The Future

Blackpool International Airport Master Plan
Blackpool Airport Ltd

Serving Lancashire, Cumbria
and the Northwest of England

July 2007

Blackpool
International Airport

CONTENTS

1. INTRODUCTION

Following the publication of the Government's White Paper on 'The Future of Air Transport' in December 2003 the majority of airport operators in the United Kingdom were asked to submit Master Plans to incorporate the Government's conclusions regarding the future development of airports to 2030.

A number of key priorities were set out in 'The Future of Air Transport' White Paper including those to;

- increase the choice of routes and services at airports outside the South East
- promote regional development
- relieve pressure on the more overcrowded airports by making the best use of existing airport capacity
- reduce the need for long distance travel to and from airports

Encouraging people to fly on direct services from their local airport rather than making a long journey to a hub airport not only reduces emissions but can also reduce travel time for business and leisure users. Since the change of ownership in 2004, Blackpool International Airport has grown from a municipal airport to an established regional airport with international flights to over 20 destinations.

The Master Plan for Blackpool International Airport has been produced following the guidelines set out by the Department for Transport (DfT) in their document 'Guidelines on the preparation of Airport Master Plans', July 2004.

The key objectives of the Master Plan are to:

- Enable on-going interaction between the key stakeholder groups by providing all interested parties with relevant information and reference material relating to the airport's future growth
- Provide sufficient detail about the future of the airport essential to inform the local and regional planning process. It will enable the proposals to be integrated into the Local Development Schemes of both Fylde and Blackpool Borough Councils. In particular will inform the process with the production of an Action Area Plan which will be a Development Plan Document

The guidance suggests that local stakeholders should be consulted in the preparation of the Master Plan. The Airport has undertaken an extensive consultation process with key stakeholders that have an interest in the airport's future. In particular the relevant local authorities and regional agencies have had a copy of the draft Master Plan for comment.

The feedback from the consultation process was wide ranging and a number of the comments and concerns raised by interested parties including members of the public have been addressed in the final Master Plan.

Details of the consultation process are covered in Section 10 of this document.

It is important to emphasise that the Master Plan has been produced at the request of the Government in response to the White Paper in 2003. It is not a request for planning approval but the airport's vision for the future.

The Master Plan will be reviewed every five years to ensure that it remains relevant and appropriate.

In this Master Plan all references to 'the airport' mean Blackpool International Airport.

2. AIRPORT BACKGROUND

2.1
HISTORY OF THE AIRPORT

Blackpool International Airport is one of the longest established airports in the United Kingdom.

Flying began at the airport in 1909, although a year later the land at Squires Gate was turned into a horse-racing course. This ceased with the outbreak of the First World War, and the site turned into a military convalescent home which eventually closed down in 1924.
In 1939, the airfield was taken over and developed by the Royal Air Force. Four runways, a range of hangars and ammunitions stores were subsequently constructed.

At the end of the Second World War, Squires Gate was designated a civil airport, during which time substantial alterations and improvements were carried out in order to attract new business. Blackpool Corporation assumed ownership of the airport from the Ministry of Aviation in 1962. In 1987, the airport became a private limited company with the Council holding 100% of the share.

Since July 2004, MAR Properties Limited have operated the airport, investing in the infrastructure and attracting new flights and operators.

2.2
LOCATION

The airport is located 3.5 miles from Blackpool town centre and is easily accessed by road. The major route to Blackpool is the M55, which links directly to the M6 motorway. Road access to the airport from the M55 is via the A5230 Squires Gate Lane. There are also bus services from Blackpool North railway station and the town centre. There is a railway station called Squires Gate located within five minutes walk from the airport with hourly services to Preston and East Lancashire.

A location map can be found in Appendix 2.

2.3
OWNERSHIP

The airport is owned by MAR Properties, with Blackpool Borough Council retaining a 5% share in the airport. MAR Properties is a private company whose other main aviation interest is Wolverhampton Airport. The Airport employs its own management team and the company currently has 210 employees.

2.4
THE AIRPORT SITE

The airport occupies 198 hectares. There is one main terminal building of 3,800m^2, with a capacity of 1.5 million passengers per annum. There are a number of additional buildings and hangars located principally on the north side of the aerodrome.

The Airport site is freehold.

2.5
PASSENGER NUMBERS 2001-2006

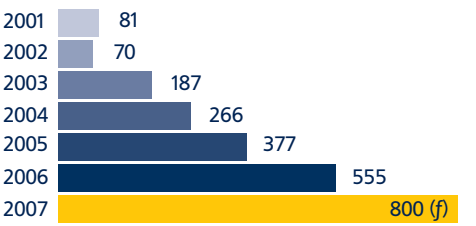
Until recently, the airport has only handled a limited number of commercial flights and passengers on an annual basis. However, the growth of low cost airlines has altered the position over the last three years and passenger numbers have been steadily increasing as demonstrated in the table opposite.

2.6
AIRCRAFT MOVEMENTS

There are currently around 1,695 business aviation movements at the airport, although this is forecast to increase as capacity constraints increase at the major airports.

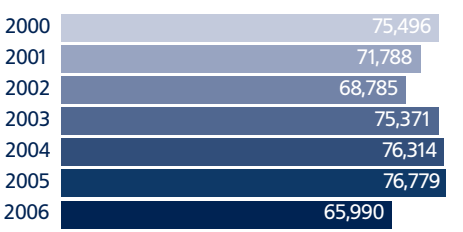
General aviation movements generated by helicopters and private aircraft are expected to remain at the airport for the duration of this plan. Helicopter and private aircraft movements currently account for around 72% of the overall aircraft movements.

BLACKPOOL INTERNATIONAL AIRPORT
PASSENGER THROUGHPUT 2001-2007
(000's PASSENGERS)



SOURCE: CAA AIRPORT STATISTICS

BLACKPOOL INTERNATIONAL AIRPORT
AIRCRAFT MOVEMENTS 2000-2006



SOURCE: CAA AIRPORT STATISTICS

3. THE PLANNING AND REGULATORY CONTEXT

Government at national, regional and local level influences the operation and development of airports. This section outlines those policies that have a bearing on the future development of Blackpool International Airport.

3.1
NATIONAL POLICIES

3.1.1
'THE FUTURE OF AIR TRANSPORT' WHITE PAPER

The Government's White Paper, 'The Future of Air Transport' was published in December 2003. It set out a 30 year policy for airports based on balancing the economic benefits of growth with its potential environmental effects. The Government believes that simply building more and more capacity is not a sustainable way forward. Instead a balanced approach is required which;

- Recognises the importance of air travel to our national and regional economic prosperity, and that not providing additional capacity where it is needed would significantly damage the economy and national prosperity;
- Reflects people's desire to travel further and more often by air, and to take advantage of the affordability of air travel and the opportunity this brings;
- Seeks to reduce and minimise the impacts of airports on those who live nearby and on the natural environment;
- Minimises the need for airport development in new locations by making the best use of existing capacity where possible
- Respects the rights and interests of those affected by airport development
- Provides greater certainty for all concerned in the planning of future airport capacity, but at the same time is sufficiently flexible to recognise and adapt to the uncertainties inherent in long term planning

Of particular relevance to Blackpool International Airport is that the White Paper recognises that airports are important for the development of regional and local economies. It states that – "The Government wishes to encourage the growth of regional airports in order to support regional economic development, provide passengers with greater choice and reduce pressures on the more overcrowded airports in the South East. Proposals to establish Centres of Excellence for aircraft maintenance and aviation-related business clusters at or around regional airports could also contribute to these aims."

