

# Your airport: your views Towards 2050



## Master Plan Consultation – Stage II Development Proposals and Options

May 2018

Including proposals to  
raise capacity to 12 million  
passengers a year

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# Foreword

Last winter we started a conversation about our future development. Thank you to all of the individuals and organisations – more than 1,750 of you – who took the time to have your say. This feedback has been incredibly helpful as we progress the development of our long-term Master Plan for Bristol Airport.

Your comments have helped inform our latest thinking, and this document demonstrates how we have listened. In particular, it provides greater clarity on timescales for proposed development, as well as how we intend to manage and mitigate impacts for local communities and the environment.

That is why we have set out clear proposals for our next stage of development, which will enable us to make best use of the existing airport site until the mid-2020s. We are keen to hear your views, so we can take these into consideration in the planning application we will submit to North Somerset Council later this year.

We have also launched our Charter for Future Growth, which begins to set out what benefits can be realised from our continued growth to 20mppa by the 2040s, and how we intend to manage and mitigate any impacts associated with our exciting plans.

We have also set out our latest thinking on our longer term proposals, and we would welcome your views on some specific options for design and mitigation. This consultation will help us to further refine our plans, before we publish our Draft Master Plan. So please take the time to tell us what you think.

Thank you once again for your interest in shaping Bristol Airport's future – together we can continue this amazing journey.



**Janis Kong**  
Chairman  
Bristol Airport



**Simon Earles**  
Planning and Sustainability Director  
Bristol Airport



## Section 1: Introduction

A conversation about the airport's future began towards the end of 2017, with a consultation set against the backdrop of our distinguished past, presenting a window on the busy airport of today, and a glimpse into an exciting future. In 'A world of opportunities' (available at [www.bristolairport.co.uk/future](http://www.bristolairport.co.uk/future)), we asked what you thought our Master Plan should deliver.

This document provides an update on the preparation of our Master Plan, including a summary of your feedback from our previous consultation, our latest thinking, and our ambitions for the future. We explain how we aim to give more certainty, particularly with respect to setting out the next step in our phased approach to growth.

After reading this document, we hope you take the opportunity to provide further comments on your airport.

# Our Master Plan: progress and further consultation

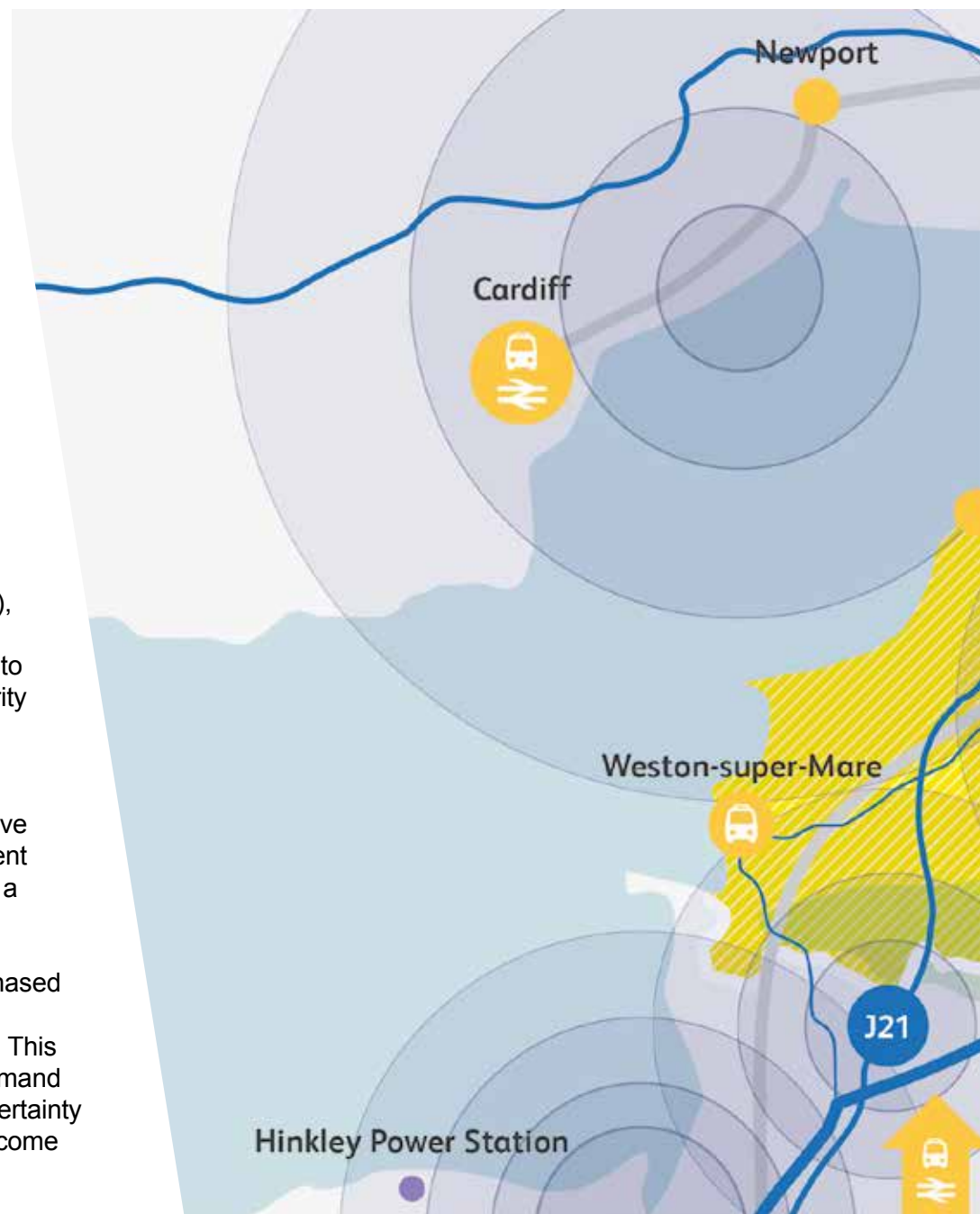
In the previous consultation we set out Bristol Airport's aspiration to grow steadily over the coming decades to match rising passenger demand.

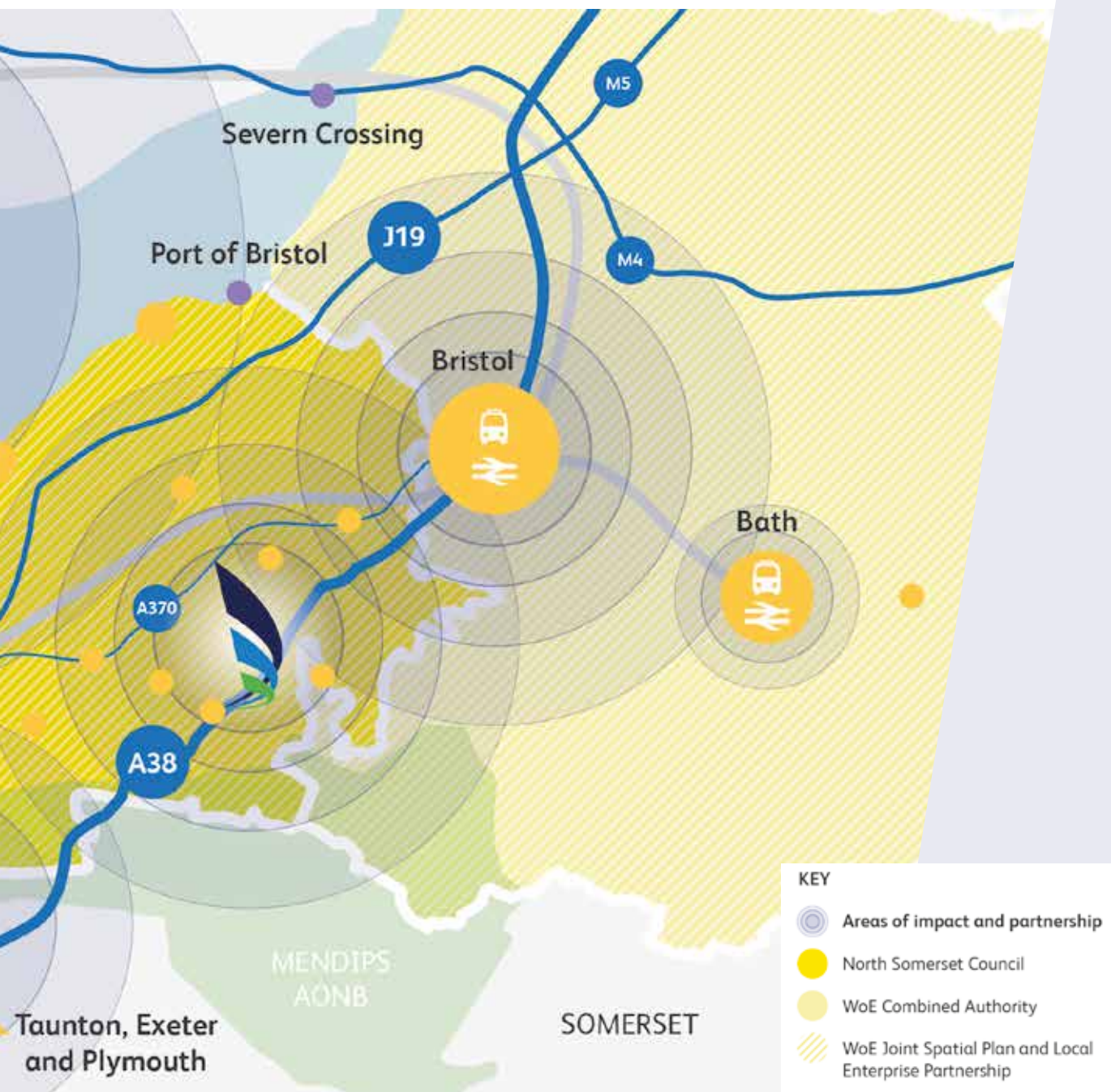
Airport capacity is measured in 'millions of passengers per annum', or mppa. Having reached eight mppa in 2017, we are one of the UK's largest regional airports, but are constrained by a ten mppa planning limit. Independent forecasts show demand could rise to 15 mppa by the mid-2030s, and higher by the mid-2040s.

Government encourages airports to set out regularly updated strategies for future development, known as Master Plans. An update to ours will address how best to deliver capacity that meets demand, and inform our engagement with key regional partners. North Somerset Council, the West of England Combined Authority (WECA), Network Rail, Highways England, public transport providers and other partners are developing important planning, transport and investment plans to take the region up to the mid-2030s; the airport's future is a key consideration, so we are keen to give clarity on our plans.

