

The Rt Hon Dr Liam Fox MP
Secretary of State for International Trade
71 High Street
Nailsea
BS48 1AW

14 February 2019

Dear Dr Fox MP

Thank you for taking the time to meet with us here at Bristol Airport.

It was a pleasure meeting you and Annabel, and to have the opportunity to share with you Bristol Airport's development plans and mitigation measures, together with addressing the concerns of your constituents/our local neighbours.

Please find attached a brief summary of the planning application, our recent responses to the specific queries from constituents and a set of frequently asked questions, which we hope your constituency office will find useful in responding to enquiries.

If I can be of any further assistance, please do not hesitate to get in touch.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Dave Lees', with a stylized flourish at the end.

Dave Lees
CEO
Bristol Airport

Bristol Airport – planning application summary

- Bristol Airport currently supports an estimated 23,475 jobs and generates circa £1.7 billion of Gross Value Added (GVA, 2018).
- In February 2011, BAL was granted planning permission for the expansion of the airport to handle 10 million passengers per annum (mppa).
- Between 2010 and 2017, investment totalling over £160 million has been made in a significant upgrade of facilities and infrastructure at Bristol Airport and passenger numbers have grown by over 40 %, from 5.8 mppa to 8.2 mppa (2017).
- Consistent with national aviation policy, we are making best use of existing capacity, using the circa 200 hectares of the site very efficiently.
- Responding to strong demand growth from the region. Bristol Airport Limited (BAL) forecasts that passenger demand will reach 10 mppa by 2021, beyond which passenger traffic is projected to rise further to 15 mppa by the mid-2030s and 20 mppa by the mid-2040s.
- The current planning application includes significant investment, including terminal extensions, new passenger walkway (with travelators), airfield improvements, on—site road enhancements, additional car parking (multi-storey/surface level) and a large package of investment to improve surface access to/from the airport.
- We are seeking to maximise development in the green belt inset (north of the site), only proposing development in the green belt (airfield/southside) where we believe very special circumstances can be demonstrated.
- It is estimated that expansion of the airport to 12 mppa will generate an additional £390 million GVA and around 5,150 jobs. This is broken down later in this briefing note.
- No airspace change is required as part of the 12mppa planning application. However, airspace change will be progressed as part of the FASI(S) programme, which presents opportunities to deliver noise and environmental benefits as well as operational efficiencies.

Responses to queries raised by constituents:

Car parking and taxis

An additional two million passengers a year will increase demand for onsite car parking. To meet this demand, the proposals include:

- A new multi-storey car park (MSCP) to provide approximately 2,150 spaces over 5 levels constructed in the northern area of the Bristol Airport site adjacent to the current MSCP.
- Year-round use of the existing extension to the Silver Zone car park to the south of the airport.
- An extension to the existing area of Silver Zone car parking to create an additional circa 2,700 spaces.

Multi storey car park

The 2011 planning approval, which gave permission for growth to 10mppa and certain physical development, includes two MSCPs. The first MSCP, we opened the first three storeys in May 2018 and are in the process of building the final two. Work is scheduled to commence on MSCP2 in Winter 2019/20.

Taxis

Bristol Airport will open an on-site waiting area for taxis, alongside a free-of-charge drop off facility for private vehicles. This commitment is included in the airport's proposals for the Section 106 Agreement and has been discussed with North Somerset Council (NSC).

A multi-agency Parking Summit has been established, with NSC, Police and local parish councils, to understand issues and put measures in place to discourage on-street parking/waiting, including at Felton Common. BAL has also extended its on-site litter patrols to include local roads and Felton Common, as well as engaging directly with some of the larger private hire operators to influence behaviour.

As of January 2019, Uber drivers are unable to wait for fares on Felton common, using geo-fencing technology.

Surface access

To accommodate vehicle movements resulting from an additional 2 mppa and improve flows within the Bristol Airport site and on the A38, the scheme includes:

- A proposed new, two lane (one way) gyratory road within the northern area of the airport. The route will also deliver additional capacity on to North Side Road.
- Local improvements to the A38 comprising of major enhancements at the Downside Road and West Lane junctions, providing dual carriageway section of the A38, in addition to improved crossing facilities for pedestrians and cyclists.
- Funding package to support local road improvements and strategic studies.
- A significant package of public transport enhancements, including bus and coach provision, contributions to a Metrobus extension.

Bristol Airport has invested nearly £8 million in surface access improvements since the 2011 planning application was granted, including new Bath and Weston-super-Mare bus services, local service (A5 bus), construction of South Bristol Link Road and the A1 Bristol Flyer bus upgraded to operate on Metrobus network.