The airport is specifically referred to in the White Paper as playing an important role within the region in addition to serving its own local catchment. It goes on to state that – "The airport should be capable of developing the additional capacity it needs in order to handle levels of traffic it might attract (including terminal and apron capacity, and possibly a short runway extension) within its existing boundaries and land ownership. We consider, therefore, that any proposals that come forward to cater for future expansion should be determined locally".

After London, the South East and Scotland, the North West as a region has the highest propensity to fly and the growth over the period of the Master Plan is expected to increase significantly and notably higher than the other regions.

3.2
OTHER NATIONAL POLICIES

The other relevant national policies are listed below:

Planning Policy Statement 1: Delivering Sustainable Development, Planning Policy Guidance 2: Greenbelts, Planning Policy Statement 11: Regional Spatial Strategies, Planning Policy Statement 12: Local Development Frameworks, Planning Policy Guidance 13: Transport, Planning Policy Statement 23: Planning and Pollution Control and Planning Policy Guidance 24: Planning and Noise.

These are all relevant to airport development but are not repeated in this document.

3.3
REGIONAL SPATIAL STRATEGY FOR THE NORTH WEST

The draft Regional Spatial Strategy (RSS) for the North West of England was submitted to the ODPM in January 2006. It sets out the vision for the North West until 2021. In line with government policy the Regional Transport Strategy (RTS) is integrated with the RSS. It establishes a regional context for the preparation of Local Transport Plans and Local Development Frameworks and includes the Regional Development Principles and a number of objectives of RTS, as defined by Planning Policy Statement 11. The Regional Transport Strategy also sets out the region's priorities for transport investment and management across all modes.

The document was subject to a public consultation process, which commenced in March 2006. An examination in public was held in January 2007 and the airport made representations regarding the future growth of the airport.

The following outlines the vision for the region by 2021:

- improved, sustainable economic growth, closing the gaps with parts of the country that have the highest economic performance;
- a more competitive, productive and inclusive regional economy, with more people in employment that uses and develops their knowledge and skills;
- the development of urban, rural and coastal communities as safe, sustainable, attractive and distinctive places to live, work and visit;
- the reduction of economic, environmental, educational, health and other social inequalities between North West communities;
- the protection and enhancement of the regions built and natural environmental assets, its coastal areas and unique culture and heritage;
- the active management and prudent use of our natural and man-made resources, with fewer emissions of key greenhouse gases, and the most efficient use of infrastructure; and
- the introduction of a safe, reliable and effective integrated transport network that supports opportunities for sustainable growth and provides better links with jobs and services

The policies and priorities of the Regional Transport Strategy as part of the RSS will specifically:-

- support economic growth and business competitiveness by tackling congestion issues and improving journey times along the region's north-south and east-west corridors;
- support regeneration and reduce social exclusion through the development of integrated transport networks within, to and between the region's cities and other cities in other regions;
- underpin the gateway functions of the region's main airports (Manchester, Liverpool and Blackpool) and ports (Liverpool, Manchester and Heysham) through improved surface access, in particular, Manchester Airport as the North of England's key International air gateway and the Port of Liverpool as the UK's key Atlantic seaport;
- improve the public realm in the North West's regional centres, regional towns and cities and key tourist destinations through the introduction of an integrated range of measures to manage travel demand and encourage a shift from the car to more sustainable modes of transport;
- support regeneration, reduce social exclusion and encourage sustainable tourism in rural areas through enhanced accessibility, by developing integrated transport networks based on hubs at key service centres;
- reduce the wider environmental, social, health and quality of life impacts of road transport and infrastructure through the development of a structured framework for managing and improving the region's highway network;
- encourage economic development and maximise regeneration potential in the peripheral sub regions of Furness and West Cumbria by securing the safe, reliable and effective operation of links to the region's principle north-south transport corridor and enhancing access to key employment locations, and
- contribute towards the aims and objectives of the Regional Freight Strategy and in particular, facilitate opportunities for increasing the movement of freight by rail and on water

Section 10 of the RSS deals with transport policy. Policy RT3: Airports specifically refers to airports in the region. Airports are identified as key economic drivers and there is specific reference to the airport in the policy. Airports will be required to complete Master Plans for their future development up to 2030 in accordance with the guidance contained in the White Paper, 'Future of Air Transport'. There is also clear reference for the need to have Master Plans integrated within the relevant policies as part of the Local Development Framework.

The following RSS policies are also relevant to the Master Plan:
- Policy CLCR1 on Central Lancashire City Region identifies the importance of the airport to the City Region
- Policy W3 provides an important context on employment land

3.4
REGIONAL ECONOMIC STRATEGY FOR THE NORTH WEST

A draft Regional Economic Strategy (RES) was submitted to Ministers in December 2005. The document has been produced as a strategy for the promotion of economic growth throughout the region. Reference is made with regard to Manchester and Liverpool airports in terms of target passenger levels set out in the White Paper, 'The Future of Air Transport'. Blackpool International Airport is also referred to in the document in the context of the regeneration of Blackpool and reference to the casino proposals for Blackpool was also made. Action 74 of the document specifically refers to the airport.

3.5
THE NORTHERN WAY

The Northern Way Growth Strategy was published in 2004 and is likely to be up-dated in late 2006. The Northern Way Business Plan was launched in June 2005. The Northern Way is about unlocking the potential for faster economic growth and closing the £30 billion output gap between the North of England and the rest of the UK. England's three Northern Regional Development Agencies have united to help the North reach its full economic potential, to create more jobs, investment and opportunities for the 15 million people living in the regions.

The Northern Way has 10 key investment priorities and amongst them is reference to the development of a Northern airports Priorities Plan. Within the context of the document reference is made to the airport and its potential for growth with the other regional airports. Development programmes are currently being developed for the various city regions. Blackpool is within the Central Lancashire City Region. In particular within the City Region Development Programme the following point is referred to in paragraph 4.86:-
- The development of a much expanded City Regional Airport in Blackpool and better links from the City Region to Manchester Airport.

Also in paragraph 5.115 further reference is made regarding the status of the airport:-
- We need DTI, ODPM, DoT and other central departmental support for the development and expansion of Blackpool International Airport as the City Region Airport for Central Lancashire, together with associated investments in public transport routes to the airport. This is critical to facilitating the growth of visitors into Central Lancashire and beyond into Cumbria and ensuring the international connectivity that will underpin our future economic performance.

