent of the lighting and the land required as much as possible. By taking parcels of land, the impact on access is minimised. These areas would be fenced and within that maintained as grass to minimise any loss of habitat.</p> <p>To reduce the visible impact, the lighting columns are designed as lattice-like structures, rather than solid forms, and coloured grey.</p> <p>Chapter 12 (Population and Human Health) of the Environmental Statement considers the impact of the loss of green space within the common and in terms of the impact on quality of life from a human health perspective. This assessment takes into account the output from the noise assessment set out in Chapter 7</p> |

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| | <p>100,000 risk to 1 in 10,000 within North Somerset Council’s Public Safety Zones. Many respondents said this was an unacceptable level of risk given the number of flights out of the Airport. Several respondents cited these risks as a direct impact on their mental health.</p> <p>Outside of the Common, many respondents noted that ancillary impacts of the lighting proposals and expansion (i.e. additional traffic, additional parking in residential areas) would impact on their quality of life and mental health.</p> <p>Finally, several respondents said that frustrations around feeling unheard with regard to proposals is impacting their wellbeing.</p> | <p>(Noise).</p> <p>Public Safety Zones are put in place to ensure that the number of people on the ground at risk of death or injury should an aircraft accident occur during take-off and landing is controlled. The size of a Public Safety Zone is affected by the number of Air Traffic Movements. Bristol Airport is already above the threshold of 45,000 movements, with a larger Controlled Zone in place already.</p> <p>The Public Safety Zones are established to restrict the type of development which can occur within them and the Government policy is that there should be no increase in the number of people living, working or congregating within the safety zone.</p> <p>The position of the Public Safety Zone does, as was acknowledged within the consultation materials, needs to move as a result of the Proposed Development however, there would be no material increase in risk.</p> <p>Approach lighting is a safety feature designed to minimise any risk of aircraft accident during landing and the design and arrangements of the landing lights are set out in CAA guidance.</p> |
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| | | | Our Master Plan Consultation Report provides responses to the broader comments around traffic and parking, and our long-term growth plans. |
| Heritage and archaeology | 113 | <p>The vast majority of responses concerning heritage and archeology focused on the impact that the installation of lights would have on historic sites and specific buildings based on the Common or close to the Common.</p> <p>Many respondents claimed that losing public access to the affected sites would damage to the historical and cultural heritage of the area, with many respondents citing their deep social and historic value to the local community, especially given ancient common land which people use frequently, as well as ancient walkways.</p> <p>A large number of responses noted that the site houses historic archeological sites, with bronze age barrows and iron age enclosures, as well as the Grade-II listed church St. Katharine & The Noble Army of Martyrs. Several respondents mentioned that the site was home to two scheduled ancient monuments, and that the church particularly could be negatively affected. Other respondents noted that the archaeological significance of the sites in and around the proposed land was an important reason not to develop the lights.</p> <p>In terms of mitigation, many respondents believe there is no mitigation to the loss of land housing archaeological and</p> | <p>The runway approach lights would be located 250 metres from the nearest Listed Building (Windmill House) and a similar distance from the closest Scheduled Monument – a bowl barrow. A second Scheduled Monument is around 400m away. St Katherine’s Church is not a listed building.</p> <p>There would be no loss of access to the Schedule Monuments.</p> <p>The proposed lighting would be visible from the Scheduled Monuments, although distance, topography and in the case of the larger barrow to the South East, planting reduces this. Furthermore, the lighting columns are designed as lattice-like structures, rather than solid forms, and coloured grey to reduce the impact.</p> <p>The potential impacts of the proposed development on heritage assets, including the approach lighting, is assessed within Chapter 10 (Historic Environment) of the Environment Statement, which accompanies the planning application.</p> <p>Chapter 10 of the Environmental Statement sets out that prior to the commencement of development a Written Scheme of Investigation will be submitted to and</p> |