When we consulted last winter, we were yet to establish how best to secure the necessary planning and other consents for our future development, but shared our five pillars, or core principles: to be a world-leading regional airport; to support employment and economic growth; to be at the heart of an integrated transport network; to follow a sustainable approach; and to ensure all proposals are deliverable.

Informed by the five pillars and the consultation feedback, our conclusion is that a phased approach to airport development should be adopted. As a first step, this consultation document will set out our plan to move from ten mppa to a 12 mppa capacity airport. This can be achieved largely within the current boundary, and would cater for forecast demand until at least the mid-2020s. This document also sets out where there is increasing certainty to our plans beyond 12 mppa, and where our thinking is still evolving. We would welcome your views on both.





Bristol Airport sits at the heart of a thriving and diverse region. Although it enjoys a rural location, it has interdependencies with a number of cities and towns, a variety of authorities and a host of transport providers. The region is home to two international gateways – the airport and Bristol Port. Our role is to support the local economy, and act as a catalyst for future growth and prosperity.

The airport is situated within North Somerset, part of the West of England sub-region. On a strategic level, we continue to engage with the West of England authorities on the emerging Joint Spatial Plan (JSP). This will set the framework for additional employment, housing and transport infrastructure across the region and North Somerset up to 2036. The draft JSP recognises the important role of the airport, defining it as a 'Key Strategic Infrastructure Location'. A new regional Joint Local Transport Plan, expected shortly, will set out key regional transport priorities, which we expect will include access to the airport.

# Working in partnership

We are working in partnership with the new regional body, the West of England Combined Authority (WECA), which has begun to prepare a regional strategy, prioritising transport development.

This strategic framework will enable the airport to work alongside North Somerset Council, WECA, neighbouring authorities and Local Enterprise Partnerships (LEPs), Highways England and Network Rail in the long-term planning of land use and transport infrastructure. Publishing this Master Plan update will ensure that the airport's aspirations for long-term growth fit well with national, regional and local decisions relating to new development, the protection of landscape and natural environment, and the enhancement of road corridors and public transport.

At a local level, we are committed to working in partnership with North Somerset Council. We are jointly funding a study of options for the transport corridor south of Bristol, and engaging fully with the North Somerset Local Plan process. The Local Plan and the JSP, alongside national planning and aviation policy, provide the planning policy framework for any future development at Bristol Airport.

This approach allows the airport, North Somerset Council and other partners to assess how our Master Plan vision can best be delivered over the coming decades as part of a holistic and sustainable strategy for economic growth, improved transport and vibrant communities.

Following this consultation, we will continue the technical work required to develop our Master Plan. We expect to consult on a draft version in the winter, before publishing the Bristol Airport Master Plan, subject to the level of engagement we receive. With significant factors to be resolved, not least with regard to the emerging development plan and transport investment, the document will acknowledge the importance both of flexibility and of early review once the Government's Aviation Strategy is published and the North Somerset Council Local Plan is adopted.





## Section 2: The conversation so far

The publication of 'A world of opportunities' in November 2017 was an important first step in the preparation of our new Master Plan. It signalled our commitment to work with communities and customers in shaping the airport's future.

Our intention was to seek views, identify concerns and address issues in order to create positive outcomes for as many stakeholders as possible. We asked for feedback on the five pillars which underpin our approach, and explained considerations which will influence our decisions on design and layout. We shared indicative plans as a means of illustrating different scenarios for a 20 mppa airport.

We have listened very carefully to the many comments, whether supportive or otherwise. This section provides a brief summary of what you told us.

# What you told us

Around 500 people attended 13 drop-in events in the local area, and larger towns and cities across the region.

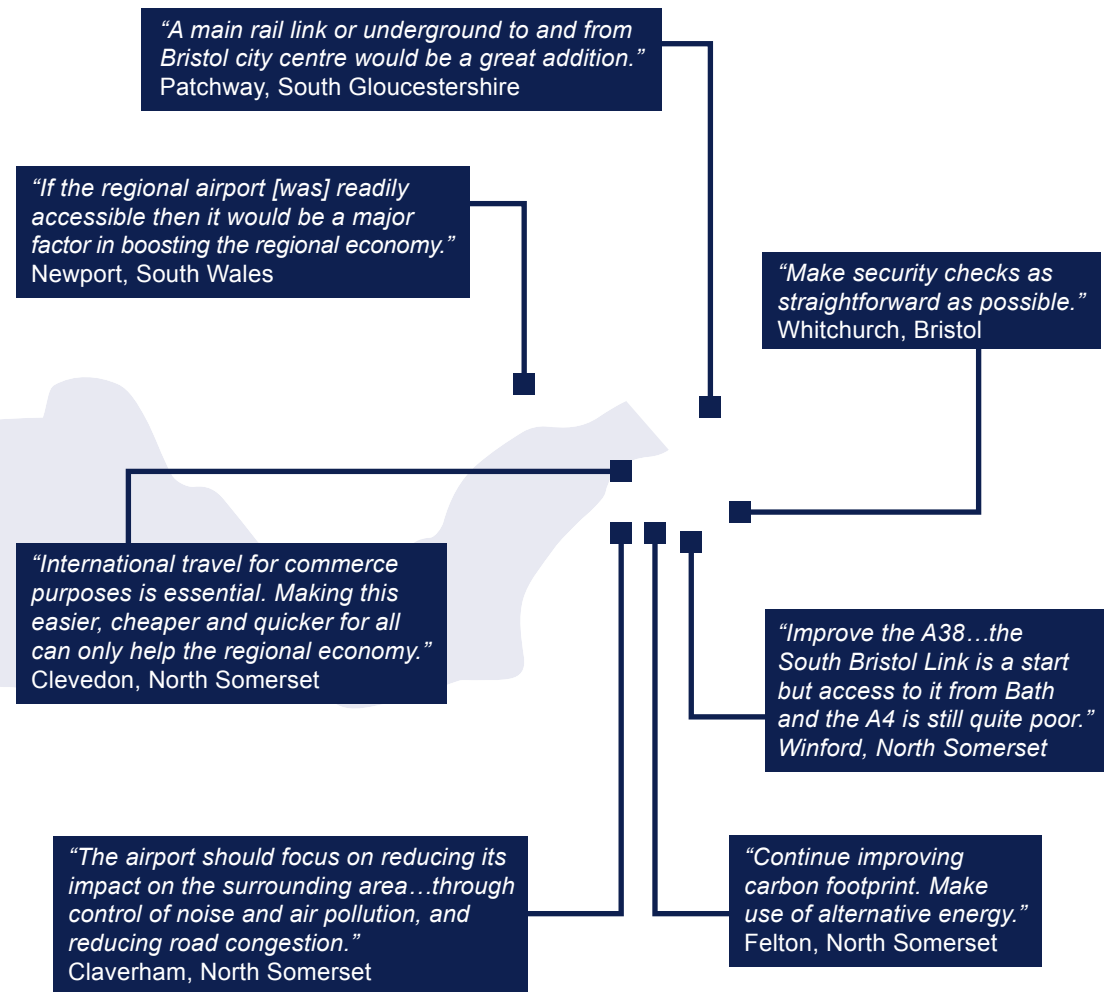
Those attending were able to meet members of our team and explore our ideas face-to-face. We also provided comprehensive details on our website and at other public locations, enabling thousands more to access information and respond online. As a result, we received more than 1,750 responses from individuals and organisations across the region and beyond.

We engaged independent public consultation experts to assess all this feedback in a consistent and transparent manner, complying with principles of the 2008 Planning Act which guide the applications for nationally significant infrastructure projects. The approach and an assessment of all the comments received in our previous consultation is set out in detail within our consultation report, which can be found at [www.bristolairport.co.uk/future](http://www.bristolairport.co.uk/future).

Some responses focused on the airport as it is today, highlighting routes, facilities or services which could improve our current performance. Others took a longer-term view, suggesting technology and trends which we should be mindful of as we develop our plans. Each and every response has provided invaluable input which we have considered as we move towards a more detailed vision of Bristol Airport's future.

Here we set out a broad summary of what you told us.

We have prepared a full consultation report which sets out in detail the comments we have received and our approach to addressing the key themes. We explain where we have been able to address issues raised, or when we will be in a position to do so. Where we have been unable to address an issue we explain why that is the case.





### **Surface access**

Many respondents commented that travelling to and from the airport was a challenge, expressing concern that additional passenger capacity would compound the problem. Others suggested means by which these shortfalls could be addressed, including improvements to the A38 and links to the M5. Upgrades to local road junctions were also suggested, as were increased public transport options by introducing direct rapid transit access. The potential of more ambitious technologies, such as Hyperloop, was also highlighted.



### **Environment**

Some concern was raised about the effects of airport growth on the Green Belt and the surrounding rural landscape, particularly the Mendip Hills Area of Outstanding Natural Beauty (AONB). Impacts on wildlife and habitats were also mentioned, as was light pollution from a more developed airport site. Questions were also asked about air pollution, drainage and sewerage, and the potential for increased noise from flights, particularly at night.

### **Passenger experience**

Responses highlighted the desire for new destinations and increased frequency on our route network; improved check-in, security, immigration and baggage reclaim; a general call for improved facilities; and specific requests for upgrades to IT services, including the speed and accessibility of Wifi.



### **Socio-economics**

Along with generally positive comments on the importance of the airport to the regional economy, a number of respondents called for greater focus on hiring a local workforce. Some were concerned that employment generation not associated with core aviation activities should not be encouraged. Others wished to see the re-introduction of freight facilities. There were also calls for grants to community projects to be extended to cover a wider area.

### **Car parks**

Lower car park charges were suggested as a means of reducing off-site parking, as was the provision of a free pick-up and drop-off facility, including a taxi rank. The airport was also encouraged to consider options for Park & Ride services and underground car parks. Enhancements to existing and future car parks were requested, including the provision of wider bays, better surfaces, covered walkways and improved lighting. Specific queries were raised with regard to facilities for disabled travellers, cyclists and motorcyclists, and whether discounted parking fees could be provided for electric vehicles.

## Airport layout

'A world of opportunities' illustrated three example scenarios that explored ways in which the facilities could meet projected passenger demand of around 20 mppa by the mid-2040s; and sought views on how our five pillars could best be applied to our decision making.

The illustrations were indicative only, with each assumed that the necessary land could be acquired beyond the current constrained site, within a supportive planning framework, and that transport improvements could be delivered in tandem with growth in passenger numbers. Most significantly, it allowed us to explore the respective merits of focussing future development to the north of the runway (scenarios A and B) or south of it (scenario C).