3.6
JOINT LANCASHIRE STRUCTURE PLAN

The Joint Lancashire Structure Plan forms part of the Development Plan which relates to the site of the airport. It is a document jointly produced by Lancashire County Council, Blackburn with Darwen Borough Council and Blackpool Borough Council. The plan lifetime is until 2016 and there are a number of policies which are relevant to the future of the airport. Policy 1 of the plan is the general policy on the focus of main development proposals and the airport is specifically mentioned in Policy 1 (e). There is no reference to the airport contained in any of the transport and accessibility related policies of the plan although all the transport policies hold some relevance to surface access and infrastructure improvements that will aid the airport's expansion and development.

Policy 14 provides business and industrial allocations (for Fylde) and Policy 6 deals with the Green Belt and is relevant to further expansion plans consideration.

3.7
LANCASHIRE LOCAL TRANSPORT PLAN
Reference to the airport was initially omitted in the current Local Transport Plan (LTP). However, the new and revised LTP will rectify this omission and the following wording will be included:-

LTP2 District Chapter Fylde;
"The operational airport lies within Fylde Borough and is now in private ownership. Low cost airlines are becoming increasingly active at the airport. There are daily flights to Aberdeen, Isle of Man, Dublin and Belfast and a growing number of European destinations. The number of passengers has grown by 1000% since 2001 and is forecast to reach 800,000 in 2006 and one million in 2009. A new terminal building being constructed will have a capacity of 2 million passengers per year."

There is further reference to the production of a Surface Access Strategy and this Master Plan forming part of a longer term Transportation Strategy. Reference is also made to the airport's aim to reduce reliance on the private motor vehicle by encouraging access to and from the airport by means of more sustainable methods of public transport.

3.8
FYLDE BOROUGH LOCAL PLAN 1996 TO 2006
The Fylde Borough Local Plan forms part of the Development Plan, which includes reference to development at the airport. The plan was adopted in May 2003 and there are two specific policies relating to the airport contained in Chapter 5 on Transportation. (Policy TR14) and Chapter 6 Tourism and Recreation (TREC19) stating the following:-

TR14 – "The open lands of the airport will be safeguarded from development under Policy SP3. The continuing operation and viability of the airport as a sub-regional facility will be supported. Development required in relation to the operation of the airport will be located in the areas outside the Green Belt identified on the proposals map."

TREC19 – "The development of airport and associated ancillary leisure uses will be permitted in the area of Blackpool Airport shown on the proposals map. Proposals involving built development in the Green Belt will not be permitted"

SP3 sets out the policy considerations for development within the Green Belt. It should be noted that much of the airport's proposals for new development are considered to be permitted development and therefore not covered by a requirement for the airport to seek individual planning applications.

The airport will nevertheless consult the relevant authorities and when necessary individual members of the public on its development proposals.

3.9
FYLDE BOROUGH LOCAL DEVELOPMENT STATEMENT
As part of the new planning process of policy production, Fylde Borough Council produced their first Local Development Scheme in 2005. In March 2006 revisions will have been made to the Local Development Scheme. As part of the revisions to the document, reference will be made to the production of an Action Area Plan for Blackpool Airport. This will constitute a Development Plan Document. It is hoped that the plan will be a jointly produced document with Blackpool Borough Council. Although the operational airport is situated entirely within Fylde Borough's administrative area, many of the transport approaches to the Airport are in Blackpool and therefore a joint document should be produced with the co-operation and assistance of the airport.

As part of the consultation process Fylde Borough Council have subsequently considered whether the production of an Airport Action Area Plan is necessary in accepting that much of what the airport wish to do is permitted development. This issue will be reviewed during the lifetime of the Master Plan.

"There are daily flights to Aberdeen, Isle of Man, Dublin and Belfast and a growing number of European destinations. The number of passengers has grown by 1000% since 2001 and is forecast to reach 800,000 in 2006 and one million in 2009."

4. WHITE PAPER FORECASTS

4.1
INTRODUCTION

This section considers passenger forecasts at Blackpool International Airport up to 2030.

The Route Development Company (RDC), an independent aviation management consultancy, was engaged by the airport to produce the passenger forecasts.

Forecasting passenger demand so far in the future is intrisically difficult. Much depends on many inter-related factors and unforeseen events. Experience in the aviation industry demonstrates that significant changes can occur from year to year.

Since publication of the draft Master Plan, Blackpool was not recommended by the Casino Advisory Panel as the site for the first super casino therefore the forecasts in this final document reflect that situation using what was termed the base case in the draft document.

4.2
WHITE PAPER FORECASTS

The forecasts contained within the White Paper were prepared by the DfT for the UK as a whole, and do not therefore, provide individual forecasting figures in relation to the airport. However, it should be noted that the forecasting figures contained within the White Paper have been shown to fall significantly short of actual passenger throughput.

Nationally, indicators suggest that there will be a continued growth in air travel over the next 30 years.

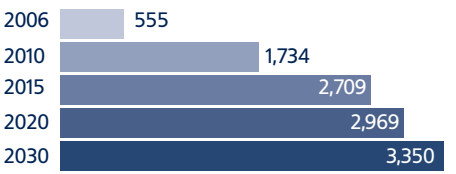
4.3
PASSENGER FORECASTS 2005-2030

4.3.1
FORECASTS TO 2030

- Current estimates from the CAA indicate that 3 million passengers are flying from Blackpool's immediate catchment area
- There are approximately 35 million visitors annually to the region, namely Lancashire and Cumbria. Blackpool International Airport is currently the most convenient access point for these destinations
- The resort Master Plan and regeneration projects to turn Blackpool into a year round tourist resort is targeted at attracting upwards of 20 million visitors to the resort by 2010

The actual passenger forecast figures up to 2030 can be summarised as follows:

ACTUAL PASSENGER FORECAST FIGURES FOR UP TO 2030 (000's PASSENGERS)



Route Development Company – 2007

5. AIRSPACE

The airport currently has one aerodrome traffic zone, which is 2.5 nautical miles about the centre point of the runway up to 2,000ft.

There are no routes into and out of the airport shared with other airports. Warton Aerodrome is in close proximity and controlled by Air Traffic Control from both airports.

Based on the projected passenger forecasts and the corresponding increase in air movements the airspace capacity is considered to be sufficient to meet the needs of the growth of the airport.

The airport will be rationalising the use of the current runways. Only one runway (the main one) will be available for aircraft. This is seen as being able to assist in managing air space issues, reduce noise and disturbance and improve air safety

The White Paper reported that the CAA believed that the necessary airspace capacity can, broadly, be provided safely through the redesign of air space and the introduction of enhanced air traffic techniques and systems.

The air space requirements of Blackpool would not be significant within the wider context of the Government proposals for all airports in the North West of England.