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| | | <p>heritage features. However, some respondents suggested mitigation – including preserving dark areas on the Common to protect the rural characteristics of the area, and that the Airport works with the local community to determine the land chosen to replace the land lost as a result of the development.</p> | <p>approved by North Somerset Council which will ensure that excavation required to install foundations for the lighting columns is undertaken using an appropriate methodology.</p> |
| <p>Climate change and emissions</p> | <p>116</p> | <p>Almost all responses on emissions and climate change were negative and focused on aviation’s role in creating carbon emissions. Many claimed that the expansion of the Airport, and an increase in both flights and heavier aircraft using the Airport following an extension to the runway, would increase the carbon emissions from the Airport, impacting climate change negatively.</p> <p>Many respondents said that the increase in flights is not compatible in their view with managing climate change, and some claimed that the proposals are irresponsible in context of this.</p> <p>Respondents cited that Sustainable Aviation Fuels make up less than one per cent of current aircraft fuel, while others noted that hydrogen and electric-powered planes have not been delivered – further highlighting the above points around an increase in carbon emissions as a result of the expansion proposals.</p> <p>Some respondents asked about the Airport’s legal obligations to curb emissions, while others claimed that the expansion impacts the UK’s ability to reach net zero as a whole. Others</p> | <p>Our Master Plan Consultation Report provides responses to the broader comments around our climate change and our long-term growth plans.</p> <p>Chapter 6 (Air Quality) and Chapter 13 (Greenhouse Gases and Climate Change) of the Environmental Statement consider the impact of increased emissions from additional flights proposed as part of our proposals to develop the Airport.</p> <p>Bristol Airport has an existing commitment to net zero airport operations by 2030 set out in our published Sustainability Strategy and Government Policy is that the aviation sector will be net zero for all emissions, including flights, by 2050.</p> <p>The Airport is committed to being a leading player in facilitating zero-carbon flight in the UK and will continue to build on Bristol Airport’s connections with the South-West’s world-leading aerospace hub and centre for research and excellence. We will work with partners to be</p> |

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| | | <p>highlighted additional concerns that carbon emissions from traffic to and from the Airport would compound the issue.</p> | <p>a driver for change, supporting and leading where we can, taking actions to decarbonise flight and collaborating with our airline partners and suppliers to decarbonise ground operations.</p> <p>Our planning application includes a refreshed Emission and Climate Change Action Plan which builds on our existing targets and strengthens our commitments under 15m ppa.</p> |
| Noise | 447 | <p>Many respondents noted concerns with noise pollution due to the increased number of flights and impact of the proposed plans which would see larger aircraft flying 12.5m lower.</p> <p>Respondents expressed concern that increased noise would negatively impact them in their homes and gardens, and out recreationally in the local area, particularly on the Common. These concerns span all seasons and both the daytime and particularly the nighttime. Respondents report current disturbances at night, and are worried that the lower aircraft and earlier take-off time would create more noise for longer, creating more nighttime disturbance. Respondents are also concerned about the impact noise has on local schools.</p> <p>Respondents are also concerned about increased traffic as a result of the expansion, and the additional noise this would bring.</p> <p>Respondents also noted that an increase in noise may negatively affect animals on local farmland. Furthermore,</p> | <p>While aircraft will be lower as they descent to the relocated runway threshold and touchdown point, we do not anticipate there to be any noticeable increase in noise for local residents as a result of extending the runway approach lights. For the average person, the increase in decibel levels would not be large enough to be detectable to the human ear.</p> <p>Our Master Plan Consultation Report provides responses to the broader comments around noise and ‘night flights’, and our long-term growth plans. Chapter 7 (Noise and Vibration) of the Environment Statement provides a detailed analysis of the noise impacts arising from the proposals.</p> |

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| | | <p>some respondents also suggested that noise may contribute to various health conditions.</p> <p>However, a few respondents reported that noise from the Airport was not an issue and that they do not expect it to be an issue in the future, despite living close to the Airport.</p> | |
| Light pollution | 428 | <p>Almost all comments on the light from the proposed structure were negative about its impact, with most stating it would have significant impact on their day to day lives, especially those living close to the light columns.</p> <p>Many respondents believe the light pollution from the Airport is already significant, and that the new lights would increase this. Many respondents suggested the proposals would represent light pollution from the Airport 24 hours a day.</p> <p>In particular, several responses mentioned the impact it would have on their ability to sleep easily at night, and that it would severely diminish nighttime darkness, which they believe contributes to the rural character and peacefulness of their homes. Several respondents noted that without knowing future flight schedules, it was impossible to know the true scale of impact of the lights.</p> <p>Alongside this, respondents outlined how the lighting would impact their enjoyment of the Common in the daytime as well as the nighttime – impacting their ability to carry out recreational activities in the same way as before. At nighttime,</p> | <p>The runway approach lights will be most visible to properties that face the common, but only a small number of properties at the south end of Felton Street, which are in line with the runway, will directly face the lights.</p> <p>Runway approach lights are not on all the time – they are normally used at night and during low visibility. The decision whether to use them or not sits with the Air Traffic Control Tower at Bristol Airport in conjunction with pilots.</p> <p>For the proposed lighting on Felton Common, these would not be lit when aircraft are landing from the west. The direction aircraft land is dictated by wind direction.</p> <p>The lights will be constant when on, not flashing or strobing.</p> <p>Chapter 12 (Population and Human Health) of the Environmental Statement considers the impact of the loss of green space within the common and in terms of</p> |

