

Bristol Airport Limited

## **Development of Bristol Airport to Accommodate 12 Million Passengers Per Annum**

Non-Technical Summary  
Addendum



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## Report for

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# Contents

<b>1.</b>	<b>Introduction</b>	<b>4</b>
<b>2.</b>	<b>The Proposed Development</b>	<b>5</b>
2.1	What is the Proposed Development?	5
2.2	Why is the Proposed Development Required?	5
2.3	What are the Main Alternatives?	6
<b>3.</b>	<b>The EIA Process</b>	<b>7</b>
3.2	Scope of the ES Addendum	7
<b>4.</b>	<b>Environmental Effects</b>	<b>9</b>
4.1	Introduction	9
4.2	Traffic and Transport	9
4.3	Noise and Vibration	9
4.4	Air Quality	10
4.5	Socio-economics	11
4.6	Human Health	11
4.7	Carbon and Other Greenhouse Gas Emissions (Climate)	11
4.8	Cumulative Effects	12
4.9	Faster and Slower Growth Cases	12
<b>5.</b>	<b>Further information</b>	<b>13</b>
5.1	What will happen next?	13
5.2	What if I would like Further Information?	13

Table 3.1	Scope of ES Addendum	7
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# 1. Introduction

- 1.1.1 In December 2018, Bristol Airport Limited (BAL) (the 'appellant') submitted planning application reference 18/P/5118/OUT to North Somerset Council (NSC) seeking permission to expand Bristol Airport (the 'application site') beyond the permitted passenger cap of 10 million passengers per annum to 12 million passengers, and to provide the associated infrastructure necessary to accommodate this growth (the 'Proposed Development').
- 1.1.2 The planning application was subject to an Environmental Impact Assessment (EIA) and accompanied by an Environmental Statement (ES) which set out the potential environmental effects that the expansion of Bristol Airport may have on the surrounding environment and community during construction and subsequent operation at the 12 million passenger cap, which was forecast to be reached in 2026 at the time of the original ES.
- 1.1.3 The planning application was refused by North Somerset Council on 19 March 2020. On 10 September 2020, BAL made an appeal to the Planning Inspectorate against the refusal of permission.
- 1.1.4 Since refusal of the planning application, the global COVID-19 pandemic has meant that passenger throughput at Bristol Airport has been temporarily suppressed and (under a Core Growth Case) passenger numbers are now expected to reach 10 million in 2024, 3 years later than originally projected, and 12 million in 2030, four years later than originally projected. The EIA for the Proposed Development has therefore been reviewed in order to reflect this updated forecast. Reflecting the uncertainty surrounding the COVID-19 pandemic, the ES Addendum also considers a Faster Growth Case, where passenger numbers reach 12 million in 2027, and a Slower Growth Case, where passenger numbers reach 12 million in 2034. This ES Addendum sets out the updates to the assessment in light of the changes to passenger and traffic numbers and explains how this compares to the original ES.
- 1.1.5 The ES Addendum has been prepared in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') and should be read alongside the original ES (2018). This Non-Technical Summary Addendum sets out a brief summary of the findings reported in full in the ES Addendum and should be read alongside the original Non-Technical Summary (2018).

## 2. The Proposed Development

### 2.1 What is the Proposed Development?

- 2.1.1 The Proposed Development remains as described in Section 2 of the original Non-Technical Summary. The main development components and operational changes include:
- An increase in the permitted passenger cap from 10 million passengers per annum to 12 million passengers per annum;
  - Removal of the existing seasonal constraint on night flights to allow a rolling annual cap of 4,000-night flights;
  - A four-storey extension to the existing terminal building on the western side;
  - A two-storey extension to the existing terminal building on the southern side;
  - An East Pier and new walkway connecting to the East Pier;
  - A larger service yard;
  - A multi-storey car park providing approximately 2,150 spaces over five levels;
  - A two lane, one-way, gyratory road with internal surface parking;
  - A new eastern taxiway link;
  - Widening of Taxiway Golf and the addition of fillets to Taxiway Foxtrot and Taxiway Delta;
  - Changes to operational restrictions on Stands 38 and 39 to align with Stands 34-37;
  - Removal of the seasonal restriction on the existing Silver Zone Car Park extension for year-round use;
  - An extension to the Silver Zone Car Park to provide approximately 2,700 additional spaces; and
  - Highway improvements on the A38 and its junctions with Downside Road and West Lane.
- 2.1.2 The Proposed Site Plan illustrated in Figure C of the original Non-Technical Summary remains unchanged.
- 2.1.3 The start of construction will be delayed due to the additional time resulting from the refusal of planning permission by North Somerset Council and the timescales of the subsequent appeal. It is anticipated that construction will take place between April 2022 and June 2029.