6. LAND USE – FUTURE AIRPORT INFRASTRUCTURE

6.1 INTRODUCTION

The current runway infrastructure at the airport can accommodate Boeing 737, Airbus A319/320 and Boeing 757 type aircraft which are suitable for developing routes to Europe and the UK on which the passenger forecasts in Section 4 are based. Whilst a planning application was made by the previous owners for a runway extension it is not envisaged that this will be required during the Master Plan period.

In order to accommodate the forecast growth in passengers there will though be a requirement to modify and develop the infrastructure within the aerodrome boundary.

In order to assess the likely impact on the infrastructure requirements resulting from the passenger forecasts, TPS an independent consultancy, was engaged by the airport to provide assistance in determining the following;

- Terminal facility demand and assessment of current airside capacity for commercial aircraft, with focus on the runway/taxiway system and the aircraft stands
- Airside facility demand assessment (number/size of stands, taxiway system) against four milestones 2010, 2015, 2020, 2030

This section outlines the likely infrastructure requirements in Appendix 4 – the Proposed Airport Layout and the Phasing Plan.

6.2 APRON, RUNWAYS, TAXIWAYS AND OPERATIONAL FACILITIES

The airport currently has 3 runways, designated as 10/28, 13/31 and 07/25. The length of each of these runways is 1869m, 1074m and 870m respectively. There is currently a Runway End Safety Area, which is published at 90m by 90m, although there is sufficient land for 240m by 150m.

For the period up to 2015, it is proposed to carry out alterations to the infrastructure of the airport, which will entail reconfiguring and extending the apron, runways and taxiways to improve operational capability. Improvements will be subject to a formal notification procedure to the CAA. It is envisaged that runways 13/31 and 07/25 will be closed within the first 2-3 years of the Master Plan period.

This Master Plan assumes no further changes or extensions to the runway at present.

The existing control tower is positioned in the centre of the airfield and currently has sufficient sightlines. In the event that Blackpool Business Park is extended, the control tower may have to be relocated.

The fire station is located to the west of the terminal. It is proposed to relocate the fire station to the south of the airport during the plan period.

Runway 10/28 is the main runway with current field dimensions of 1,869m x 46m. With a declared strength (Pavement Classification Number – PCN) of 30/F/A/W/T, it is suitable for aircraft up to Boeing 757 without weight limitations.

Runway 13/31 and Runway 07/25 are currently used as they provide the means for take-off and landing for the high number of general aviation aircraft at Blackpool Airport, which relieves the main runway's utilisation. Runway 07/25 has some advantages due to its orientation, as it is easier and quicker to taxi on and off for departing and arriving aircraft.

The runway system capacity is dependent on the taxiway system supporting it. Without a sufficient taxiway system providing access to and egress from the runways, runway occupancies increase radically and reduce their capacity. As no parallel taxiway is available to reach the far (eastern) end of Runway 10/28 for take-off, or to vacate the runway after landing, the runway's capacity is significantly reduced by aircraft taxiing on it.

To assess the approximate capacity of the runway/taxiway system, a take-off in a westerly direction is presumed as a worst case, as it involves taxiing along the full length of Runway 10/28.

- Taxiing distance from a current aircraft stand in front of the terminal building to the western threshold of runway 10/28 measures approximately 1,140m. Assuming an average taxiing speed of 10 knots, taxiing to the threshold takes about 220secs. (3.67 minutes)
- Assuming a higher taxiing speed of 15 knots along the length of the runway, the eastern threshold can be reached after a further 242secs. (4 minutes)
- U-turn duration of approximately 20secs
- Take-off run and vacating the runway 40secs
- The total taxiway/ runway occupation for one aircraft would be 522secs. (8 minutes 42secs)

An aircraft landing under the same conditions would occupy the runway/ taxiway system for approximately 260secs (4 minutes 20secs), as it would not need to taxi along the runway and perform a U-turn.

Adding one take-off operation and one landing operation, the two movements together would take 13 minutes. That means that **approximately 8 commercial aircraft movements** per hour can be performed under current conditions, not taking the actual apron stand capacity into account (see separate section below). Although that figure could theoretically be higher if several take-offs or landings are performed one after the other, separation minima have to be complied with. In addition, an aircraft is often not 'readily available' when a time slot becomes available.

Runway/Taxiway Occupancies for Take-off (Magenta) and Landing (Blue)
Assuming no constraints on the apron, the current main runway/taxiway system can sustain about 8 hourly movements under the conditions given.

The airport apron areas have recently been extended and a pushback operation is in place to accommodate four Boeing 737/757's in a nose-in configuration.

6.2.1 AIRCRAFT FACILITY DEMAND TO 2030

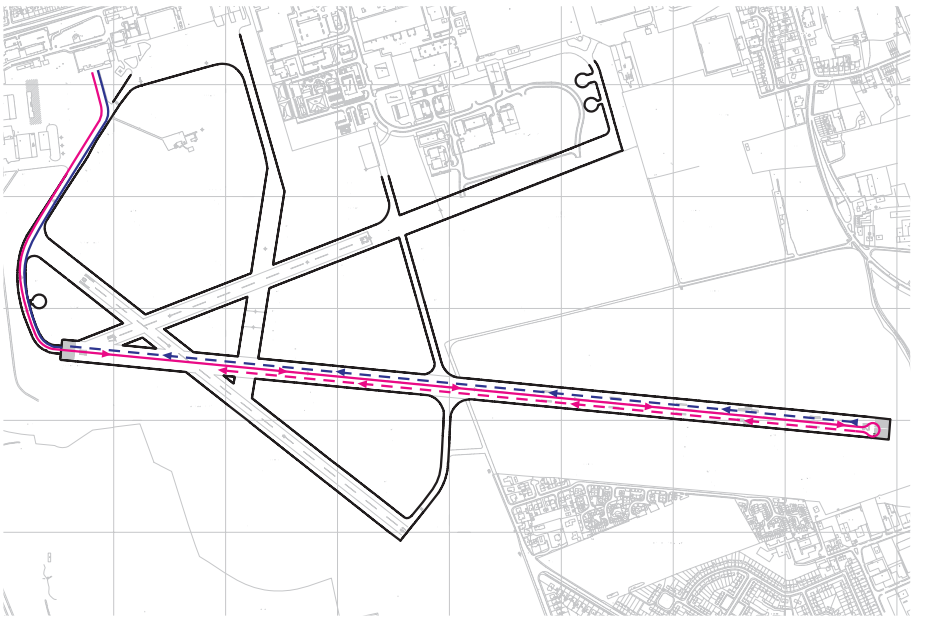
Runway System – According to the busy day schedule 2030, there are two significant peaks during the busy day:

1. The morning movement peak between 06:00 and 06:55

and

2. The daytime movement peak between 10:00 and 10:55

The busiest hour of the day in terms of runway movements is the morning peak between 06:00 – 06:55, when 15 movements occur (all departures). That is explained by the relatively high proportion of based low-cost



SOURCE: TPS PLANNING 2006

carriers, which have to leave early to achieve their necessary daily rotations. Of those 15 movements, 13 are Code C movements.
The highest number of aircraft movements during the day occurs between 10:00 and 10:55 (or 10:05 and 11:00) with 14 take-offs and landings, of which 8 movements are arrivals. Of those 14 movements, 7 are Code C movements. That implies a high diversity of arrivals/departures, and of differently sized aircraft, all contributing to high runway demand due to alternating runway access/egress operations and varied aircraft separations during take-off or landing.