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| | <p>some respondents noted it would impact their ability to stargaze. As well as this, one respondent noted the lighting would impact the local church.</p> <p>The health impacts of light pollution were raised by a significant number of respondents, who cited health-related problems from over-exposure to light pollution, and the impact on people’s health from light pollution-related issues, such as fatigue and lack of sleep.</p> <p>More broadly, many respondents noted the impact additional lighting would have on wildlife in the local area. Respondents noted that light pollution would disturb natural habitats and life cycles of animals in the area, especially nocturnal ones, and sensitive species such as Horseshoe bats.</p> <p>Some respondents expressed concern that the increased light pollution would de-value local properties.</p> <p>One respondent complained about a lack of information on the assessment of increased skyglow, light pollution entering residential properties, the cumulative impact of the Airport’s lighting, and other factors. In their response, they called for a full 360-degree Visual Impact Assessment to be carried out to investigate light pollution impacts.</p> <p>In terms of mitigations, some respondents suggested that LED lights should not be used, and that strict restrictions should be put in place on nighttime flights to limit the impact of light</p> | <p>the impact on quality of life from a human health perspective. This assessment takes into account the output from the noise assessment set out in Chapter 7 (Noise).</p> <p>Our proposals ensure there is no overall loss in extent or quality of suitable habitat for wildlife. Taking into account impacts on the Common, we would deliver at least a 10% Biodiversity Net Gain as part of the wider Bristol Airport development proposals. The planning application includes an Environment Statement, which sets out the environmental effects and our mitigation measures. The Biodiversity Chapter (Chapter 5) of the Environment Statement sets out the impacts on wildlife and biodiversity in more detail.</p> <p>Small areas of Felton Common could become less suitable for nocturnal species when the lighting is operated, but we will ensure there is no overall loss in extent or quality of suitable habitat for wildlife.</p> <p>A Lighting Assessment is submitted with the planning application which provides further detail on the likely impacts of the approach lighting. Chapter 9 (Landscape and Visual) of the Environmental Statement provides a Landscape and Visual Impact assessment including viewpoints on and adjacent to Felton Common both during the day and at dusk.</p> |
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| | | <p>pollution. Others suggested implementing measures to mitigate light spill, while one respondent suggested retractable lighting.</p> | <p>The number of night time flights is controlled and the approach lighting would not be lit when aircraft are landing on the 09 runway from the west.</p> |
| Air quality | 109 | <p>Some respondents cited how the area surrounding the Airport already suffers from poor air quality due to existing airport operations as well as associated traffic congestion and road usage. Several mentioned that lower flying, and more frequently flying, aircraft would lead to physical pollution on their homes, as well as more fuel dumping close to the Airport.</p> <p>Respondents expressed concern that larger aircraft, enabled by the Airport's expansion plans, would worsen air quality and increase greenhouse gases – harming people, animals, and other wildlife, impacting health and wellbeing, and reducing their enjoyment of local spaces because of the smell of fumes and fuel in the air, which some respondents reported is already an issue. Some respondents asked why the Airport was not using more efficient, newer aircraft instead which they believe would lead to less pollution.</p> <p>Some respondents specifically cited harmful emissions such as nitrous oxides, fine particulates, and other pollutants.</p> <p>Some respondents noted that increased pollution would impact the physical and mental wellbeing of local residents, and that broader use of the area would be impacted by the increased pollution inhibiting people's ability to use the space.</p> | <p>We recognise that the potential health effects of local air quality are of concern to those living in the vicinity of the Airport and we are committed to minimising impacts on local air quality.</p> <p>The main sources of NOx and PM emissions from airport operations are from vehicle traffic, aircraft engines (during taxiing, take-off and landing), energy generation (diesel generators and gas boilers), fugitive emissions (evaporation – during fuelling of aircraft and vehicles) and other activities such as fire training.</p> <p>Existing measures to reduce these emissions include transitioning to electric ground power equipment, schemes to reduce the idling vehicles on-site, and working with our airlines to increase the number of modern aircraft at the Airport. Airlines at Bristol Airport are increasingly using these more modern aircraft, with incentives to do so put in place by Bristol Airport. All these measures are set out in detail in our existing ECCAP document.</p> <p>We monitor air quality continuously, with real-time monitors recording levels of NO2 and PM10 at the Airport</p> |