### 2.2 Why is the Proposed Development Required?

- 2.2.1 The original Non-Technical Summary explained that the need for the Proposed Development is influenced by the following factors:
- The demand demonstrated by forecasted passenger growth;
  - The economic importance of a growing Bristol Airport within the wider aviation sector to the local and regional economy;
  - Policy support for airport growth including, in particular, making the best use of existing airport capacity; and

- Department for Transport forecasts that indicate additional regional airport capacity will be required to meet passenger demand and support economic development.

2.2.2

The primary drivers for the Proposed Development described above have not changed. The Proposed Development will allow the continued sustainable development of Bristol Airport, enabling it to grow beyond 10 million passengers per year to 12 million passengers per year by making the best use of the existing airport site. This will accommodate forecasted passenger demand up to around 2030 and will ensure that Bristol Airport continues to enhance its role as the main international gateway for the South West region and a significant economic driver, in accordance with national aviation policy and local policy. Given the well documented economic effects of COVID-19, the need for growth in the region is arguably even more acute than when the application was made.

## 2.3 What are the Main Alternatives?

2.3.1

The original ES considered a number of alternatives, as summarised in Section 2.5 of the original Non-Technical Summary. These alternatives remain unchanged and no new alternatives have emerged to cause BAL to change the Proposed Development.

### 3. The EIA Process

3.1.1 The EIA process described in Section 3.1 of the original ES remains unchanged.

#### 3.2 Scope of the ES Addendum

3.2.1 The topics included in the ES Addendum are set out in **Table 3.1** below. Supplementary information for these topics has been included in this ES Addendum because they had the potential to be affected by the update to the passenger and traffic forecasts.

Table 3.1 Scope of ES Addendum

Topic in the EIA Regulations	Topic in the ES Addendum
Population	Transport (Chapter 5), Noise and Vibration (Chapter 6) and Socio-Economics (Chapter 8)
Human health	Human Health (Chapter 9)
Air	Air Quality (Chapter 7)
Noise	Noise and Vibration (Chapter 6)
Greenhouse Gases	Carbon and Other Greenhouse Gas Emissions (Climate change) (Chapter 10)
The inter-relationship between the above factors	These are discussed within each chapter as relevant and within the Cumulative Effects Assessment (Chapter 11)

3.2.2 All other topic assessments presented in the original ES, and the related conclusions regarding significant environmental effects, are unaffected by the update to the passenger and traffic forecasts. The assessment of the Proposed Development in respect of these topics is summarised in Section 4 of the original Non-Technical Summary.

3.2.3 The delay to the start of construction (see **Section 2.1**) has not affected the original assessment of construction effects because there are no changes to the construction activities, methodology or the embedded construction phase mitigation outlined in the original ES. This position is confirmed in each topic chapter in the ES Addendum. The assessment of the Proposed Development in respect to construction phase effects is summarised in Section 4 of the original Non-Technical Summary.

3.2.4 BAL initially predicted that demand would reach 12 million passengers in 2026. Due to the COVID-19 pandemic, the existing 10 million passenger cap is likely to be met in 2024, and the 12 million passenger cap is now likely to be reached in 2030. The ES Addendum provides an assessment of the revised year when 12 million passengers will be reached, which is referred to as the 'Core Case'. Due to the uncertainties surrounding the timing of COVID-19 recovery, the ES Addendum also considers a Faster Growth Case, and a Slower Growth Case should passenger growth return faster or slower than predicted in the Core Case. In the Faster Growth Case, a throughput of 10 million

passengers per annum will be reached in 2022 and 12 million passengers in 2027. In the Slower Growth Case, the 10 million passenger cap will be met in 2027 and 12 million passengers will be reached in 2034.