Approximately 1,000 respondents expressed a preference for a particular scenario, with a relatively even split between those favouring a development focus to the north and the south. Primary reasons in support of scenarios A and B were the reduced impact on the Green Belt and wider landscape, and a preference for one terminal rather than two, which some felt could be confusing and lead to operational difficulties.

Reasons for supporting scenario C included the view that it would minimise disruption to passengers during construction by enabling one terminal to remain operational while the other was being constructed. There was also a perception that two terminals would be better equipped to cope with the forecast growth in passenger numbers, resulting in less overcrowding.

Of the four parish councils which expressed a view on the scenarios, one supported scenario A, one supported B, one supported C, and one favoured A or B. The Mendip Hills AONB Unit commented that scenario C would have the greater impact on the special qualities of the AONB and would therefore necessitate a strong emphasis on reducing and mitigating potential visual impact.

A major airline expressed a preference for a single terminal operation which would minimise walking distances to an increased number of contact stands (those directly adjacent to the terminal, walkways or piers). Another stressed the need to build a seamless customer experience in the current facilities.





## Section 3: Planning for growth

Since we launched 'A world of opportunities' in November 2017, we have continued to analyse, design, engage with partners, and listen to you.

Our thinking has advanced with the help of your feedback; a preferred approach on parts of the plan is beginning to take shape, giving greater certainty to our neighbours and partners.

In this section, we share the progress we are making in five important areas, including what we've achieved so far, and what we still need to do. We will explain how these themes interact and influence our decision-making.



As well as setting out our five pillars and how they underpin our long-term growth strategy in our previous consultation, we also described the key factors which will shape our plans, whilst recognising that some of these are outside of our direct control. We also acknowledge that over the period addressed by the Master Plan, there will continue to be significant technological, economic and social change, much of which will remain unknown for some time.

That said, we believe it is important to introduce as much certainty into the Master Plan process as possible at the outset. That is why we're setting out our latest thinking on the five most significant issues impacting the airport's future: aviation, economic impact, Green Belt, sustainable growth and transportation.

To ensure we realise benefits for our passengers, communities and our stakeholder partners, we have developed a new Charter for Future Growth. We want our commitments to you to be clear and transparent, and we look forward to your views on this approach.

# Aviation

Our industry is evolving rapidly, driven by new technology, higher environmental standards and the ever-evolving needs and wishes of people who fly. We have become a leading regional airport for passengers and airlines, which is reflected in our demand forecasts and the consultation responses we have received from our airline partners.

In our initial Master Plan consultation, respondents raised issues around individual flight noise and emissions. At the time we highlighted opportunities presented by the latest aircraft and navigation technologies to address these. We have since welcomed easyJet's new Airbus A320neo, which reduces emissions by 15 per cent and is 50 percent quieter during take-off and landing. This is an example of how we are working closely with airlines to find innovative solutions that minimise environmental impacts.

Although our focus has been on developing our low-cost, full service and charter flights, there are now opportunities to deliver further direct long-haul routes. In addition, passengers are increasingly using Bristol Airport to reach international hubs such as Amsterdam and Frankfurt to connect to onward destinations across the world.

To maintain the ability to invest in larger, quieter and more fuel-efficient aircraft such as the recently introduced Boeing 787 Dreamliner, airlines require quick turn-arounds with minimal disruption for passengers and aircraft. The provision of on-site maintenance facilities will also support our airline partners, as will smooth check-in and security operations.

Our Master Plan will strive to balance many considerations and we will continue to engage with stakeholders, particularly our commercial partners in this dynamic industry.

Flexibility is crucial. As circumstances change we need the ability to respond positively to requests, for example, to accommodate new aircraft, support job opportunities with companies seeking an airport location, or adapt to changing passenger expectations.

## Our Aviation Charter

We will:

- Work with existing and potential airline partners to maximise the benefits of new aircraft technology, both in terms of increased route options and improved environmental performance
- Seek to provide passengers with more routes and increased frequency of services for both business and leisure, to make Bristol Airport the natural first choice
- Partner with airlines and tourism organisations to increase the number of visitors to the South West and Wales, providing a welcoming gateway to inbound passengers from across the world.

# Economic impact

Bristol Airport is more than just an airport for the South West; it's a business and transport hub capable of generating significant employment and economic growth for the region and the UK.

Our previous consultation confirmed that jobs generated by a successful airport matter. People and businesses welcome the further opportunities that our phased development plans will provide. This was tempered with a desire to ensure that these opportunities benefit the surrounding areas and avoid overburdening the local community. Achieving this balance is important to us.

Our research<sup>1</sup> shows that advanced engineering and aerospace, low carbon and high-tech industries offer a potentially good fit with the airport, and through careful planning we can identify suitable land that could in future accommodate a concentration (or agglomeration) of these advanced sectors within a specialist cluster. The West of England's JSP identifies the airport as a Key Strategic Infrastructure Employment Location and our ability to complement the emerging regional spatial pattern of existing and future employment and housing will be critical to the amount and timing of new jobs that could be delivered.

There is wider support for greater employment growth at the airport. The Government's Industrial Strategy seeks to capitalise on the UK's aviation, engineering and technology strengths, and recognises the South West as a specialist aerospace manufacturing region<sup>2</sup>, giving us the opportunity to demonstrate how we could provide space to grow these industries alongside the airport.

North Somerset Council's Economic Plan<sup>3</sup> also provides a strong platform as we seek to optimise the contribution the airport can make to job creation. In partnership with the Council, WECA, the West of England LEP and the Heart of the South West LEP there is also the potential to secure funding and deliver the strategic infrastructure required to enable economic growth.

<sup>1</sup>The Potential Economic Impacts of a Strategic Employment Site at Bristol Airport, York Aviation LLP (January 2018)

<sup>2</sup>Beyond the Horizon: the future of UK Aviation, Department for Transport (July 2017)

<sup>3</sup>North Somerset's Economic Plan 2017-2036. North Somerset Council

We will continue to support positive planning policies within the emerging JSP and Local Plan. We are seeking a clear framework for the identification and delivery of land that can deliver long-term employment opportunities beyond those generated directly by increased passenger numbers.

## Our Economic Impact Charter

We will:

- Support the continued growth of the West of England as an aerospace centre of excellence, with a Master Plan and phased growth strategy that provides long-term support and opportunities for inward investment in aviation and specialist sectors
- Engage with North Somerset Council, together with other agencies and the private sector, to identify and deliver land with the potential to support additional employment, including through an agglomeration of aerospace and advanced engineering firms.

# Green Belt and green infrastructure

The Green Belt is an integral and highly valued part of North Somerset and beyond, as shown by the responses we have received from the local community, Parish Councils, Campaign to Protect Rural England (CPRE) and North Somerset Council among others.

Our location in North Somerset countryside close to the Mendip Hills AONB is a factor that has a major influence on how we think about the airport now and in the future.

In our previous consultation document, we summarised how the Green Belt, designated in the 1950s, had shaped the present layout, resulting in a configuration that brings operational challenges not faced by other major airports. We have learnt that, to avoid some of those challenges in future, we need design that respects the surroundings and preserve the integrity of the Green Belt. It also means we need to take a long-term view.

In policy terms, it is appropriate that all operational and airport-related land for up to 20 mppa from the Green Belt is released as sensitively as possible, working closely with North Somerset Council, WECA and the local community.

Regional airports around the UK have successfully worked in partnership with their local planning authorities to ensure historical Green Belt boundaries better reflect their economic and employment growth aspirations and surrounding landscape. Bristol Airport is a vital part of the UK's aviation and transport network, we believe we can provide an exceptional circumstances case for the local planning authority to consider in its forthcoming Local Plan review.

## Planning the Green Belt

'Green Belt' is a national-level planning designation enshrined in the National Planning Policy Framework (NPPF) with five purposes including checking growth, preserving character and encouraging regeneration.

The NPPF sets out how planning authorities should approach reviewing boundaries and determining applications for development in the Green Belt; locally this is being taken forward through the JSP and the North Somerset Local Plan at a strategic and detailed level respectively.

We have been carefully considering how to approach our plans for growth, and we believe that a comprehensive review of the Green Belt around the airport, aligned with environmental green infrastructure measures (such as an enhanced relationship with the countryside and wildlife habitat) could better reflect Government aspirations for Green Belt, aviation and economic growth.

### Our Green Belt Charter

We will:

- Seek, through the local plan process, to have all airport operational and related land released from the Green Belt designation, on the basis of sound evidence and exceptional circumstances
- Develop green infrastructure proposals in partnership with the local community and North Somerset Council, which, when implemented, would reinforce Green Belt principles and protect and enhance the environment.

# Sustainable growth

Feedback from our previous consultation demonstrated a clear desire to better understand our sustainability credentials. This section provides more details on the key topics.

The Sustainable Growth Strategy (SGS) will be published alongside our draft Master Plan. The SGS will set out a long-term plan, including the initial steps to be taken over a six-year period to achieve our aspiration of becoming a sustainable international gateway to the West of England.

The core themes within the Sustainable Growth Strategy are noise; carbon emissions and climate change; air quality; the natural environment; and waste management.

## Noise

We have been working with local communities and airlines for a number of years to try and control the disruptive effects of noise from our operations, ground noise and construction noise.

We encourage our partner airlines to implement continuous descent approaches (CDAs) wherever possible. CDAs reduce noise and fuel consumption on arrival. Our Tracker Awards recognise good performance, contributing to an overall increase in the use of CDAs at the airport. In 2017, 84 per cent of arrivals implemented CDA, which is well above the national average.

In the last two years, the airport has paid almost £170,000 in noise insulation grants to local residents.

We work closely with airlines and air traffic control to monitor performance and focus on flying more quietly and efficiently. While we cannot cut out noise completely, we can work positively to reduce its impact.



### **Carbon emissions and climate change**

Our ambition is to be carbon neutral by 2030, and our current philosophy is simple – reducing our carbon footprint is a 'win-win'. The airport benefits through energy efficiency savings, and a reduction in airport emissions benefits the local community.

We have a positive track record in terms of emissions performance. We have maintained our ACI Carbon Accreditation (Stage 1 mapping) and are seeking to reach Stage 2 in 2018.



### **Air quality**

There have been no infringements of air quality standards at the airport. The following initiatives will be key to maintaining this record in future:

- Incentivising the use of electric vehicles for passengers and operations
- Continued monitoring of air quality in and around the airport
- Working with local transport operators to encourage the use of low emissions technology.

### **The natural environment**

We will continue to support and maintain habitats on land immediately adjacent to the airport site, as part of our Green Infrastructure Strategy within our adopted Master Plan.

### **Waste management**

Positive waste management will be an essential part of our Sustainable Growth Strategy. We have a strong record in this area: we recycled 47 per cent of our waste in 2017, with only 2 per cent of total waste going to landfill.