Of those two cases, the second one is more onerous. Comparing the 14/15 hourly movements with the Runway System Capacity as discussed in Section 3.1, it becomes evident that with the current infrastructure such a movement number cannot be sustained.
A taxiway parallel to the main runway has to be provided.

6.2.2
AIRCRAFT STANDS

The highest demand for aircraft stands occurs over night, due to the number of based aircraft. The maximum number of occupied stands required is 18, of which 13 are Code C stands. The total number of stands provided has to cater for the following cases:
- Exceptionally high demands
- Flight delays
- Aircraft out of operation (blocking stand) and
- Stand out of operation (maintenance).

To take those cases into consideration, a contingency factor of 15% is commonly applied to the number of stands counted. That represents a demand of 21 commercial aircraft stands, of which 15 have to be of Code C size or larger.

Although the Busy Day Schedule 2030 does not denote Code D aircraft operations specifically, a low number of aircraft stands should be of Code D size to accommodate the occasional use of this type of aircraft. It has to be noted that in that case not only the stand size has to comply with ICAO Code D standard, but stand and taxiway clearances as well.

The graph opposite depicts the peak hour movement development over the years, as well as the related peak stand demand. Figures for 2025 are interpolated.

6.3
PASSENGER TERMINAL AND TRANSPORT INTERCHANGE

The current passenger terminal building has recently been modified and upgraded as part of the redevelopment of the airport. The terminal building now has a capacity of 1.5 million passengers per year and consists of 13 check-in desks, 6 departure gates, 5,000 sq ft of retail space and an additional baggage reclaim carousel. Given the capacity of the recently upgraded terminal building, and taking into consideration the passenger forecasts, it is envisaged that the terminal building could accommodate sufficient expansion but only for a short period of time. Architects and consultants have been engaged to prepare plans for the submission of a planning application for the redevelopment of the terminal.

It is proposed to include within the terminal building, facilities which will include a mix of leisure and hotel developments. These facilities are required to assist the viability of overall infrastructure development of the airport including the new terminal.

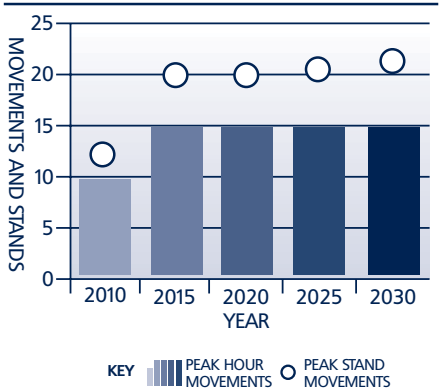
The terminal requirements in this section have been calculated using IATA formulae. The assumptions are based on today's standards.

The estimated terminal size for the final planning horizon 2030, is based on the following parameters;

The figures computed provide sufficient facilities at most busy times of the year. The demand will only exceed the calculated capacity in a few occasions, e.g. when the Seat Load Factor (SLF) rises above 79.7% (holiday periods) or when higher frequencies than expected occur due to delays.

If new processes, such as self-service check-in and Internet check-in are introduced, some spatial requirements listed below may be reduced.

MOVEMENTS AND STAND DEMAND



SOURCE: TPS PLANNING 2006

6.4
HOTEL AND BUSINESS PARK

Adjacent to the airport terminal building and its car park is a public house and hotel.

Also adjacent to the airport is the Blackpool Business Park, previously owned and run by Blackpool Borough Council. This is now owned by MAR Properties and is an integral element in the future growth of the airport. It is proposed to expand the Business Park into the current operational area of the airport. This is a key element in sustaining the viability of the expansion plans for the airport. It will be the subject of a planning application in 2007 and it is understood as the area is Green Belt that special justification will have to be provided to demonstrate its acceptance. As part of the application process the airport's planning consultants will submit a full report outlining the reasons for the intrusion and why it is essential to support the airport's plan for expansion.

6.5
BUSINESS AVIATION

The airport currently caters for a number of business jet owners who operate from the airport. Further sites are available for business aviation organisations which might wish to base aircraft at the airport for maintenance purposes and or Fixed Base Operation (FBO). The airport is also a base to CHC Helicopters which provides a vital service in supporting the gas rigs in the Irish Sea.

6.6
AVIATION TRAINING AND MAINTENANCE CENTRE

The airport in conjunction with Blackpool and Fylde College are planning to develop an Aviation Training Centre to provide specialised courses. It is proposed to locate this at the airport.

6.7
FLYING SCHOOLS

Several flying schools and clubs occupy space currently on the airfield. It may be necessary to relocate some facilities to accommodate improvements and development of a new terminal building. This will be determined after full consultation with the existing tenants and users.

6.8
OPERATIONAL FACILITIES

All the operational elements of the airport's activities are currently located on the northern side of the airfield. These comprise of a number of hangars, the terminal building, administration block, fire and rescue base and the air traffic control tower.

All these facilities are on the air side of the airport, but the area in general is adjacent to land which is allocated for the expansion of the adjacent Business Park. This provides the opportunity to attract new aviation related businesses to the area.

Parameter	Figure	Comment
Design Flow Rate Departures	1,638 passengers	Based on Busy Day Schedule, high morning peak (first wave) 6:00 – 6:55h
Design Flow Rate Arrivals	886 passengers	Based on Busy Day Schedule, day peak 22:10 – 23:05h
Design Flow Rate International Arrivals	673 passengers	Between 22:10 and 23:05h
Seat Load Factor (SLF)	79.7%	

Parameter	Figure	Comment
DEPARTURES		
Check-in counters	33	Manual check-in
Check-in area	1,155m²	incl. Counters etc
Departure Concourse	2,183m²	
Security screening	1,749m²	
Departure Lounge Airside	2,615m²	
ARRIVALS		
Arrivals Immigration	337m²	
Baggage Reclaim Hall	1,920m²	
Arrivals Concourse	753m²	
Total Terminal gross floor area	24,700m²	Includes retail, plant rooms, offices etc

6.9
INVESTMENT

The airport has recently invested in the extension and upgrade of the airport terminal building. The re-fit and extension of the terminal building has cost approximately £2.8 million. Within the early part of the life time of the Master Plan it may be necessary to construct a new terminal building, which will require significant levels of investment. It is anticipated that to cross fund such new airport infrastructure, significant leisure and commercial development will be required as part of any new terminal building.

Regarding other near term investments in the airport it is intended to improve and expand the aircraft parking areas, increase the number of car parking spaces currently available and invest in additional retail uses in the terminal building.