Engagement with regional partners through the Bristol South West Economic Link (BSWEL) study (majority funded by £450,000 from Bristol Airport), has examined the options for strategic improvements to the A38 and options for mass transit links to the airport, which has significant

stakeholder support. Further work is expected to commence on the next stage of feasibility with WECA and other partners during 2019.

Aircraft noise

We recognise that aircraft noise is an important issue for some people, and we remain committed to minimise, and where possible reduce, the effects of aircraft noise.

Bristol Airport has recently submitted a new and ambitious Noise Action Plan to DEFRA, which includes a range of proposals to manage the effects of noise, including:

- Complete a feasibility study for the further installation of Fixed Electrical Ground Power (FEGP) units, which are quieter than standard aircraft ground power units.
- Review incentives for operating quieter aircraft from Bristol Airport.
- Commence looking at alternative flight paths for respite purposes with a view for implementation by 2026/27, following the required Civil Aviation Authority process.
- In association with a successful planning application the night quota count system will be reviewed.
- We will, based on the findings of the noise climate generated from the monitor data, consider suitable noise mitigation measures, as per the current Noise Insulation Scheme, on a case by case basis. This will be introduced from 2019.
- Update our noise insulation scheme guidance to allow for two opportunities to apply and enhancements to treatments it can cover.
- Introduce a new interactive online tracker tool presenting, with minimal delay, live information to aid members of the public in understanding the proximity of aircraft to their location and to promote improvements to track keeping.
- Host a community feedback session at the airport every six months to update residents directly on airport matters including noise abatement measures in order to receive feedback on how these are perceived.

The 12mppa planning application has sought to honour the existing planning restrictions when it comes to noise, with our new Noise Action Plan indicating our commitment to proactively manage this particular operational impact. Only one change is sought.

Proposed changes include:

- The ability to use the current 4,000 annual night noise cap (23:30-06:00) more flexibly (currently 3,000 movements permitted in summer and 1,000 in winter). This is required to meet growing passenger demands from our region.

No changes proposed to:

- Summer daytime noise contour restriction as per 10mppa.
- Shoulder period movement restrictions; (2300-2330 and 0600-0700)
- Quota Count scheme existing budget allowance for summer and winter seasons (quota counts based on the noise performance of aircraft), incentivising use of quieter modern aircraft.

Enhanced noise insulation scheme, including:

- 50% increase in funding to residents
- Improved specification of mechanical ventilation.
- Removal of 'matched funding' requirement.
- Coverage of all residential properties within the forecasted 57db L_{Aeq} , 16hr daytime noise contour for 12mppa.

Noise complaints

Bristol Airport publishes an annual Operations Monitoring report, which includes statistics on the following:

Aircraft movements and types, Passengers statistics and routes, Runway usage, Flight routings, Noise monitoring and contours, Noise complaints, including their origin and time, Night noise quota usage, Ground noise management, Public transport, Air quality, Waste management, Utilities and energy management, Employment, Community relations.

It is presented in draft to the Airport Consultative Committee (ACC) in draft format each year and published on the Bristol Airport website (the 2017 Report is provided for your information – see link below). The ACC is an independently-chaired organization with stakeholder representation from across North Somerset and beyond. In addition, noise complaints and their origin is provided on a quarterly basis to the airports Environmental Effects Working Party, a sub group of the ACC with the reports and minutes issued to the ACC also on a quarterly basis.

A breakdown of noise complaints by the time of day they are received is not available. The number of complaints received in each month is published in the Operations Monitoring Report.

The latest report is easily accessible on our website, via this link:

<https://www.bristolairport.co.uk/about-us/environment/sustainability>

Noise complaints (from all years with full dataset):

	2018	2017	2016	2015
Total number of complaints	366*	172	167	173
Number of individual complainants	185	100	71	77
Average number of complaints per complainant	2.0 (1.97)	1.7	2.4	2.1
Number of aircraft movements per complaint	-	707	442	393

* 115 of these were made by three individual complainants

Employment and economic impact

The table below shows the location distribution of on-site employees, as requested by a constituent.

Distribution of On-site Employees	
Area	Jobs
Bath and North East Somerset	340
Bristol	750
<i>of which South Bristol</i>	370
Dorset	30
Gloucestershire	30
North Somerset	1,320
<i>of which Weston-super-Mare</i>	440
Somerset	370
South Gloucestershire	340
South Wales	140
Swindon	30
Warwickshire	30
Wiltshire	30

If the planning application is approved, the following benefits are estimated:

- North Somerset – an additional £90million in GVA and 650 jobs in 2026.
- West of England – an additional £210million in GVA and 2,050 jobs in 2026.
- South West & South Wales - £390million in GVA and 5,150 jobs in 2026.