But we can do more, as the Strategy will set out.

#### **Our Sustainability Charter**

We will:

- Publish a Sustainable Growth Strategy with objectives, targets and an action plan
- Establish an airside low emissions zone
- Complete a habitat and wildlife assessment by December 2019 to identify and implement measures to improve local biodiversity
- Against a 2018 baseline, secure zero increase in total waste by 2025
- Provide renewed airspace infrastructure by 2027
- Seek to achieve carbon neutral airport status by 2030.



# Surface Access

## Where we are

Easy access is key to a successful international gateway. This objective was reflected within our five pillars, and consultation responses showed car parking and surface access are key issues for many people.

A well-connected, integrated transport system is essential in meeting growing demand from passengers, but also in providing North Somerset, South West England and South Wales with international connectivity. This underpins WECA's ambition to build on an already strong international business and visitor profile whilst expanding the region's global reach.

We've already made substantial investments in transport infrastructure, providing funding towards the new South Bristol Link road and sections of the MetroBus development, upgrades to the Bristol Temple Meads Flyer bus service, and our new Flyer to Weston-super-Mare service.

The consultation feedback included a range of views on how we should tackle some of the current transport challenges, and what issues we need to fully explore as part of our plans for growth.

We recognise that there are two immediate transport issues which impact upon local communities: capacity on the road network, and unauthorised, airport-related parking. Longer term, consultees asked for a cost-effective, deliverable and integrated transport system, and for growth to be sustainable by avoiding impacts on local infrastructure and the environment.

Taking this on board, we must strike a balance between our operational and growth needs, and the sustainable delivery of transport improvements in partnership with others.

## Where we are going

To achieve the right balance, our strategic approach must take account of factors including environmental impact and benefits, cost and value of investment and the best use of available land. Alongside the Draft Master Plan, we will publish a Surface Access Strategy, which will set out new long term targets and plans to improve access to the airport.

We will continue to work with North Somerset Council, the other West of England unitary authorities and WECA, including on the JSP and the emerging Joint Local Transport Plan, so that any future proposals for transport investment sit within a supportive planning policy framework.



### Creating new links

It requires vision, collaboration, commitment and investment to bring forward viable mass transit schemes, and as airports around the world are reaping the benefits of quick public transport connections, the West of England deserves the same opportunities.

The Airport Surface Access Strategy will be a robust framework for discussions with local and regional partners and the Government, to explain how additional investment could unlock economic growth potential in our region.

We also recognise the significant benefits mass transit, whether light transit or heavy rail, can bring in terms of convenience, environmental benefits including better air quality, reduced congestion and impact on both the Strategic Road Network and local roads. Regionally, mass transit can also help to drive regeneration and growth in South Bristol and beyond, so working in partnership is important to us, as the Bristol and South West Economic Link Study demonstrates.

### Bristol and South West Economic Link (BSWEL)

We are currently working in close collaboration with North Somerset Council, Somerset County Council, WECA, Highways England, and Network Rail on a detailed assessment of highway and rail options between Bristol, the airport, Weston-super-Mare and the M5. The primary objective of the study is to inform future bids to central Government for major investment in our regional infrastructure.

### Encouraging modal shift

We illustrate below how we could move towards a future where shared and public transport could provide a viable alternative to driving for people travelling to and from the airport.

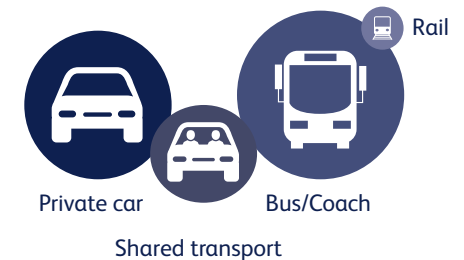
#### Today

Currently, most people travel to the airport by private car. However, bus usage has increased following our investment in the Flyer to Bristol and Weston-Super-Mare, providing onward connections to rail services.



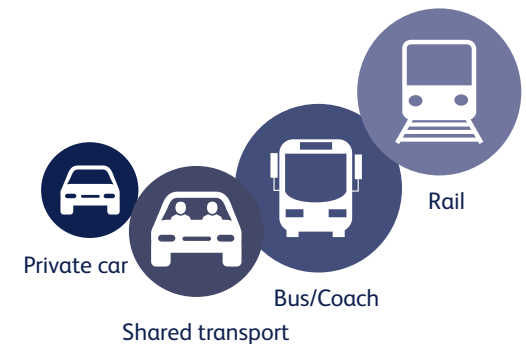
#### Towards 2030

With the introduction of new services, our objective will be to deliver a substantial increase in the proportion of journeys made by bus and coach.



#### Towards 2040

The possible introduction of mass transit, and significant changes in car technology and ownership, could see a dramatic shift towards public and shared transport.



### Looking to the future

The development of the airport will take place during a time in which significant changes in day to day travel habits are anticipated: fewer younger people owning cars; technology facilitating demand-based travel; and autonomous vehicles being developed by car and technology companies.

Our ambition is to be at the heart of an integrated transport network in the West of England, with a wide choice of options for how people can travel to and from the airport. We will therefore embrace the opportunities provided by changing travel habits and technological advancement to reduce car trips to and from the airport, and will develop a Master Plan flexible enough to take advantage of this exciting new landscape.

Our consultation has shown that local authorities have an appetite to support significant public transport improvements to the airport, with specific recommendations ranging from Park & Ride to a new rail link. However, we also received feedback questioning whether investment in potentially expensive mass transit was the right way forward. We will also continue to seek improvements for those who choose to travel to the airport by car.

Targeting all transit methods simultaneously gives us the opportunity to work with the Government, local authorities and businesses to secure the necessary investment, whilst working with the community to minimise our impact on the local road network and the environment.



### Our Surface Access Charter

We will:

- Develop a new and ambitious long term Airport Surface Access Strategy, and consult upon it alongside our Draft Master Plan
- Work with North Somerset Council on off-site parking issues and local road capacity, maintain our dialogue with the local community and local Parish Councils to identify specific parking and capacity issues, and put forward a package of local improvement measures with our planning application for a 12 mppa capacity
- Put forward a package of local improvement measures with our planning application for a 12 mppa capacity
- Facilitate further work with North Somerset and neighbouring Councils, WECA, Highways England and Network Rail with the aim of bringing forward funded and deliverable strategic road improvements and mass transit options for the benefit of the region
- Target a long-term shift towards more sustainable modes of transport to and from the airport by the mid-2030s.

# Pulling it all together

Following on from the conversation we started last year, and building on the five pillars, we have reached some important decisions, which form a firm foundation for the airport's future development:

## A phased approach

Taking a phased approach to development has proved successful at Bristol Airport, and we expect this to continue into the future.

Bringing certainty into the short term provides a solid foundation for our longer-term strategy. We need to consider how, from the mid-2020s onwards, we approach further growth towards a capacity of 15 mppa and then 20 mppa. Development beyond 12 mppa would require the acquisition of additional land, and significant changes to the airport's facilities and layout. Some of these complex issues were explored in 'A world of opportunities' published in late 2017.

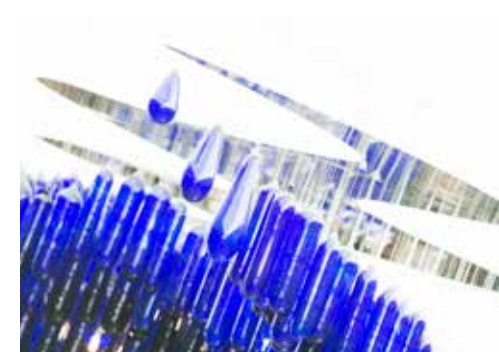
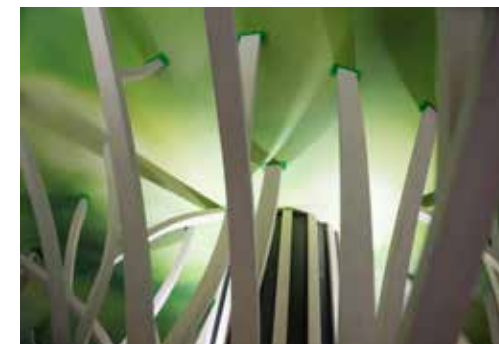
By developing the necessary infrastructure almost entirely within our current site boundary, we will be able to deliver an airport with a capacity of 12 mppa, securing a viable operation until the mid to late 2020s. In Section 5 we explain in detail how this can be achieved, setting out our proposals for a planning application to be submitted to North Somerset Council in 2018.

## The future shape of the airport

By the 2030s and 2040s, we envisage an airport that is closer in character to Scenarios A and B within 'A world of opportunities', rather than Scenario C. Our considered view is that the focus of the main operational development should remain to the north of the runway, which allows us to build sustainably on the strengths of the current land-use configuration (including the Green Belt Inset), the existing infrastructure, and the potential for mass transit links to the airport.

Although some development south of the runway is still expected in the future, a fundamental shift of the airport's core components towards the south is not planned. Our decision reflects aviation and operational considerations, the cost and viability of relocating the terminal and public transport hub, and the impacts on the landscape.

In the following sections we explain where our strategic decisions now provide more certainty, and what issues remain to be determined in the future.





## Section 4: Airport development and design

In this section we set out where we have made further decisions with respect to our immediate and longer-term development plans. Some of these are reflected within our proposals to increase capacity to 12 mppa; others provide a basis for early work on the shape of an airport fit for the 2030s and beyond.

We are keen to continue the shared conversation, and invite you to comment on a number of detailed design options.