## 4. Environmental Effects

### 4.1 Introduction

- 4.1.1 A summary of the supplementary assessments of the Proposed Development for those topics listed in **Table 3.1** is set out in the sub-sections below and should be read in conjunction with Section 4 of the original Non-Technical Summary.
- 4.1.2 The information used to describe the environmental conditions (the baseline) on the airport site and the surrounding area remains unchanged. The methods used to undertake the assessment also remain broadly unchanged from the original ES.

### 4.2 Traffic and Transport

- 4.2.1 The supplementary traffic and transport assessment reconsider the effects of the Proposed Development on traffic, together with other means of access to the airport site such as walking and cycling, taking into account the updated forecasts.
- 4.2.2 During operation, there would be no significant effects in relation to severance, pedestrian and cyclist delay and amenity, fear and intimidation and accidents and road safety. This is the same conclusion as that reached in the original ES. Changes in traffic flows experienced on the highway network as a result of the Proposed Development are expected to be small, with less than 10% increases in the number of total vehicles at all junctions, except for the A38 (North of West Lane) where an increase of 10.2% of all traffic is expected as a result of future passenger growth. This is higher than the original ES where the increase at this junction was less than 10%, but the effect remains **not significant**.
- 4.2.3 The **significant** beneficial effects on driver and pedestrians due to the re-design of the A38 and Downside Road and A38 West Lane junctions remains unchanged.
- 4.2.4 The proposed additional mitigation measures identified in the original ES, including the implementation of a revised Workplace Travel Plan and Airport Surface Access Strategy, remain as part of the Proposed Development. Improvements have been made to the public transport mode share and staff travel targets. The public transport mode share target has increased from 15% in the original planning application to 17.5% whilst the staff travel target has increased from 25% to 30% by sustainable modes. These increases were agreed with the officers at North Somerset Council.

### 4.3 Noise and Vibration

- 4.3.1 The supplementary noise and vibration assessment reconsider the effects of the Proposed Development in terms of air and ground noise from aircraft and road traffic noise on residential properties and other receptors within the vicinity of the airport.
- 4.3.2 Around 10 residential properties would experience average daytime air noise levels above the Significant Observed Adverse Effect Level (SOAEL) in 2030, at both the 10 million passenger cap (as currently permitted) and the 12 million passenger cap (as proposed). This has not changed since the original ES. The number of properties predicted to experience average night-time air noise levels above the SOAEL in 2030 at the 12 million passenger cap has reduced from around 350 properties reported in the original ES to around 250 properties as there will be fewer night flights.

- 4.3.3 Overall, the changes in air noise levels due to the Proposed Development are small and, therefore, are **not significant**.
- 4.3.4 Around 500 properties are forecast to be exposed to night-time air noise levels due to individual aircraft above the SOAEL in 2030, at both the 10 million passenger cap (as currently permitted) and the 12 million passenger cap (as proposed). This is a change from 100 properties in the original ES. However, the number of properties exposed to the SOAEL does not change due to the Proposed Development and, therefore, effects are **not significant**.
- 4.3.5 One property would experience a daytime ground noise level above the SOAEL in 2030, at both the 10 million passenger cap (as currently permitted) and the 12 million passenger cap (as proposed). This has not changed since the original ES. One property would experience a night-time ground noise level above the SOAEL in 2030 at the 10 million passenger cap, and this would increase to two properties when modelled with the Proposed Development. This is a reduction from two and three properties respectively in the original ES. However, the changes in ground noise levels due to the Proposed Development are small and, therefore, are **not significant**.
- 4.3.6 All of the properties exposed to levels of air or ground noise above the SOAEL, both in 2017 and under all future scenarios, will continue to be eligible for BAL's current Noise Insulation Scheme. This gives homeowners the option to reduce noise levels inside their homes through grants for high performance windows and acoustic ventilators. This scheme is to be enhanced as part of the Proposed Development and the new threshold to access the grant will be 55 dB  $L_{Aeq,8h}$  and at which point more grant can be accessed. There are no changes to the mitigation measures proposed to address noise impacts.
- 4.3.7 Around 20 properties around Bristol Airport were exposed to road traffic noise levels above the SOAEL in 2017. This is predicted to increase to around 40 properties in the future at both the 10 and 12 million passenger caps due to the increase in baseline road traffic, which is an increase from 30 in the original ES. However, the changes in road traffic noise levels due to the Proposed Development are small and, therefore, are **not significant**.