7. SURFACE ACCESS

7.1 INTRODUCTION

The importance of surface access to airports was recognised in the July 1998 Government White Paper, 'A New Deal for Transport', which required UK airports to set up an Air Transport Forum and to produce a Surface Access Strategy. The forum objectives are:

- To draw up and agree challenging short and long term targets for increasing the proportion of journeys to the airport made by public transport
- To devise a strategy for achieving those targets, drawing on best practice available
- A strategy to achieve these targets, taking into account the planned growth at the airport and background growth in local traffic
- To oversee the implementation of the strategy

The purpose of the Air Transport Forum is to encourage more passengers to use public transport for journeys to and from the airport. This involves working with the following stakeholders:

· Blackpool Borough Council
· Blackpool Transport
· Fylde Borough Council
· Lancashire County Council
· National Express
· Northern Rail
· Stagecoach
· Virgin Trains
· Jet2.com

At the time of acquisition of the airport from Blackpool Council in July 2004 no Surface Access Strategy had been produced.
The current new owners have instigated the above, and a Surface Access Strategy will be produced in early 2007.

7.2 EXISTING SURFACE ACCESS

The airport has the following transport attributes:-

- The airport is ideally located on Squires Gate Lane within easy access to the M55 motorway, which links to the M6. Approximately 10,000 vehicles per day access the airport site. Traffic characteristics are unusual with the greatest vehicle numbers or peak period occurring between 19:00 and 20:00
- Blackpool is subject to large swings in traffic volumes due to the seasonal effects of its trade and events such as the annual Illuminations. The airport's peripheral location to these events means that it is often not affected
- The airport is within 250m of Squires Gate railway station from which runs an hourly service to Colne in East Lancashire via Preston. Whilst service levels are relatively low, the station provides a foundation to improve public transport access to the airport
- Several key bus routes run in front of or near to the airport. Buses do not currently access the airport terminal area, which gives scope for improvement
- There is a local tram terminus Starr Gate within one mile of the airport. Whilst not the most conventional form of transport, it nevertheless offers another choice for users
- Options for cycling and walking are over shadowed by Squires Gate Lane which is a dual carriageway. However there is potential for improvements to encourage these modes of transport

7.3 SURFACE ACCESS PROPOSALS

Some of the proposed initiatives that are being discussed by the Air Transport Forum are outlined in the following paragraphs.

7.3.1 VEHICULAR ACCESS TO THE AIRPORT

It is accepted that as a result of the expansion of the airport the traffic levels on Squires Gate Lane will increase significantly and there may be traffic management problems particularly around the peak holiday times and during the Illuminations. The entrance to Blackpool Airport is a signalised junction with the current signals being part of Lancashire and Blackpool's SCOOT system. The junction if it is retained, will have to be significantly improved to cope with the expected increase in passenger numbers. A new junction to serve a new terminal building could be designed to deal with this and arrangements along Squires Gate Lane reviewed.

Use of the private car dominates access to Blackpool Airport and is the preferred mode of transport bringing flexibility, reliability and easy luggage handling. However, in line with local, regional and central government policy, the airport is working hard to reduce the reliance upon the private motor car and encourage greater proportions of sustainable transport access.

With the exception of Common Edge Road and Squires Gate junction, road access to Blackpool Airport is reliable, with few areas of congestion close to the airport, making journeys by car quick, easy and low cost. The traffic is subject to large seasonal swings due to the tourism effect of Blackpool and events such as the Illuminations, but Squires Gate Lane is less affected than the Promenade.

7.3.2
CAR PARKING
The airport has a total of 840 car parking spaces. Parking is divided into staff and visitor parking. The staff area comprises 30 spaces and the visitor car parking is divided into short term (280) and long term (520).

The airport can accommodate future increases in car parking in line with the guidance set out by the Government which was derived from the Regional Air Services Co-ordination Study (RASCO) for the DfT. The general provisions for airport car parking are 1,000 car parking spaces per million passengers per annum.

In order to restrict or prevent both staff and users of the airport from parking in local residential areas, the airport will work jointly with the County and Borough Councils with a view to introducing procedures and measures, which would address and control those issues. This may include residents parking schemes and restricted parking zones. Options for addressing this issue are ongoing, but will be resolved during this plan period. The Master Plan also ensures that sufficient land is zoned for car parking in the longer term, and should demand exceed the forecast, it may be possible to build multi deck car parks.

7.3.3
MOTORWAY SIGNAGE
The airport also encourages improvements to motorway signage. In particular the M6 where there is no indication of Blackpool Airport at or before the crucial M6/M55 junction. Motorway signage provides vital information as part of passengers' decisions. The Highways Agency is encouraged to review and remedy this situation and Blackpool Airport offers its full support for such an initiative.

7.3.4
BUSES
Blackpool's local bus services offer a flexible service connecting the airport to most of the Fylde Coast. However the bus only represents a minor share of visitor trips to the airport and a low proportion of trips made by employees. The airport intends to work closely with all bus service operators to encourage further bus routes.

7.3.5
TAXIS
The airport currently has an agreement with a taxi concession contractor. A daily update of flight arrivals is provided to the taxi company and this enables demand to be co-ordinated for arriving passengers.

It is recognised that taxis are public transport and do provide a valuable customer service, particularly in areas without other public transport services or at times of day when bus services operate less often.

7.3.6
RAIL
With the proximity of Squires Gate station, rail can play a more important role in providing access to Blackpool Airport.
Passenger usage at Squires Gate has been steadily increasing which indicates that it is being used more by passengers travelling to the airport :
2003 – 2004 13,000
2004 – 2005 13,500 (4% increase)
2005 – 2006 14,800 (9% increase)

It can provide a link to the airport's catchment area around Preston and into East Lancashire, as well as west coast main-line links into Cumbria and Scotland and south towards Manchester. The main service is the hourly

Northern Rail service between Blackpool South and Colne. The following operators serve Squires Gate or Preston (West Coast Main Line Station):

· Northern Rail
· Virgin West Coast
· Central Trains
· First Trans Pennine Express

The airport is engaging with Northern Rail to improve rail facilities with a number of potential improvements including:

- Renaming the station "Squires Gate for Blackpool International Airport"
- Installation of new passenger shelter with better quality information
- Increasing the number of poster cases at the station. A new one to include street map index highlighting airport and Pleasure Beach and another to advertise the airport
- Installation of a new 2-3 button help point at the station possibly incorporating new GSM technology
- Cases for timetables and rail route maps at the airport
- Improved signage for passengers linking the airport to the station
- Passenger announcements at Preston station indicating that Squires Gate is the station for Blackpool International Airport
- Improvements to Platform 1 or other platforms serving Blackpool International Airport – It has long been recognised both locally and by regional authorities that provision for Blackpool International Airport at Preston Station is an important strategic improvement. Access limitations and passenger amenity require improvement.
- Access via stairs or other arrangement. Due to site limitations it is not possible to build a ramp within the station boundary, because in order to comply with DDA requirements, an access ramp with a 1 in 12 incline is required. This would necessitate a zig-zag arrangement with a larger footprint than can be accommodated. In the longer term the outputs of the Platform Feasibility Assessment will inform decision making in this area.
- Feasibility study for a passing loop. A local passing loop would allow an increased frequency of service and reliability of operation