## Terminal

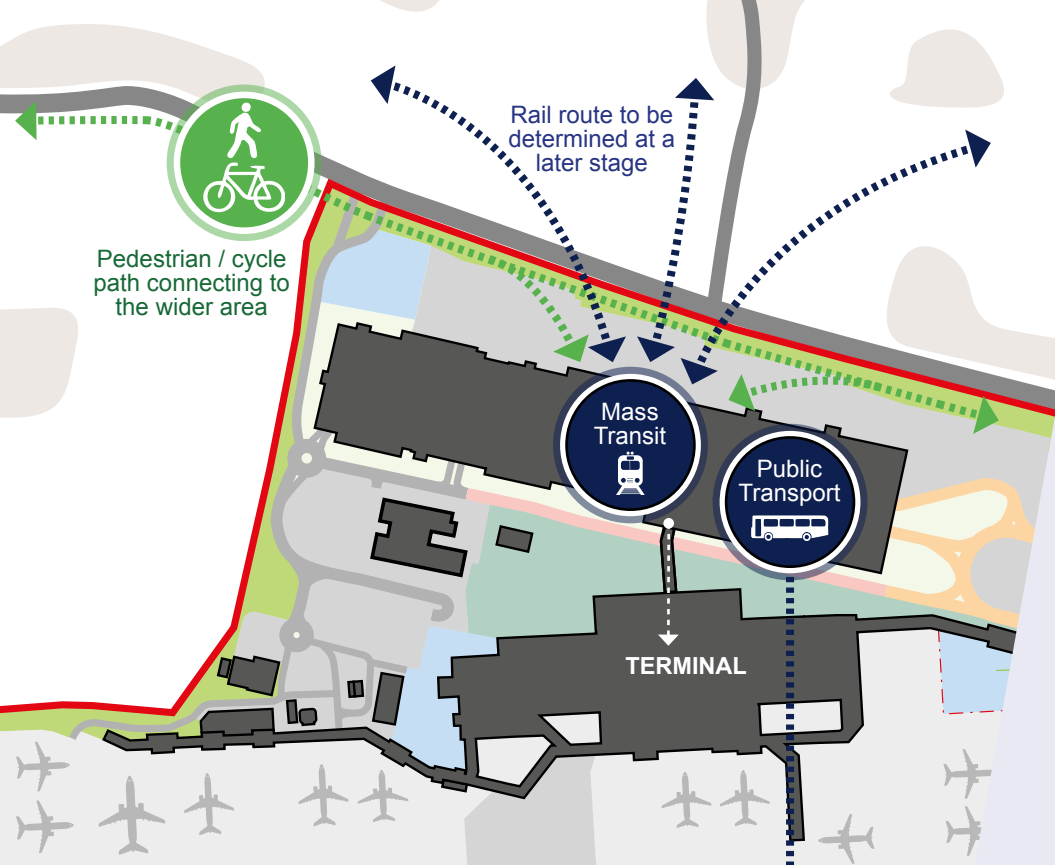
Both the industry and passenger expectations have changed substantially since the building was opened in 2000, and we have responded with continued investment in our terminal, with significant expansion and improved facilities in both public and operational areas, which has enabled us to offer our passengers enhanced efficiency, security, and customer care.

Regular visitors will have noticed the improved environment, with a reduction in queues and upgraded facilities, from a state-of-the-art security hall to the rooftop bar. We now need to decide how our terminal capacity can expand to accommodate the expected growth in passenger numbers over the coming decades and how their needs might change.

Our first objective is to create a terminal that delivers the highest operational standards in terms of processing and moving passengers and baggage, and provides a modern, exciting airport for you. A bold new canopy will mark our ambition, as well improved public spaces, including a wider range of food, drink and shopping choices – all of which we hope will transform the passenger experience. Behind-the-scenes improvements will also continue. Over the next decade, we will invest in further terminal extensions, enabling us to accommodate up to 12 million passengers a year.

Beyond that milestone, we need to deliver a terminal fit for the 2030s and 2040s. Keeping flexibility in our plans is critical, as we anticipate that the coming years will continue to bring significant changes in technology, customer demands, transportation and security requirements. We believe that this can best be achieved by building on the strengths of the existing terminal building; our strategy would also allow for an additional or replacement building further to the west should the airport shift its primary focus in that direction.





### Public transport interchange

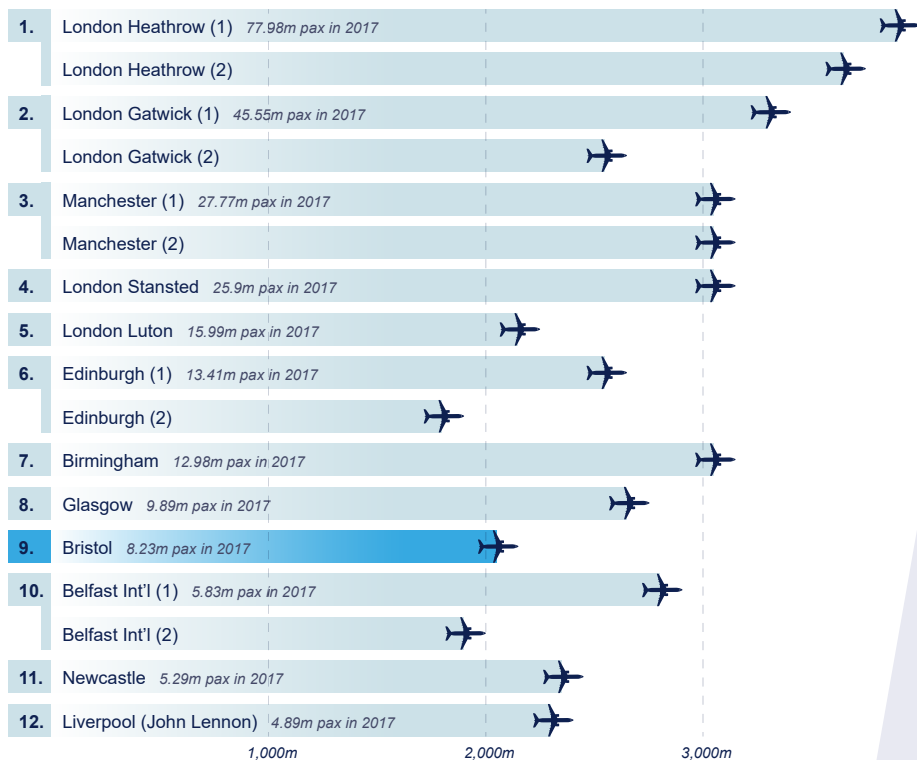
Improved surface access is at the heart of the airport's future plans. Feedback from our previous consultation made it clear that this is crucial to ensuring that our customers have the most convenient, reliable, and value-for-money means of travelling to and from the airport.

Whilst for the foreseeable future, the private motor vehicles will continue to play a very important role, our Charter for Surface Access reflects our objective of delivering a significant increase in public transport options, to provide passengers and colleagues with more choice in how they travel to and from the airport.

We rely on numerous private sector partners to provide popular and commercially viable coach and bus services; our contribution includes the provision and maintenance of the necessary on-site infrastructure. Central to this are our plans for a purpose-built public transport interchange directly opposite the terminal.

This will comprise a coach and bus station, together with taxi ranks and a drop-off zone, with an enclosed walkway providing easy pedestrian access to the terminal. The interchange will be situated on the roof of a new multi-storey car park, one of two to be built under the comprehensive development programme which was granted planning consent in 2011. The initial phase of the first multi-storey block opens this spring.

This state-of-the art facility could be a first step to the delivery of a truly integrated transport hub. In the longer term, a mass transit station could form part of an integrated structure linking the terminal, coach and bus interchange, and an additional multi-storey car parking.



Comparison of commercial airport runway lengths in the UK



## Runway

Our runway is just over two kilometres in length, considerably shorter than those at many of the UK's other major airports.

As we stated in 'A world of opportunities', an extended runway is not currently in our plans. Although a longer runway could make the airport more accessible for long-haul destinations at present, we recognise local constraints. However, advances in aircraft technology could mean that our runway's existing length could be suitable for more long-haul aircraft in the future.

In order to provide more aviation capacity to match rising passenger demand, our long-term development strategy includes the provision of an extended apron (the area used for stationary aircraft) to the north of the runway. This would provide the necessary space for further aircraft stands, but would not be required until overall passenger capacity extends beyond 12 mppa. The land required is not presently within the airport's boundary nor under its control but forms part of the overall strategy for the airport's long-term growth.

The extended apron would sit on a large platform extending north of the runway; partly on a supported concrete slab, taking into account the local topography. If constructed, the structure would present further design options; some of these are explored in the following pages.

## Stands and taxiways

Additional passenger capacity has to be met with an increase in the airport's aviation infrastructure. The number of new aircraft stands will be calibrated carefully to meet airlines' needs at 12 mppa capacity and beyond, through phased long-term growth.





At present, many existing and future stands are served by passenger buses. These require their own facilities, in the form of coaching gates and dedicated routes to enable safe and convenient passage for travellers.

In order to enhance the travel experience for customers, our objective is to increase both the number and proportion of contact stands that are accessed directly by passengers when boarding and alighting. As distances between the terminal and gates increase, we will look to introduce travelators (moving walkways), which are used widely at other major airports.

We will also seek to improve the taxiway infrastructure for aircraft manoeuvring between the aprons and the runway. We have identified the need for an additional taxiway at the eastern end of the runway, and in the longer term, we will need to widen existing taxiways. This will improve the efficiency of aircraft movements on the ground during peak periods.

In time, further improvements to our runways, taxiways and apron infrastructure may be required, depending on the mix of air services and aircraft types we operate.



-  Extent of new apron required to allow for 20mppa
-  Suspended apron slab
-  Ground level raised to the apron
-  Passenger tunnel



# Continuing the conversation

We are pleased to share these concepts with you. We believe that by taking big decisions now on critical infrastructure, we're providing firm ground for our short-term proposals, and a solid basis for our longer-term aspirations. Both of these are described within Section 5.

We will need to take many more decisions in the years to come, certainly as to the shape of the airport beyond a 12 mppa capacity; this needs to be in tandem with our partners, our customers, land owners, and local communities.

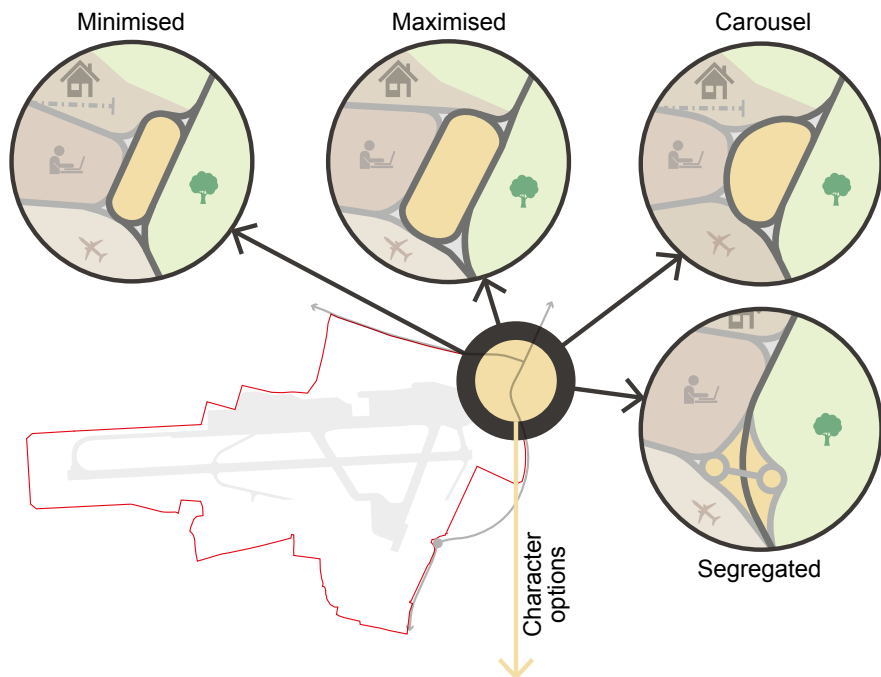
Our plans are designed to provide certainty, but also need to remain flexible. They must respond to the rapidly-changing world, to the unforeseen, and to the significant potential opportunities related to planning and transportation across North Somerset and the West of England. Our emerging Master Plan and subsequent reviews will need to reflect potential outcomes in several key areas, including major potential enhancements of the A38 corridor, the possible delivery of direct mass transit, and the future alignment of the Green Belt boundary.