## 4.4 Air Quality

- 4.4.1 The supplementary air quality assessment reconsiders the effects of concentrations of pollutants emitted by the Proposed Development on people, vegetation and animals. The main air pollutants of concern for the Proposed Development include oxides of nitrogen ( $NO_x$ ), nitrogen dioxide ( $NO_2$ ), and fine particulate matter ( $PM_{10}$  and  $PM_{2.5}$ ).
- 4.4.2 The assessment has concluded that all pollutants would remain well within the Government's Air Quality Objectives, and annual mean  $PM_{2.5}$  concentrations would also be below the World Health Organization's guidelines at all but two receptors. A total of fourteen receptors would experience 'slight adverse' effects due to increases in annual mean  $NO_2$  which would be **not significant**. This conclusion is different to that reported in the original Non-Technical Summary which identified 'moderate adverse' significant effects at seven receptors close to the A38 and 'slight adverse' impacts at 50 receptors. The reason for this change is, primarily, that Defra has issued new forecasts of emissions from cars in future years which have been used in the ES Addendum and are much lower than the forecasts available at the time the original ES was prepared (the newest cars are proving to be much cleaner than Defra forecast before they were introduced).
- 4.4.3 There are no changes to the mitigation measures proposed to address air quality impacts which include an increased public transport mode share to 17.5%.
- 4.4.4 Overall, there would be **no significant** air quality impacts at any human or ecological receptor.

## 4.5 Socio-economics

- 4.5.1 The supplementary socio-economics assessment reconsiders the effects of the Proposed Development on different groups of people as well as the wider economy. In doing so, it explores how the Proposed Development is expected to support economic growth, creating new employment and business opportunities both locally and across the region.
- 4.5.2 The total economic effect of Bristol Airport at the 12 million passenger cap, in North Somerset alone, is estimated as over £490 million Gross Value Added (GVA) per year, supporting almost 4,000 jobs. Compared to the situation whereby the airport could not expand, this would mean an addition of about £70 million GVA per year and some 710 additional jobs to in North Somerset. Across the West of England, the total effect is expected to be £1,260 million GVA (some 13,590 jobs), an increase of £220 million per year to the economy alongside over 2,460 new jobs. For the South West and South Wales as a whole, the contribution would be nearly £2.3 billion GVA and over 03,000 jobs; an increase of some £310 million per year and 4,000 jobs. Unemployment has recently risen and the additional jobs offered at the airport are equivalent to 13%, 7% and 2% of the claimant count (in October 2020) for North Somerset, the West of England, and the South West and South Wales respectively, a level which remains significant in the context of local labour markets.
- 4.5.3 There are no changes to the mitigation measures described in the original ES.
- 4.5.4 The economic benefits of the Proposed Development are marginally less than reported in the original ES, primarily as a result of the delayed growth in passenger demand due to the pandemic; however, the effects remain **beneficial** and **significant**.

## 4.6 Human Health

- 4.6.1 The supplementary human health assessment reconsiders the effects of the Proposed Development on people surrounding Bristol Airport; this includes conditions to be well, able to cope and to realise potential. It also notes where some people may experience effects more strongly.
- 4.6.2 The Proposed Development will result in a range of positive and negative effects for health during construction and operation.
- 4.6.3 Although the number of jobs created and local investment in the wider area will be marginally less in comparison to the original assessment, the positive benefits will remain significant and will generally improve health in North Somerset, albeit at a later year than originally assessed. The possibility of a limited number of smaller negative operational effects, due to slight increases to existing disruption, disturbance, noise and pollution near the Proposed Development remains. However, the effect on health due to noise and air quality from the Proposed Development is unlikely to be discernible as the change would be small. Overall, there would be **no significant** adverse effects.
- 4.6.4 There are no changes to the mitigation measures proposed to address health impacts.