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| | <p>A few respondents also raised concerns about the lack of transparency around the Airport’s air quality data and how it is shared.</p> | <p>site, and diffusion tubes deployed to monitor average monthly NO2. No exceedances of the Air Quality Standards have been recorded in the last 8 years (2017 – 2025).</p> <p>Our monitoring results are reported every year in our Annual Monitoring Report, which is published on our website and shared with our stakeholders, including the Airport Consultative Committee.</p> <p>Fuel dumping is rare and only permitted by the Civil Aviation Authority (CAA) during an emergency. The short-haul aircraft that currently use Bristol Airport do not have capability to dump fuel. Long-haul aircraft suffering an emergency can be directed to dump fuel at higher altitude, away from populated areas and ideally over water, in coordination with Air Traffic Control.</p> <p>Chapter 6 (Air Quality) and Chapter 13 (Greenhouse Gases and Climate Change) of the Environmental Statement consider the impact of increased emissions from additional flights proposed as part of our proposals to develop the Airport. Chapter 12 (Population and Human Health) considers the output from Chapter 6 when assessing the impact on human health.</p> <p>Environmental Information is reported through the Airport’s Annual Monitoring Report which is submitted to North Somerset Council and published on the Airport’s</p> |
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| | | | Website. Community Representatives attend the Environmental Effects Working Group which is part of the Airport Consultative Committee. |
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As part of the consultation, we consulted all statutory consultees and key stakeholders, several of which responded. We also received responses from organisations who became aware of the consultation through the publicity generated and the Parish Councils Airport Association.

| Stakeholder group | Key themes |
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| <p>Parish Councils</p> <ul style="list-style-type: none"> • Winford Parish Council • Butcombe Parish Council • Backwell Parish Council • Nempnett Thrubwell Parish Council • Wrington Parish Council • Cleeve Parish Council • Flax Bourton Parish Council • Compton Martin Parish Council • Barrow Gurney Parish Council • Churchill Parish Council | <ul style="list-style-type: none"> • Ecology, biodiversity & wildlife • Landscape and visual • Community space, recreation and identity • Noise • Public Rights of Way (PRoW) • Site selection • Surrounding road network (including traffic) • Land replacement • Impact on properties (including damage and value) • Light pollution • Heritage and archaeology |

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| <ul style="list-style-type: none"> • East Harptree Parish Council • Chew Magna Parish Council • Chew Stoke Parish Council • Publow with Pensford Parish Council • Parish Councils Airport Association | <ul style="list-style-type: none"> • Master Plan and Airport expansion • (Mental) health & wellbeing • Maintenance of lighting (including access) • Climate change and emissions |
| <p>Community groups and other consultees</p> <ul style="list-style-type: none"> • Natural England • Historic England South West • Mendip Society • Bristol Airport Action Network (BAAN) | <ul style="list-style-type: none"> • Ecology, biodiversity & wildlife • Landscape and visual • Heritage and archaeology • Master Plan and Airport expansion • Light pollution • Community space, recreation and identity • Surrounding road network (including traffic) • Land replacement • Noise |

Other organisations that were consulted / Bristol Airport engaged with, but chose not to provide a formal response, are:

- The Environment Agency
- Bristol Tree Forum

Appendices

Appendix 1 - Press release

Issued on 3 November to all regional media. Press release can be found [here](#)

Bristol Airport launches consultation on runway approach lighting

Created: 3rd Nov 2025

Bristol Airport is consulting on a proposal to modify its runway approach lighting, as part of planned runway improvements, to meet future demand for travel to and from our region.

Earlier this year the Airport published its Master Plan to 2040 detailing the long-term vision to provide more connections and serve new destinations, including a limited number of new longer-haul flights, connecting the region directly with destinations such as the east coast of America and the Middle East, and providing important new markets for inbound tourism and connecting businesses with these markets.

The future development is forecast to boost the regional economy by providing a total of £3bn in GVA and creating 1,000 new jobs at the Airport, with employment focused on local areas including Weston-super-Mare and South Bristol. Over 4,000 people employed at the Airport are local residents.

Since publishing the Master Plan the Airport has continued to refine its design to ensure it meets all relevant safety standards set by the Civil Aviation Authority, the UK's independent regulator for aviation.

In order for the runway to continue operating safely, for all types of aircraft and in all weather conditions, the Airport would need to relocate the existing approach lighting and install additional safety features at the eastern end of the runway. This is required in order to facilitate the new routes to America and the Middle East – key destinations that people in the region are keen to visit using their local airport.

The proposal would involve moving runway approach lighting and installing rows of lighting, and fencing around those lights, on parcels of land on Felton Common. People will still be able to continue to use all of the bridleways on the Common and care has been taken to maintain access across the Common.

As the enclosed lighting would result in some loss of accessible open space and affect grazing rights, replacement land, accessible to all, would be provided adjacent to the Common.

Later this week, Bristol Airport will be writing to nearby residents and those with grazing rights ahead of seeking views on the proposals. The Airport is holding a six-week consultation starting on Friday 7 November until Friday 19 December. Information will be published on the Airport's website later this week.

A Bristol Airport spokesman said: "While only small areas of the Common would be required for the lighting, we realise how important the open space is to local people, and so we are consulting with those with rights on the Common, users of the Common and local residents.