Against this backdrop, the Master Plan we will publish in early 2019 will not be able to provide all the answers to 2050. We know that in adopting a phased approach to our long-term development, we will be able to monitor and review our growth strategy in the context of regional and local planning policy. Through the coming decade, we will update our plans regularly.

Passenger demand is not forecast to reach 15 mppa until the mid-2030s, but planning for such capacity needs to continue; if secured, the planning permission for a 12 mppa airport will not diminish our long-term aspirations, nor undermine our five pillars and our Charter for Future Growth.

In the following pages, we set out three specific areas we would welcome your feedback on. Please tell us what you think.





### Airport gateway

The entrance to the airport plays a significant role in defining its character and in giving a positive first impression to visitors to the UK or the region.

The proposals to increase the airport's capacity to 12 mppa will not have a significant impact on its appearance or function. However, the Master Plan offers the opportunity to assess how a fundamental redesign of the entrance and surroundings could deliver a very different welcome to the airport.

The most significant catalyst for change is likely to come in the form of a potential significant upgrade to the A38, although the probable need to secure Government funding could see implementation take some time. The current Bristol South West Economic Link Study will provide essential evidence to support the delivery of major transport improvements.

A38 improvements would most likely trigger a re-assessment of how internal roads serve the airport site, and, as a further consequence, of the use and appearance of land on and around an enhanced airport gateway. Important land and property acquisition issues would need to be addressed, not least in relation to some properties along Downside Road that share a boundary with the airport.



## Boundary

An attractive boundary that contributes to the natural habitat and mitigates visual impact on neighbouring residential properties is an important objective for Bristol Airport; long-term, the five pillars will inform a still more ambitious approach to how the airport site sits within the landscape.

A particular priority will be our northern boundary, which we share with a public highway and residential properties along Downside Road. The Draft Master Plan, which we hope to share at the end of 2018, will explain in detail how this, and the other boundaries, will form an integral part of the overall long-term preferred scheme.

Residents and the wider community identified the boundary along Downside Road as a particular issue; this will be an area of particular focus in the development of the Draft Master Plan. Downside Road forms part of the National Cycle Network, and we also appreciate that our neighbours welcome the opportunity to walk to the terminal's retail units and bus stops. A key consideration for Bristol Airport will be striking the right balance between the provision of visual screening, and improved pedestrian access and highway safety.

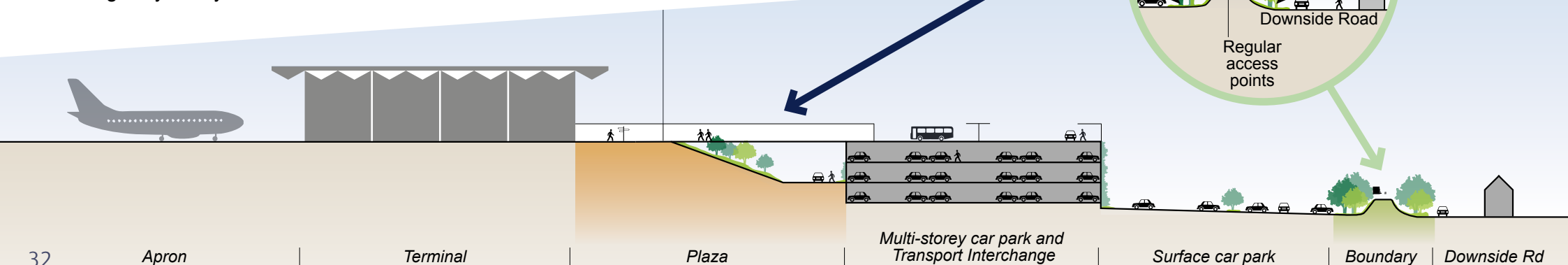
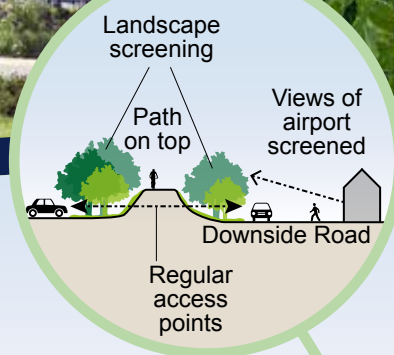
Potential solutions include the provision of mounds (bunds) to reduce views into and across the site, whilst providing linear corridors for high quality structural landscaping, and for habitat enhancement – both are key to delivering on our wider objectives for green infrastructure. Wildlife habitat, vehicular access, and security are amongst many factors that will impact upon detailed design, but where possible, these corridors could also serve as part of dedicated route for pedestrians and cyclists.

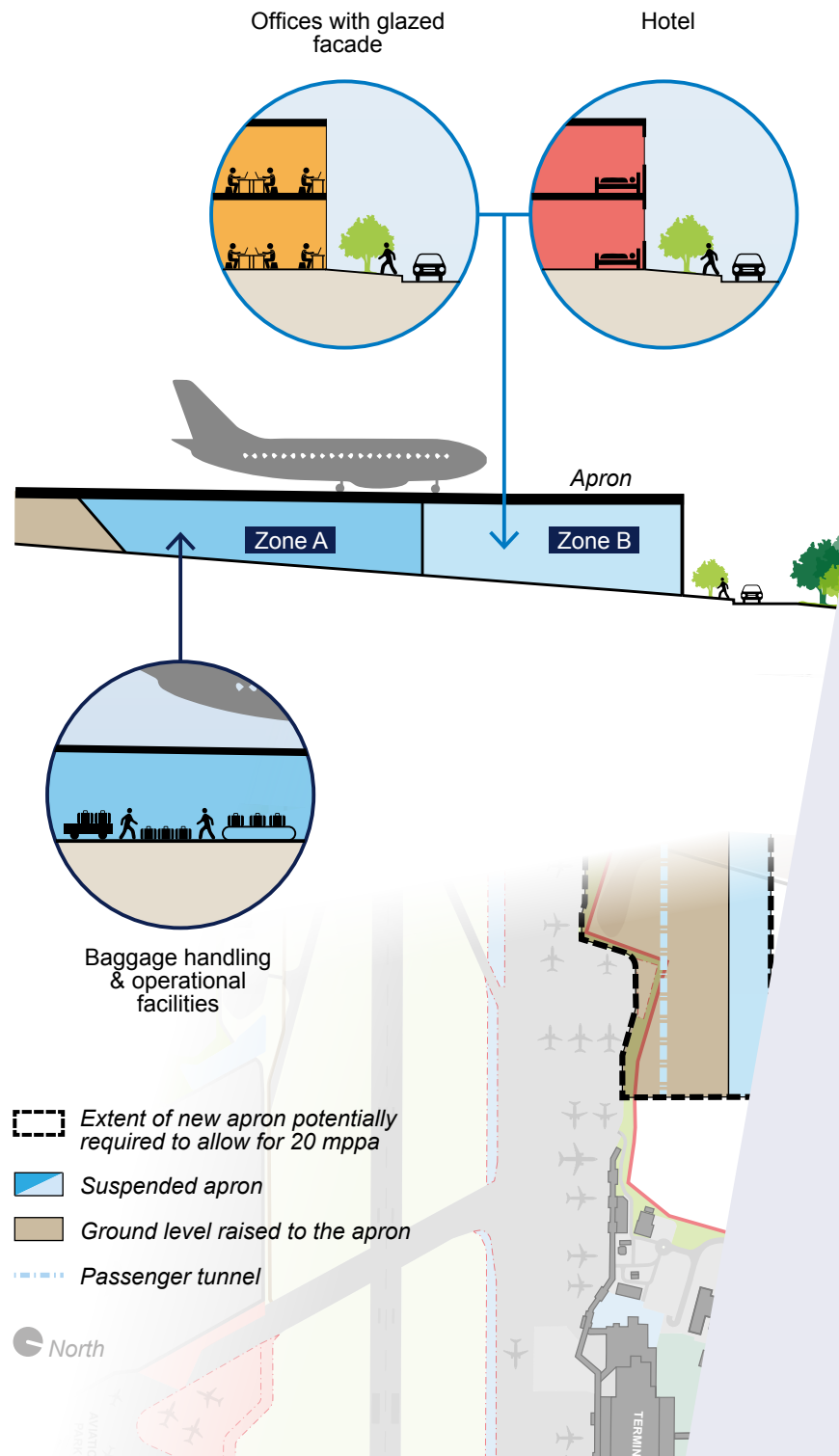
We will also consider how we can create a shared space, or spaces, at the heart of the airport, for both passengers and our neighbours to enjoy. By removing vehicles from the front of the terminal with the proposed public transport interchange, we could provide an attractive, pedestrian-friendly environment. A future 'plaza' could serve as a venue for events.



The plaza

The boundary





### Airside platform

The proposed apron platform would provide a future airport with a range of development options. Developing our Master Plan offers an opportunity to consider how best to construct and utilise the space created below a new apron. There are key issues to be addressed, particularly in relation to financial and construction viability, security, and environmental impact. The Draft Master Plan will seek to provide more detail on the concept, although delivery would not be expected for many years.

The scale and location of the proposed structure will shape our approach. The platform would sit above land with a varied topography – viewed from the north, its height could range between 9 and 18 metres. The horizontal depth of the void below the platform will vary too, with the overall volume of usable space depending upon the extent to which the platform is supported by solid fill rather than structural columns. However, it is anticipated that the total available space would easily be able to accommodate one or more substantive uses.

Our long-term development strategy will help identify the optimum outcome. The structure would be relatively close to the current terminal; if extended westwards, this proximity could be used to good effect. If a new or replacement terminal were located to the west of the current building, it could benefit back-of-house functions such as baggage handling, allowing us to deliver a more streamlined service.