7.3.7
STAFF TRAVEL PLAN

The airport is developing a Staff Travel Plan which will promote a range of transport initiatives including walking, cycling, car sharing and public transport. Some of the initiatives include:

- Dedicated secure cycle parking. The airport will introduce 20 new secure cycle parking spaces. Additional parking will be introduced subject to demand which will be monitored. The cycle parking will follow LCC guidelines and be placed in a prominent, well lit position with good quality signing and local information provided
- Cycle and walking promotion – the majority of employees working at the airport live within 3 miles of the site. Given the largely flat geography, cycling conditions on the Fylde are relatively good. However people are often put off by traffic conditions and lack of information. A campaign, as part of the Staff Travel Plan, to encourage cycling and walking would help to raise its profile

PASSENGER USAGE AT SQUIRES GATE STATION

13,000	
2003 – 2004	
13,500	
2004 – 2005	4% INCREASE
14,800	
2005 – 2006	9% INCREASE

SOURCE: NORTHERN RAIL

8. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

8.1
INTRODUCTION

It is recognised that a balance needs to be struck when weighing up the social and economic impacts of aviation against the environmental impacts. This section considers the following issues and mitigation measures:

· Aircraft Noise
· Air Quality
· Landscape and built development
· Water Quality
· Other mandatory environmental standards
· Surface Access

8.2
AIRCRAFT NOISE

Due to the limited number of aircraft movements, which have previously been associated with the operation of the airport, there has been limited noise nuisance to nearby residential properties. There are also a comparatively limited number of residential properties, which are located in close proximity to the perimeter of the airport.

Given that the airport was an operational airbase, prior to the introduction of planning legislation, there are no planning conditions currently restricting the number of flights, their times of operation, nor their noise attenuation levels.

Baseline noise assessments have been carried out by an independent consultant, Sound Advice, with a view to producing a basic assessment of noise from aircraft at points close to existing residential properties in and around the airport. The conclusion of that assessment was that based on the level of take-off and landing from Boeing 737 aircraft, the overall energy average level LAeq was 62dB for the whole period. If the 737 events are removed electronically, then this reduces to 58dB. This latter figure could be said to be the typical current daily ambient noise from traffic, light aircraft activity and other sources affecting the houses on the Hamlet (LAE for 15 hours = 105Db).

The effect of the current Boeing 737 events on the daily noise average would be to increase it to just 59dB.

Any planning application for a new terminal building is likely to be accompanied by a full Environmental Impact Assessment which will cover more fully the issues surrounding noise as a result of a significantly expanded airport. In response to a number of objections from local residents the airport will give careful consideration to the issue of 'night time' flying and will wherever possible ensure that flight times reflect the sensitivity of this issue in relation to residents concerns.
The airport proposes to manage noise issues with the following mitigation measures to ensure that aircraft noise is adequately controlled:

- There are no planning conditions or lease limitations which prohibit the operation of certain types of aircraft at night, nor the number of flights in any one given period
- For the duration of this Master Plan period, it is not envisaged that night flights between 01:00 and 05:30 will be carried out
- The airport issues a number of operational instructions, which require users to operate within certain limits. The airport is also currently considering its operational instructions, with a view to further minimising noise nuisance, particularly during take-off, in an easterly direction, along the main runway. Aircraft operating passenger services have also to comply with stringent international noise regulations
- The cross runway, which operates in a southeast and north-westerly direction will be closed, with only the main runway being utilised. This will further minimise noise levels for nearby residential properties, particularly for occupiers of properties within the Westgate Road area and other residential areas at the northerly part of St Annes

As from 2007 all major airports – in line with EU Directive 2002/49/EC will have to produce noise maps and an action plan to manage their noise impact.

8.3
AIR QUALITY
The airport places priority on managing the air quality in its immediate location and undertakes to improve environmental standards.

8.3.1
THE LEGISLATIVE CONTEXT
Air quality levels are managed by local government but are governed by national and international regulations and laws.
- In the UK, there is the Government's National Air Quality Strategy. This sets out targets based on human health
- At a European level, there is the Air Quality Framework Directive, and again, it sets out health based targets
- At a local level, local authorities are required to assess air quality in their areas for compliance with national air quality of objectives

8.3.2
CURRENT ASSESSMENT
After consultation with the relevant authorities existing pollutants are currently below the relevant air quality objectives. Further air quality assessments will be carried out during the life time of the Master Plan. The potential for increased air pollution as a result of the increased number of aircraft movements to and from the airport will be considered as part of the planning application submission for the new terminal building. It will be a key component of the Environmental Impact Assessment.

8.4
LANDSCAPE AND BUILT DEVELOPMENT HERITAGE
The main heritage issue relevant to the site of the airport is the designation of a biological heritage site as designated by Lancashire County Council. The designation covers a small, irregular area of land to the west of the airport site. As such, any future development proposals which are likely to impact significantly or fundamentally on the biological resources of the sites will have to be given careful consideration. It is unlikely that any expansion plans will impact upon the Biological Heritage Site, but should this issue arise, measures of mitigation may be able to be put in place to minimise its impact. This will be considered during the preparation of the Environmental Impact Assessment to be submitted with the planning application for the new terminal building. Natural England will also be consulted in the preparation of the Environmental Impact Assessment as the Ribble Estuary is a Ramsar site and a Special Protection Area.

In relation to the built development, there are no heritage issues, which are likely to impact upon either current or future operations of the airport. The Master Plan indicates that the airport will be transferring most of its facilities to the south side of the airfield. This will bring the facilities into proximity with residential properties. Whilst the airport consider that the distances from built development is at acceptable levels they are still aware of the concerns of residents and their perception of the impact on their residential amenity.
The re-location of hangarage, air traffic control facilities, fire service and emergency operations to the south side of the airport is integral for plans for expansion. As part of the proposals, a series of mitigation measures will therefore be looked at with regard to the following:
- Consultation with residents adjacent to the southern boundary of the site prior to any development taking place
- Production and implementation of a full landscaping plan for the area
- Consideration of operational working hours in relation to maintenance facilities, emergency training and general operational activity

8.5
WATER QUALITY
The airport drainage system discharges to both a main interceptor and into a combined sewer. There have been no pollution incidents at the airport to the operator's knowledge.

8.6
VISUAL AMENITY
An assessment of the visual amenity of the area surrounding the airport was carried out. From that, it was noted that the airport has a predominantly flat and open environment due to the topography of the Fylde plain, as detailed in the Landscape Strategy for Lancashire 2001. This is beneficial for the operational requirements of the airport and CAA regulations, which require the removal of obstacles within operational airports.