"We would encourage people to find out more about our proposal and provide any feedback they might have to help shape our plans."

Views and feedback from both the Master Plan and runway approach lighting consultation will be used to inform detailed proposals to be submitted for planning permission in early 2026. The planning application would include all of the necessary infrastructure to enable Bristol Airport to serve 15 million passengers by the late 2030s and include assessment of environmental and other impacts.

There are currently around 10.5 million passengers a year who use the Airport with permission already secured to grow to serve 12 million passengers a year.

Appendix 2 - Social media post

Bristol Airport
Sponsored · 🌐

We're consulting on a proposal to move our runway approach lighting that would involve installing lighting columns and fencing on parcels of land within Felton Common.

This is so proposed runway improvements - a key part of our growth plans to connect with America and the Middle East - would comply with safety standards.

We understand how important the open space is to local people. Please share your comments or suggestions on our website:
www.bristolairport.co.uk/lighting-consultation

Consultation closes on 19 December 2025.

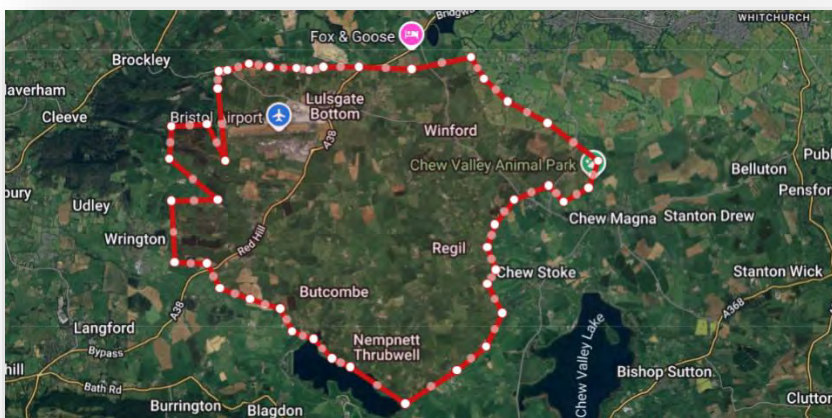


Felton Common
Runway Approach Lights Consultation

Consultation now open

Bristol Airport

Appendix 4 - Residents letter and map showing distribution of the letter



Appendix 5 – Leaflet



RUNWAY APPROACH LIGHTING CONSULTATION

6

HELP SHAPE OUR PROPOSALS

We would like to hear from you if you have any comments or suggestions on the proposals or if you have grazing rights on Fellon Common and we're yet to be in contact with you.

You can help shape our proposals in the following ways:

- Online** – visit www.bristolairport.co.uk/fighting-consultation
- Post** – write to: **Freeport BRISTOL AIRPORT CONSULTATION** (capital letters required)

NEXT STEPS

Bristol Airport will consider feedback from this consultation and include it in the forthcoming planning application that will be submitted to North Somerset Council.

1 INTRODUCTION

In June 2025, Bristol Airport published its Master Plan to 2040 setting out a long-term vision of how the Airport will grow to meet the demand for air travel to and from our region.

Our Master Plan includes plans to make a series of improvements to the airfield, including increasing the length of the runway within the existing Airport boundary to accommodate larger aircraft to serve longer-haul destinations.

Since publishing the Master Plan we have continued to refine our design to ensure it meets all relevant safety standards set by the Civil Aviation Authority, the UK's independent regulator for aviation.

In order for the runway to continue operating safely, in all weather conditions and with all aircraft types, we would need to relocate the existing safety features and install additional features at the eastern end of the runway. The runway threshold and runway aiming point (the point where pilots are expected to touch down) will need to move east by 240 metres. The relocated threshold means we need to make changes to the runway approach lighting.

Ahead of submitting a planning application for future growth we are seeking your views on a proposal to modify the Airport's runway approach lighting.

BRISTOL AIRPORT'S MASTER PLAN TO 2040

Bristol Airport's Master Plan to 2040 sets out a long-term vision of how the Airport will grow. The Master Plan is being used to inform detailed proposals that will be submitted to North Somerset Council in a planning application in the coming months. The planning application would include the necessary infrastructure to enable Bristol Airport to serve 15 million passengers per year by the late 2030s. There are currently around 10.5 million passengers a year who use the Airport and we have previously secured permission to grow to serve 12 million passengers a year. As well as improving destination choice for customers, future plans would boost the regional economy, create 1,000 new jobs at the Airport, and support inbound tourism.

Find out more: www.bristolairport.com/future-plans

2 BACKGROUND

There is currently runway approach lighting at both the eastern and western ends of the runway meeting aeronautical standards, which plays a critical safety role helping pilots land at night and when there are low visibility conditions.