Other possible uses, include a passenger handling, mass transit terminal or infrastructure, or vehicle storage. Subject to detailed assessment, other visible options could emerge, including those adding to the potential of the large north-facing façade. Hotels or office spaces, for example, could potentially provide an iconic, glazed frontage.

# Consultation point design options



Q1. We've shown you some of our current ideas for the airport's long-term future. Is there anything else you would like us to consider in relation to:

- A. The airport's entrance gateway?
- B. The airport's boundary and public areas?
- C. The airside platform extension to the airport's aviation infrastructure?

Your comments on these design options will be of great value as we move towards publishing our Draft Master Plan.



## Our plan

Planning permission was granted for the major expansion of the airport to accommodate ten mppa in 2011. Since then, passenger numbers have increased to over eight mppa, and forecasts indicate that demand will reach ten mppa by 2021, continuing to rise steadily through the 2020s and beyond.

The Master Plan will address the balance between airport and related infrastructure capacity, and this rising passenger demand. A phased approach would allow the airport to continue to match this with sufficient passenger and aviation capacity. We believe that by optimising our current site we will be able to develop an airport that can accommodate up to 12 mppa without the need to expand beyond the existing operational boundary.

In the final section, we describe how this can be achieved, and set out our approach to designing the form and layout of an airport that can serve 12 mppa sustainably, before phasing future development to first deliver a capacity of 15 mppa, and then grow to 20 mppa.



## Section 5: Bristol Airport; phased evolution

A planning application for expansion of the airport to accommodate 12 million passengers a year will be submitted to North Somerset Council this autumn. This proposal represents the next stage in our exciting, longer-term plan for delivering the airport the region needs now and in the future.

The feedback we received in response to 'A world of opportunities' has been invaluable in shaping our plans. As part of the phased approach towards the delivery of our Master Plan, we would like to take the opportunity to hear your views on the forthcoming planning application.

## Towards 12 million passengers a year

# Enabling growth to 12 mppa

### The planning process

We are currently preparing a planning application for growth of the airport to 12 mppa. As a first step in the evolution of the airport, our proposals will cater for forecast passenger demand to at least the mid-2020s.

North Somerset Council, as the local planning authority (LPA), will decide whether to grant permission for this work. Before we submit the application, we would like to hear your views on our proposals, which are summarised within this part of the document (pages 36-41). Details of how to respond are set out on page 41; **please send comments to Bristol Airport, not North Somerset Council at this stage.**

At the moment, we are still finalising all the details of this 12 mppa capacity airport. Your comments will help shape our proposals before we submit them.

Following submission of the planning application and supporting information, the Council will publicise the application, inviting formal representations on the proposals. The Council will determine the application in line with standard procedures, taking into account development plan policy, national planning policy and guidance, and other relevant 'material considerations'. We anticipate that a decision as to whether or not planning permission is granted will be taken by a full meeting of the Council's Planning Committee.

Our proposals for 12 mppa would allow the airport to expand in line with passenger demand to the mid-2020s, delivering local employment opportunities and ensuring that we maintain our role as the principal international gateway and a key economic driver for the West of England, South West and South Wales. The proposals for 12 mppa will also provide a strong foundation for our longer-term growth aspirations, in line with our five pillars:

**A world leading regional airport:** Our proposals will allow additional destinations, increase regional connectivity and attract more passengers to travel from Bristol. This will be supported by continued investment in a modern, efficient and well-designed airport.

**Employment and supporting economic growth:** As a key strategic infrastructure employment location, continued investment in the airport will deliver additional jobs, support local businesses, encourage trade and underpin a successful tourism sector.

**At the heart of an integrated transport network:** Growth to 12 mppa will provide an opportunity to further enhance surface access to the airport as an important step towards our longer term vision of a sustainable transportation hub.

**A sustainable approach:** By making best use of the existing site, our plans reduce development outside the existing operational boundary as far as possible.

**Deliverability:** Developing proposals which are flexible enough to be delivered in phases to meet demand, and which represent value for money for passengers, airlines and other stakeholders.

**Towards 12 million  
passengers a year**



# Towards 12 million passengers a year

Our proposals are designed to provide an airport capable of accommodating a passenger throughput of up to 12 mppa whilst retaining the flexibility to allow a variety of future options as the master planning process develops over the next year. The plan on page 37 highlights the location of the main elements to be brought forward as part of the planning application for 12 mppa.

Alongside proposals for the expansion of the airport to accommodate 12 mppa, we are continuing to undertake development authorised by the existing ten mppa permission. This includes a transport interchange, walkways, piers and coaching gates. A number of proposals are also being brought forward in 2018 and 2019, which respond to the ongoing operational needs of the airport including some limited car parking and an administration building. These proposals are being progressed under our permitted development rights which are available to all statutory undertakers including airports. For clarity, the plan on page 37 also indicates these elements.

The key components of the planning application for 12 mppa are:

## Terminal

Alterations to the current terminal are needed to achieve sufficient capacity to accommodate 12 mppa. These changes include extension to the existing building on the western and southern sides. As an alternative to the southern extension, additional floorspace to the east could be considered.

The terminal extensions will be designed to ensure that both the passenger facilities (such as departure lounges and retail areas) and processing areas (such as check-in, boarding gates and baggage reclaim) are optimised for enhanced passenger experience and operational efficiency. The passenger approach to the front of the main terminal will be greatly improved with an iconic, naturally lit canopy over a landscaped plaza.

## Surface access

Improvements to the A38 are needed to accommodate additional traffic generated by an extra two mppa; we are currently developing our proposals, but they are likely to include enhancements at the Downside Road and West Lane junctions. Internal surface access will also be improved with a one-way gyratory road between the A38 northside entrance roundabout and the transport interchange (to be delivered as part of the existing ten mppa planning permission), and a new two-way road to the west.

## Airside development

Changes to airside infrastructure and facilities will be required to support aircraft movements, passenger transportation and aircraft servicing for an additional two mppa. These include a new east pier, east taxiway link and taxiway widening.

## Car parking

An additional two million passengers a year will increase demand for onsite car parking; our proposals include a new multi-storey car park (MSCP) in the northern area of the airport site. Alongside the new MSCP, additional surface car parking is proposed as an extension to the Silver Zone Car Park. This will meet the increasing demand for low cost passenger car parking, and be located immediately south of the existing car parking area on land known as 'Cogloop'.



# The environment

In developing our proposals for 12 mppa, we are carefully considering the potential environmental impacts. The planning application will be supported by an Environmental Statement (ES) that will further consider the environmental effects of our proposals, and identify opportunities for mitigation.

### The built and natural environment

By making best use of the existing airport site, our proposals for 12 mppa will minimise adverse impacts on the built and natural environment.

Options for the site of new car parking sites were considered carefully and in great detail. Whilst we have sought to minimise development on land outside the airport's operational boundary, we consider that in order to meet demand for low-cost car parking, additional surface car parking to the south of the existing airport site is required. Other options included further multi-storey car parking on the northern and southern sides of the airport, but these would likely result in significant landscape and visual impacts. Landscape and visual impacts associated with our proposed additional car parking in the Green Belt will also be carefully mitigated by an effective landscaping scheme.

Through our proposals, we will look for opportunities to enhance the local environment. For example, our proposals for the terminal include a canopy to enhance the passenger approach to the building; we are currently reviewing the potential for both onsite and offsite nature conservation enhancement.

### Noise

We are currently assessing the potential noise impacts of increased air traffic and vehicle movements associated with a growth in passenger numbers. Measures will be proposed to minimise noise impacts. These may include a review of our Noise Insulation Scheme, aircraft noise monitoring and incentivising quieter aircraft, for example.

We are not seeking to reduce the period currently allowed for night flights, or any increase in total annual night time movements. We will seek to amend our current night time movement controls, creating a 4,000 annual night movement limit by combining the current 3,000 summer and 1,000 winter allowances.

### Air quality and climate change

Development and activity related to the 12 mppa proposals may affect emissions to air, including greenhouse gas emissions. However, we will adopt high quality sustainable design in our new facilities, improve public transport access and encourage more efficient aircraft, meaning that any growth in emissions will not necessarily be proportionate to increased activity.

Our proposals form an important first step in delivering our emerging Sustainable Growth Strategy, and will contribute towards our aim to become carbon neutral by 2030, further establishing Bristol Airport as a sustainable centre of excellence in the already environmentally conscious West of England sub-region.

The ES is part of the Environmental Impact Assessment (EIA) process. It will assess the impacts of our proposals on:

- Transport;
- Noise;
- Water and flood risk;
- Air quality;
- Landscape;
- Historic environment;
- Groundwater/drainage;
- Land quality;
- Ecology;
- Health;
- Climate change and sustainability;
- Major accidents and disasters; and
- Socio-economics

The issues to be covered as part of the EIA process will be confirmed through a scoping opinion issued by North Somerset Council.

### **Surface access**

Ensuring safe, sustainable and convenient access to the airport is a very important aspect of our proposals for 12 mppa.

The planning application will be supported by a suite of transport related documents, including an assessment of whether the proposed development will impact on the local highway network, and what mitigation is needed to manage any effects. As part of our proposals, we have already identified that improvements to the A38 at Downside Road and West Lane will be required to accommodate growth to 12 mppa.

Building on the significant investment we have already made to improve road access and public transport connections to the airport, we are currently exploring opportunities to enhance further public transport access including the increased use of buses. These improvements will help to minimise impacts on the local highway network, enhance the sustainability of the airport and provide the foundation for longer term surface access improvements beyond 12 mppa.

### **The local area**

We value our relationship with local communities, and will seek to minimise disturbance to residents and the environment, assessing, and wherever possible, mitigating the potential impacts of our proposals.

Our proposals offer an important opportunity to address some of the issues identified by local communities in the 'A world of opportunities' Master Plan consultation. We will review our existing commitments to help enhance the local area, and are currently exploring how issues such as taxi parking and local road safety can be best managed to minimise the impacts of our current and future operations.



## Consultation point: Towards 12 mppa



- Q2. What comments do you have on our plans for increasing the airport's capacity from ten to 12 million passengers per year?
- Q3. We are proposing highways improvements to the A38 and exploring opportunities to improve public transport access to the airport. Are there any other transport improvements that you think we should consider as part of our proposals for 12 mppa?
- Q4. Do you have any comments on how we should manage the effects of our proposals on the environment and local communities?
- Q5. What opportunities are there to enhance the local area through our proposals for 12 mppa?

## Have your say

This consultation provides an opportunity to help shape the future of your airport.

This is your chance to tell us what you think both about our short-term plans to increase the airport's capacity to 12 mppa, and about the new design options we have shared with you as part of our Master Plan.