Based on the expected increase in direct jobs at the airport and current residency patterns, we would anticipate the expansion supporting:

- 100 additional jobs in Weston-super-Mare
- 90 additional jobs in South Bristol.

Public Consultation and Response

20 consultation events were held prior to submission of the planning application, with numerous in local villages.

A YouGov survey commissioned by Bristol Airport showed that 73% of North Somerset residents support Bristol Airport's planning application, with 23% opposing.

A5 Bus Service

Bristol Airport provides £115,000 per annum to North Somerset Council (NSC) for them to spend on supporting enhanced public transport services and they use this funding to operate the A5. The Airport remains fully committed to supporting enhanced local services, and through our agreed contributions we are meeting our obligations in full.

NSC informed BAL in December 2018 at the Airport Transport Forum that they were reviewing their contract with Carmel, as patronage on the route is low and there are some parts of the route which are particularly under-utilised. We were then informed by NSC in mid-January that changes to the service – losing direct connection between Congresbury and Yatton - had been agreed between NSC and the operator, Carmel.

Connecting journeys are available to these areas on other services from the airport. The remaining journeys do still offer connections for local residents, and the introduction of a Saturday service is a positive measure from the changes. The overall reduction in frequency ensures that the service can continue to operate within the agreed budget that is available.

Please do not hesitate to contact me if you or your constituents have any further questions.

FREQUENTLY ASKED QUESTIONS

Planning application for development to accommodate 12 million passengers per year

Q: *What development is being proposed in the planning application?*

A: Under the plans, the terminal will be further enlarged to create additional space for passenger and baggage facilities, and a canopy extension will be created over a pedestrianised forecourt. A third multi-storey car park will be constructed to the north of the terminal, served by a new loop road layout to improve traffic flow. Silver Zone will be extended to the south using land already in the airport's ownership, and local highway improvements will focus on the A38 junctions with West Lane and Downside Road. Improvements to airside infrastructure will include widening of aprons and new taxiways, but no runway extension is being sought.

Q: *How many passengers does Bristol Airport currently handle in a year?*

A: Approximately 8.7 million passengers are expected fly in or out of Bristol Airport in 2018. Forecasts suggest this will increase to more than nine million in 2019, reaching the current cap of 10 million passengers a year by 2021. Raising this limit to 12 million passengers a year would provide headroom for growth to meet forecast demand to 2026.

Q: *Where will this growth come from?*

A: As more destinations become available at greater frequency, many passengers currently using airports outside the region are expected to choose to fly to and from Bristol. Growth in demand is also linked to the performance of the regional economy, with increased prosperity resulting in greater propensity to fly for both leisure and business reasons. Inbound tourism is also expected to continue to grow.

Q: *How many additional flights will this result in?*

A: Annual aircraft movements (arrivals and departures) are expected to reach 97,393 at 12 million passengers per annum – an increase of just over 23,800 compared to the total number of flights in 2017.

Q: *Will there be more night flights?*

A: No increase to the current annual limit of 4,000 night flights (between 11:30 and 06:00) is proposed, although the airport is seeking to remove seasonal restrictions which stipulate how this quota must be distributed between summer and winter.

Q: *What impact will the proposed development have on the environment and local communities?*

A: Development will be accompanied by a new Section 106 Agreement which will mitigate the impacts of the application. This is likely to include obligations around surface access, noise and other local impacts.

Q: *What are the benefits of the proposed development?*

A: As well as connecting businesses to new markets, enabling tourists to visit the region and supporting inward investment, Bristol Airport is also a major local employer. Just under 4,000 people currently work on the airport site. This is expected to rise by more than 1,000 by the time the airport is handling 12 million passengers a year. Development is forecast to generate additional benefits of £1.4 billion to the regional economy over the next decade. Connectivity provided by flights to and from Bristol also helps friends and families stay in touch and enables local people to enjoy different cultures, climates and experiences.

Q: *How does this relate to the airport's Draft Master Plan?*

A: Government's recommend that airports produced Master Plans to help inform the local planning process and provide transparency for local communities and businesses. When published next year, Bristol Airport's Draft Master Plan will provide an overview of long-term development opportunities looking as far ahead as 2050, by which time demand is forecast to reach around 20 million passengers a year. Development proposed on this planning application will be consistent with this long-term vision and is a practical first step intended to make best use of the existing site.

Q: *What happens next?*

A: Full details of the planning application can be viewed on North Somerset Council's web site (www.n-somerset.gov.uk) and comments are invited from statutory consultees and members of the public. The application will be considered by the Council's Planning & Regulatory Committee with determination expected within 16 weeks.