The extent of runway approach lighting is determined through engagement with the independent safety regulator, the Civil Aviation Authority, taking into account the type of instrument landing system at the Airport and aircraft operations.

Currently, at the eastern end of the runway, approach lighting is located within the boundary of the Airport and a field east of the A38 which is within the private ownership of the Airport. The distance between the existing runway threshold and the furthest existing approach light is 570 metres.



One of the runway approach lights currently on Bristol Airport and adjacent to the common.

3 OUR PROPOSALS

We are consulting on proposals to relocate the runway approach lighting 240 metres further east at the eastern end of the runway.

This is to ensure Bristol Airport continues to comply with Civil Aviation Authority safety standards when the proposed runway improvements are in place. The runway approach lighting array would continue to extend 570 metres from the relocated landing threshold.

No changes are proposed to the runway approach lighting at the western end of the runway, as we do not propose to move the western landing threshold.

The proposals involve installing additional rows of runway approach lighting, and fencing around those lights, on Felton Common. We would also need to install ducting at a depth of 0.9 metres underneath the Common to provide power to the lighting as well as an agreed access route to allow us to occasionally access the runway approach lights with a maintenance vehicle.

The runway approach lighting within Felton Common would be required as a result of the proposed eastern runway operations are no less safe than they are under the existing arrangements. The runway approach lighting is necessary to aid pilot navigation in all types of aircraft, in all weather conditions.

COMMON LAND OWNERSHIP

We recognise that Felton Common is owned and managed on behalf of the community by Winford Parish Council. A number of people have rights as 'commoners' to graze livestock on the Common and we appreciate the Common is also well used for recreation.

Because the nature of the works proposed does not meet the legal test for commons act consent to be granted, we would need to de-register the parcels of land required and provide equivalent replacement land. We are keen to hear your views on where this replacement land should be.

Land shown in light green on the diagram (see pages 6-7) is within Bristol Airport's private ownership and could be provided as replacement land for the loss of land within Felton Common, ultimately forming a new area of Felton Common.

There would no longer be a right to roam on the de-registered land, but this right would be available on the replacement land provided.

ALTERNATIVES

We have considered whether we could extend the runway to the west to avoid the need to undertake any development in Felton Common. Given that the land at the western end of the runway drops significantly towards Wington Warren and Gobincombe extending the runway to the west could require a significant amount of fill material to raise the land by at least 20 metres over a length of around 300 metres. This fill material would need to be brought to the Airport by road, impacting the local road network and increasing traffic.

The landform required would result in a very significant landscape impact and would be located over Winter's Lane and on adjacent fields.



The diagram shows the location of the proposed runway approach lighting.

The land shaded light green is owned by Bristol Airport. There are already approach lights within this area all below a metre in height. As a result of the changes to the runway, minor alterations to the positioning of these lights is necessary.

The land shaded darker green is Felton Common. Within Felton Common, proposed approach lighting would start at 1.25 metres high closest to the A38, gradually increasing to a maximum height of 8.5 metres (similar in height to a lampost on the A38), to take account of the downwards slope in this part of the Common. The height of the lighting needs to be level and at the correct elevation relative to an aircraft's final descent towards the runway.

The lighting columns would be spaced at intervals of 30 metres. A 3 metre high fence would enclose the first three columns. Then there would be a wider set of lights, known as a light bar, also enclosed by a 3 metre high fence. Beyond the light bar, there would be four more individual columns with lighting, each having its own 3 metre high enclosure. The fencing around the lighting is for protection and safety purposes. Access using a vehicle would be required for occasional maintenance and safety checks.

We have sought to limit the extent of lighting and land required as much as possible while still being able to comply with the required safety standards which govern aviation operations.

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FURTHER CONSIDERATIONS

The following section sets out our preliminary assessment of what environmental and other impacts the proposed new runway approach lighting arrangements might have.

We will include a full assessment of all relevant impacts within our forthcoming planning application but would welcome comments on this preliminary assessment. Where possible we will present information within our application to avoid, reduce, and mitigate adverse impacts, as well as identifying opportunities for environmental enhancement.



Ecology and wildlife

We recognise that Felton Common is designated as a Local Nature Reserve and Site of Nature Conservation Interest. In order to minimise impacts on habitats and species associated with the Common, the majority of the area, which would be enclosed by fencing, would be undisturbed and maintained as grass to help minimise

any loss of habitat. We would conduct a series of ecological and habitat specific surveys to ensure that any replacement land has an equivalent value. Taking into account impacts on the Common, we would deliver at least a 10% Biodiversity Net Gain as part of the wider Bristol Airport development proposals.