## 4.7 Carbon and Other Greenhouse Gas Emissions (Climate)

- 4.7.1 The supplementary assessment of carbon and other greenhouse gas emissions reconsiders the effect of the Proposed Development on the global climate.
- 4.7.2 The GHG emissions from aviation and non-aviation sources would not hinder the delivery of national or regional sector totals. In this regard, the Government's 'planning assumption' of 37.5

MtCO<sub>2</sub> headroom is regarded as a key indicator at this time. The Proposed Development contributes 0.17 – 0.20% of the planning assumption and would not therefore materially affect the ability of the UK to meet its carbon target for net zero by 2050.

- 4.7.3 Mitigation measures have been secured to reduce emissions wherever practical, and additional mitigation has been proposed in the ES Addendum in the form of a Carbon and Climate Change Action Plan.
- 4.7.4 The impact of the Proposed Development on the global climate therefore remains **not significant**.

## 4.8 Cumulative Effects

- 4.8.1 A supplementary cumulative impact assessment has been carried out to determine whether the supplementary information obtained for the assessments referenced above would change the conclusions of the cumulative assessment contained in the original ES.
- 4.8.2 No significant negative inter-project effects were predicted from the Proposed Development together with 'other developments'. The original ES identified one positive inter-project effect of **moderate significance** on the combined health benefits from employment and investment from other developments combining with the effects arising from the Proposed Development. This conclusion has not changed.
- 4.8.3 The original ES concluded that the combination of the changes in air quality, noise, vibration, visual, land quality, water quality and flood risk for most of the individuals on and surrounding the application site would in general result in minor effects that are not significant. At seven properties around the A38, this was reported as an effect of **moderate significance** due to the significant effects of annual mean NO<sub>2</sub>. At Melody Cottage, this also reported as an effect of **moderate significance** due to the significant effects of visual changes.
- 4.8.4 The revised air quality assessment no longer reports moderate adverse (significant effects) on the seven properties on the A38 and therefore the inter-related effects on these receptors are now **not significant** (see **Section 7.7** of **Chapter 7: Air Quality**)
- 4.8.5 The previously identified **moderate adverse significant** inter-related effect on Melody Cottage remains because the landscape and visual impact assessment conclusions have not changed. By year 15 the inter-related visual effect would be **not significant** due to the effects of screening.
- 4.8.6 The assessment has also considered the impact of the Public Transport Interchange (PTI) facility proposed by BAL to be located on the existing airport site. BAL intends to deliver the PTI facility using its permitted development rights, in accordance with The Town and Country Planning (General Permitted Development) (England) Order 2015. The assessment concludes that the cumulative effects of the Proposed Development with the PTI would be **not significant**.

## 4.9 Faster and Slower Growth Cases

- 4.9.1 Each topic assessment has considered the impact of reaching 12 million passengers per annum in a Faster Growth Case (where 12 million passengers is reached in 2027) and a Slower Growth Case (where 12 million passengers is reached in 2034). This assessment has concluded that the significance of the effects identified for each topic outlined in **Section 4** above would not change, even if the future passenger cap was met earlier or later.

## 5. Further information

### 5.1 What will happen next?

- 5.1.1 The ES Addendum has been submitted to the Planning Inspectorate as part of the planning appeal process.
- 5.1.2 Stakeholders, including statutory bodies, agencies and the general public, can make representations in relation to the planning appeal, including providing comments on the ES Addendum by writing to the Planning Inspectorate.

### 5.2 What if I would like Further Information?

- 5.2.1 The ES Addendum is available via the Government's Appeals Casework portal. Hard copies of the NTS Addendum are available free of charge. Hard copies of the ES (Volume I) and Technical Appendices (Volume II) can be purchased at a cost of £50.00 and £75.00 respectively (excluding postage and packaging) or on CD ROM for a cost of £5.00. Hard copies and CDs should be requested via [Yourairport@bristolairport.com](mailto:Yourairport@bristolairport.com).
- 5.2.2 An electronic copy of all application documents will be available to view via NSC's website [www.n-somerset.gov.uk/airportappeal](http://www.n-somerset.gov.uk/airportappeal).