Our consultation will run until 6 July 2018.

You can find more information on our website, including details of a series of drop-in consultation events.

## Submitting feedback

A feedback form will be available on our website [www.bristolairport.co.uk/future](http://www.bristolairport.co.uk/future) until the consultation closes on 6 July 2018. Visit our website to find out more about the consultation.

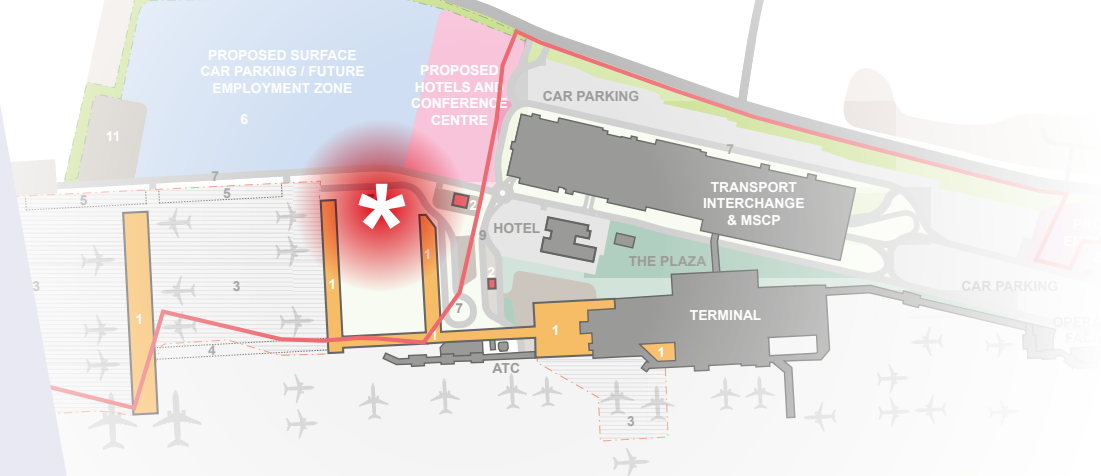
You can also send us your feedback by post to the following freepost address: **BRS Consultation FREEPOST**.

# A 15 million passenger future

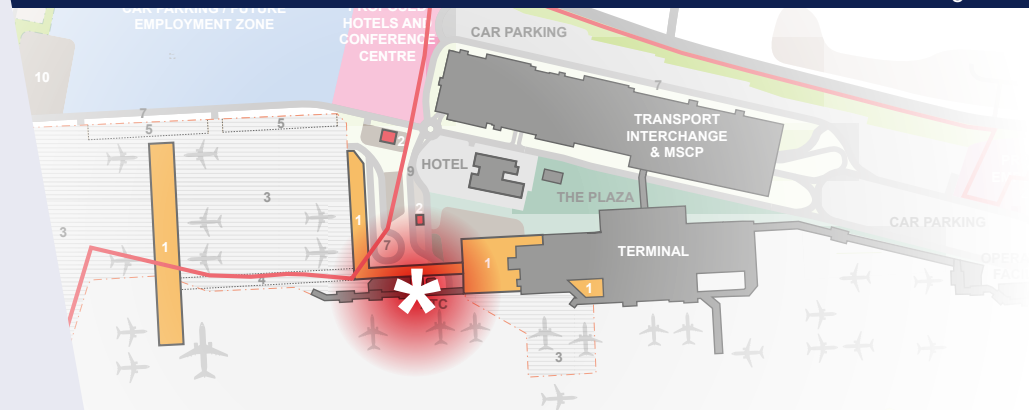
It is important that our Master Plan looks ahead as far as possible, so that the airport, its partners and our neighbours can plan for the future. Our Draft Master Plan, when published for public consultation later this year, will set out further details on how the airport could grow gradually through the 2030s and 2040s towards a possible 20 mppa.

As in recent decades, future growth will be phased to meet forecasted passenger demand. At every stage, the airport will need to secure planning and other consents, but flexibility is essential, and at this early stage it is not possible to specify when and how phased expansion could be delivered.

We are clear, however, that growth beyond 12 mppa would require an extension to the airport's operational area, with the acquisition of adjoining land. Expansion to the north of the runway would allow for the next stage of the airport's growth; perhaps to around 15 mppa by the mid-2030s.



15 MPPA scenario that allows for a new terminal to be built at a later stage



15 MPPA scenario allowing for further expansion of the existing terminal



Proposed 12 MPPA Master Plan (see Section 5 for details)



An airport of that capacity would necessitate significant infrastructure investment in order to meet industry and customer requirements. Our current working assumptions are that a first phase of the extended apron platform would be justified, and that the terminal would need to be enlarged to provide additional security, retail and catering, waiting and baggage-handling capacity.

As we have seen, it is difficult to be too prescriptive at this early stage; many of the options relating to layout and design will only be resolved once there is more certainty in respect of land acquisition, the Green Belt boundary, and the potential major investment in the A38 and mass transit.

Resolution of these issues will be critical to the airport's future decision-making, not least in relation to the required car parking capacity, and the relationship between the existing terminal and any possible new or satellite terminal, aircraft stands, and a potential mass transit station.

It will also influence the opportunity for additional on-site employment.



# Arriving at 20 million

Our current forecasts suggest that by the mid-2040s, Bristol Airport could require a capacity of up to 20 mppa in order to serve passenger demand across the South West of England and South Wales.

Growth of the airport will, as before, be phased to meet actual demand. Major investment in aviation and off-site transport infrastructure, whether by the airport or its partners, requires long-term strategic planning and the building of wide support. Our Master Plan will set out our preferred approach to growth beyond 15 mppa, identifying the key issues that will need to be addressed or resolved in the next 10-15 years.

The most fundamental of these could be the possible delivery of mass transit, linking the airport directly to Bristol city centre and/or the national rail network, by heavy rail, light rail or tram. A mass transit station at the heart of an expanded airport would have a profound impact on the design and functionality of the airport, influencing major layout and land-use decisions through the 2020s and 2030s.



We recognise, however, that life beyond 2040 will remain uncertain for many years to come. Technologies will continue to advance at pace, and our plans and future proposals need to be adaptable and resilient.

Flexibility will be key. We will respond to changes in aviation, a sector particularly sensitive to economic trends, and where advances in technology will deliver quieter, more fuel-efficient, and possibly larger aircraft. Similarly, we must anticipate other potentially seismic changes, for example a permanent shift away from the private car towards shared and connected vehicles, with major implications for car parking, and the operation and viability of public transport (including mass transit) and taxis.

In turn, these and other factors will have a direct bearing on the shape of the future airport, from the provision of additional jobs to the character of the site. Our Master Plan, built on partnership and transparency, will be our framework for realising benefits for all.



# What our plans mean for you

At the moment, Bristol Airport supports 15,000 jobs and generates approximately £1.3bn for the regional economy. We provide direct connections to 121 destinations, and an international gateway to South West England.

Our forecast demand for the next few decades not only presents the region with the opportunity for a wider range of destinations from a top-of-the-range, comfortable and stimulating local airport, but also with tangible social, reputational, professional and economic benefits.

By introducing more two-way travel links between South West England and the international community, and by improving connectivity and access between the airport and the rest of the region, increased tourism offers opportunities for businesses across the region to flourish. The airport and related operations also represent a significant boost to employment. Forecasts indicate our contribution to the economy could increase by £2.6bn+ by the mid-2040s, and the number of jobs we support could increase by 10,000 to 25,000.

The Government's aspirations for South West England as a specialist leader in aviation, aerospace and technology could manifest in an aerospace centre of excellence, boosting and providing a focus for those industries, and attracting fresh talent and innovations to South West England. Subsequently, this would result in improved education in these areas, turning out new generations of innovative leaders from South West England.

Our funding and involvement in studies and plans for better connectivity in the region, particularly within the M5/A38 corridor, would also result in better connected communities, providing a gateway that better connects rural and urban communities in South West England, and resulting in more lifestyle options, and employment, investment and business opportunities for everyone.

## Next steps

After the consultation we will publish a report summarising your feedback and explaining how we are taking it into account.

Your views, together with further analysis and study, will result in our Draft Master Plan. You will have another opportunity to have your say when we share this with you and ask for your views in late 2018.

We will share our detailed plans and proposals with all stakeholders, setting out how we propose to mitigate any effects on the local community and environment identified.

### More information

To find out more about this consultation, please visit [www.bristolairport.co.uk/future](http://www.bristolairport.co.uk/future).



# Bristol Airport: Charter for Future Growth

## Aviation

### We will:

- Work with existing and potential airline partners to maximise the benefits of new aircraft technology, both in terms of increased route options and improved environmental performance
- Seek to provide passengers with more routes and increased frequency of services for both business and leisure, to make Bristol Airport the natural first choice
- Partner with airlines and tourism organisations to increase the number of visitors to the South West and Wales, providing a welcoming gateway to inbound passengers from across the world.

## Economic impact

### We will:

- Support the continued growth of the West of England as an aerospace centre of excellence, with a Master Plan and phased growth strategy that provides long-term support and opportunities for inward investment in aviation and specialist sectors
- Engage with North Somerset Council, together with other agencies and the private sector, to identify and deliver land with the potential to support additional employment, including through an agglomeration of aerospace and advanced engineering firms.

## Sustainability

### We will:

- Publish a Sustainable Growth Strategy with objectives, targets and an action plan
- Establish an airside low emissions zone
- Complete a habitat and wildlife assessment by December 2019 to identify and implement measures to improve local biodiversity
- Against a 2018 baseline, secure zero increase in total waste by 2025
- Provide a renewed airspace infrastructure by 2027
- Seek to achieve carbon neutral airport status by 2030.

## Green Belt

### We will:

- Seek, through the Master Plan and development plan process, to have all airport operational and related land released from the Green Belt designation on the basis of sound evidence and exceptional circumstances
- Develop green infrastructure proposals in partnership with the local community and North Somerset Council, which, when implemented, would reinforce Green Belt principles and protect and enhance the environment.

## Surface access

### We will:

- Develop a new and ambitious long term Airport Surface Access Strategy, and consult upon it alongside our Draft Master Plan
- Work with North Somerset Council on off-site parking issues and local road capacity, maintain our dialogue with the local community and local Parish Councils to identify specific parking and capacity issues, and put forward a package of local improvement measures with our planning application to 12 mppa
- Facilitate further work with North Somerset and neighbouring Councils, the Combined Authority, Highways England and Network Rail with the aim of bringing forward funded and deliverable strategic road improvements and mass transit options for the benefit of the region
- Target a long-term shift away from the use of private transport as the default means of access to and from the airport by the mid-2030s.



## Contact us

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