Landscape and visual amenity

The proposed relocated and additional runway approach lighting and associated fencing would be visible from large parts of Felton Common and its surrounds.

The tallest lighting column furthest from the runway would be 8.5 metres in height – similar in height to a lamppost on the A38. We recognise that the lights and fencing would introduce man-made features into Felton Common which have the potential to affect the enjoyment of the Common and its surrounds.

The lighting columns are designed as lattice-like structures rather than being completely solid, which would help to reduce visual impacts. Ordinary runway approach lighting columns are yellow to aid visibility however, we have reviewed this requirement and propose to use

a more neutral colour for the columns in keeping with the local environment to lessen their impact within the landscape. For most parts of Felton Common, the sense of openness and views across the Common and beyond would remain and only a small proportion of the view within the wider landscape is likely to be affected. Longer distance views would continue to be dominated by the sky.

Views closer to the lights and fencing would be more affected although walkers and horse-riders would only experience these effects on part of their journey. Existing trees and hedgerows would provide a background from some view points and help to limit impacts from the lower-level lights and associated fencing closer to the A38.



10



Public rights of way

The proposed location of the runway approach lighting and associated fencing ensures that the existing Bridleways on Felton Common would not be interrupted. Bridleway LA19/93/10, which runs north to south on the Common nearest the A38, would continue to run along the existing hedgerow between the hedgerow and the nearest fenced area (pictured right). Bridleways LA19/77/50 and LA19/1/20, which run north west to south east on the Common would be located west of the furthest light and would not be affected by proposed fencing.



Noise and operations

The movement of the landing threshold lies the potential to increase noise experienced by local residents as aircraft landing would be slightly lower as they descend over the villages and communities to the east of the Airport, including Winford. Aircraft arriving from the east would be around 12.5 metres lower in the sky than they are at present. Preliminary assessment suggests that the increase in noise experienced by residents as a result of this change would be less than 1 decibel for most, and around 1.5 decibels higher in the worst case.

A change of 3 decibels is generally regarded as the smallest perceptible difference between two noise levels.

The changes to the runway would have some noise benefits as departing aircraft would need to use around 5% less thrust when taking off.

A complete analysis of the noise impacts arising from the proposals including the movement of the landing threshold and changes to the runway will be presented within our planning application.



Setting of heritage assets

The proposed runway approach lighting and associated fencing would be around 250 metres away from the nearest Listed Building (Windmill House, grade II) and a Scheduled Monument (the Oval Barrow on Felton Hill, 100 metres east of the Round House), with another Scheduled Monument (two confluent bowl barrows on Felton Hill) also located within the Common, around 400 metres away.

The setting of the scheduled monuments on Felton Common, and their proximity to other non-designated historic assets on the Common, contribute to their significance. Felton Common provides a rural character to the setting of the Listed Building, which is largely enclosed by hedgerows.

The proposed runway approach lighting and fencing would be perceptible in north/north-west views from the Oval Barrow on Felton Hill, which would be visible within the context of the existing Airport infrastructure. However, the lighting columns are designed as lattice-like structures rather than solid forms, helping to reduce visual impacts. Views are likely to be limited from Windmill House due to surrounding hedgerows and from the two confluent bowl barrows on Felton Hill due to distance, topography and planting within Felton Common.



Appendix 6 - Poster



FELTON COMMON RUNWAY APPROACH LIGHTS CONSULTATION

Bristol Airport is consulting on a proposal to move its runway approach lighting that would involve installing lighting columns and fencing on parcels of land within Felton Common.

This is to ensure that the proposed runway improvements which are a key part of our proposed growth plans for the Airport, would comply with safety standards.

As the enclosed lighting would result in some loss of accessible open space and affect grazing rights, replacement land, accessible to all, would be provided next to the Common.

We understand how important the open space is to local people, so we are consulting with those with rights on the Common, users of the Common, and local residents.

FIND OUT MORE


You can find out further information on the proposal and provide feedback in the following ways:

-  **Online** - visit: www.bristolairport.co.uk/lighting-consultation
-  **In person** - attend our consultation event: **Thursday 20 November (3pm-8pm) Felton Village Hall BS40 9UP**


Consultation closes on Friday 19 December 2025


Appendix 7 - Feedback form

Hard copy version shown below. The same information was also replicated online.



FEEDBACK FORM


 Full name


 Postcode

Please see the reverse of this form about how we use your information.

Interest (tick all that apply)

- Local resident
- Recreational user of the common, eg walker, horse rider
- Have rights to use common, eg to graze animals
- Business owner who uses the common
- Please state
- Other

 Please return this form to the following address:
Freepost
BRISTOL AIRPORT CONSULTATION
(capital letters required)

 Alternatively, you can provide your feedback online at: www.bristolairport.co.uk/lighting-consultation

If you require additional space beyond the boxes provided, please feel free to continue on a separate page and attach further notes as needed.

Please note that this supplementary consultation is specifically related to the proposed runway approach lighting and we are not inviting comments on the Airport's wider proposals to grow at this time. Therefore, we'd be grateful if comments can focus on this element of our plans and we are asking the following questions:

Question 1
Do you have any comments or concerns about our proposals?

Question 2
How would you be affected by the proposals?

Question 3

Is there anything you feel Bristol Airport could do to help address the impacts of the new runway approach lighting?

If you have any other comments or suggestions related to the approach lighting, please use the box below:

How we will use your information

Bristol Airport is committed to protecting and respecting the personal data that we handle, hold and process in accordance with the Data Protection Act 2018 (Act).

Personal information collected shall be used for the purpose of analysing consultation feedback and will not be used for marketing purposes.

Personal information that is supplied may be disclosed to or shared with connected companies, agents, contractors and advisers who provide services to Bristol Airport in connection with this consultation.

The data collected will be processed and retained until feedback has been analysed, and all personal data will be deleted 3 years after the analysing has been done.

By completing and submitting this questionnaire you confirm you have been provided with and read our Privacy Notice.

You may remove your consent at any time by emailing privacy@bristolairport.com

Further details on how we use and handle your data can be found in our privacy policy here: www.bristolairport.co.uk/privacy-policy or by emailing our team at privacy@bristolairport.com

Appendix 8 – Website page examples

Runway approach lighting consultation

In June 2025, Bristol Airport published its Master Plan to 2040 setting out a long-term vision of how the Airport will grow to meet the demand for air travel to and from our region.

Our [Master Plan](#) includes plans to make a series of improvements to the airfield, including increasing the length of the runway within the existing Airport boundary to accommodate larger aircraft to serve longer-haul destinations.

Since publishing the Master Plan we have continued to refine our design to ensure it meets all relevant safety standards set by the Civil Aviation Authority, the UK's independent regulator for aviation.

In order for the runway to continue operating safely, in all weather conditions and with all aircraft types, we need to relocate the existing and install additional safety features at the eastern end of the runway. The runway threshold and runway aiming point (the point where pilots are expected to touch down) will need to move east by 240 metres. The relocated threshold means we need to make changes to the runway approach lighting.

Ahead of submitting a planning application for future growth we sought your views on a proposal to modify the Airport's runway approach lighting.

Background

There is currently runway approach lighting at both the eastern and western ends of the runway meeting aeronautical standards, which plays a critical safety role helping pilots land at night and when there are low visibility conditions.

The extent of runway approach lighting is determined through engagement with the independent safety regulator, the Civil Aviation Authority, taking into account the type of instrument landing system at the Airport and aircraft operations.

Currently, at the eastern end of the runway, approach lighting is located within the boundary of the Airport and a field east of the A38 which is within the private ownership of the Airport. The distance between the existing runway threshold and the furthest existing approach light is 570 metres.



Our proposals

| | |
|-----------------------|---|
| Our proposals | + |
| Common land ownership | + |
| Public Safety Zones | + |

Environmental considerations

The following section sets out our preliminary assessment of what environmental and other impacts the proposed new runway approach lighting arrangements might have. We will include a full assessment of all relevant impacts within our forthcoming planning application but would welcome comments on this preliminary assessment. Where possible we will present information within our application to avoid, reduce, and mitigate adverse impacts, as well as identifying opportunities for environmental enhancement.

| | |
|------------------------------|---|
| Landscape and visual amenity | + |
| Ecology and wildlife | + |
| Public rights of way | + |
| Noise and operations | + |
| Setting of heritage assets | + |

Consultation closed - Friday 19 December 2025

Thank you to everyone who shared comments and suggestions on our proposals. The consultation period is now closed.

Next Steps

Bristol Airport will consider feedback from this consultation and include it in the forthcoming planning application that will be submitted to North Somerset Council.

Further information

| | |
|-------------------------------------------------------------------------------------------------------------------------------------|---|
| Would I still be able to walk across the Common and are you affecting any designated walkways or public rights of way? | + |
| Would those who have rights to graze animals on Felton Common still have access? | + |
| Would the additional lighting harm wildlife? | + |
| If the positioning of the runway lighting is changing, could I experience more noise from aircraft arriving and departing? | + |
| Would aircraft be lower when approaching or taking off? | + |
| Would the runway be extended on to the Common? | + |
| Why does the approach lighting to the east of the runway need to move but no changes are required at the western end of the runway? | + |
| When would the changes happen? | + |

Appendix 10 - Drop-in event

- pop-up banners and plans were made available in Felton Village Hall for the consultation event.



Appendix 11 – Illustrative plan