The visual amenity of the airport with regards to its range of buildings, is such that the majority of the operational buildings, and other associated range of buildings, are located to the north of the site, generally on the Squires Gate Lane elevation, which is characterised in the main, by built development, of varying size/scale. Any future development at the airport will take account of the visual attributes and character of the area particularly on the south side of the airport where there are residential properties. As part of the proposed application for a new terminal building, the impact on the visual character of the area will be considered as part of the Environmental Impact Assessment. This will not only consider the impact of the new terminal building but will also consider the effect on visual amenity of the new facilities on the south side of the airport.

8.7
GREEN BELT
The majority of the site of Blackpool International Airport falls within the Green Belt designation, which separates the main conurbations of Blackpool and Lytham St Annes. A portion of the site, mainly to the north of the site (which is where the majority of the associated buildings are located), fall outside of the Green Belt. The issue of Green Belts were discussed in the White Paper, and a review and further guidance was proposed. The RSS is scheduled to be subject to public consultation in March 2006. In that document, it states that there will be no review of Green Belt boundaries until after 2011. This implies that after 2011 there may be a review of the Green Belt in Lancashire and the airport is actively supporting this policy as part of the RSS consultation process.

Any subsequent development, which cannot be carried out under the General Permitted Development Order, and which falls within the Green Belt, will have to be considered against the very special circumstances, which prevail in terms of PPG2. Part 18 of the General Permitted Development Order is quite generous with the amount of permitted development that is allowed. This includes emergency development, air traffic control development and air navigation development. In Class A, Development at an airport, of Part 18, permitted development is as follows:-

"The carrying out on operational land by a relevant airport operator or its agent of development (including the erection or alteration of an operational building) in connection with the provision of services and facilities at a relevant airport."

This means that the airport have permitted development rights to erect operational buildings within their perimeter as long as the relevant local authority are consulted first, unless it is an emergency situation, and then the size of building is limited to 200 cubic metres in capacity and 4 metres in height. Car parking essentially required for the operational use of the airport would also not require planning permission as long as the relevant Local Planning Authority is consulted.

8.8
ECOLOGY
The airport operates a 'long grass' policy, primarily for aircraft safety reasons, given that such a practise discourages the potential for

"The carrying out on operational land by a relevant airport operator or its agent of development (including the erection or alteration of an operational building) in connection with the provision of services and facilities at a relevant airport."

bird strikes. This policy, together with the need to keep many grass areas cleared for safety and security reasons, results in substantial areas of the airport remaining undisturbed for long periods. The airport will work to industry guidelines, which seek to achieve ecological benefits within the first priorities of safety and security.

In relation to bird strikes, the airport is in line with the UK average in the number of strikes in any one, given year. In 2005 there were 12 reports of bird hazard. Six of these were identified as definite bird strikes and six more were a mixture of small birds and reported un-confirmed strikes.

A full ecological assessment will be carried out for any future development proposals, which are likely to impact upon the Biological Heritage Site. During that assessment, measures of mitigation will be put in place to address any significant ecological issues raised.

In addition, any subsequent redevelopment proposals in relation to the airport, will provide additional landscaping where possible in order to improve ecological and nature issues, whilst also having regard to safety and security (i.e., avoiding certain species which increase the attraction to birds and subsequent bird strikes).

8.9
COMMUNITY INVOLVEMENT POLICY

The airport undertakes a wide range of activities and communication with the local community. The airport Joint Consultative Committee is the main body that meets on a regular basis with the Airport to raise issues of immediate concern.

Other communication activities include:
· the airport website
· information sheets
· regular liaison with local groups
· school visits
· public exhibitions
· open days

9. THE SOCIAL AND ECONOMIC BENEFITS

9.1
INTRODUCTION
In May 2006 consultants, York Aviation were appointed by Lancashire Economic Partnership (LEP) to undertake a study into the economic impact of Blackpool International Airport. The study was completed in October 2006.

The key points of the study are as follows:

9.2
ECONOMIC AND EMPLOYMENT EFFECTS
At present, Blackpool International Airport directly supports around 390 full time jobs and generates around £11 million of income in the Lancashire economy. Through indirect and induced effects, it is estimated that the airport supports up to 310 additional full time employees and generates a further £9.2 million of income.

Based on the current passenger forecasts it is estimated that the airport will support between 1,860 and 2,210 full time employees by 2015 and will generate between £69.5 million and £81.8 million (at 2005 prices) of income. As passenger numbers grow, by 2030, it is estimated the airport will support a further 1,740-2,060 full time employees over the 2015 figure – generating between £86.0 and £101.3 million (at 2005 prices) of income.

These estimates of employment and income impact do not include economic activity supported through the catalytic impact of the airport. In the context of a modern developed economy, we would consider the wider catalytic benefits of the airport to be the more important element overall.

9.3
WIDER ECONOMIC IMPACT

9.3.1
THE VALUE OF CONNECTIVITY
This impact study describes the economic benefit brought to the sub-region by the connectivity offered by the airport now and in the future. For companies the potential advantages of a location near an international airport include access to customers and markets.

There a number of companies with international business links located on the adjacent Business Park.

9.3.2
SYNERGY WITH KEY SECTORS
The analysis demonstrates that there is a strong degree of confluence between the sub-region's growth sectors as outlined in the Lancashire Economic Strategy and those with a need for air services.

9.3.3
INBOUND TOURISM
The airport can act as a gateway not only to Blackpool but to Cumbria, the Lake District and Lancashire's own tourist attractions. The Strategy for Blackpool's Visitor Economy 2006/2010 sets out a framework for partnership and action and points to a number of key strategic themes. Under 'Leadership and the Visitor Economy' the strategy notes that a key objective is to "purposefully exploit the opportunity offered by Blackpool International Airport to connect Blackpool to business and residential communities regionally, nationally and internationally."

9.3.4
QUALITY OF LIFE
It is also important to note the positive effect the airport can have on the image and perception of Blackpool and Lancashire as a place to live, visit, work and do business, and this can lead to tangible positive impacts. The air service offer provided by Blackpool can also significantly improve the quality of life of residents within its catchment.

"Blackpool International Airport directly supports around 390 full time jobs and generates around £11 million of income in the Lancashire economy. Through indirect and induced effects, it is estimated that the airport supports up to 310 additional full time employees and generates a further £9.2 million of income"

10. PUBLIC CONSULTATION

10.1
INTRODUCTION

This section sets out the measures taken by the airport to ensure that the draft Master Plan was appropriately communicated and consulted upon with its local stakeholders.

10.2
THE PUBLIC CONSULTATION PROCESS

The airport undertook an extensive consultation process, which was launched on 31st May 2005 and closed on 14th September 2006.

The activities included:

- Key stakeholders, which included Government Agencies, Local Councils, CAA Regional Inspector, local MP's, Joint Consultative Committee and Residents Groups, received individual briefings
- A consultation day was held for other key stakeholders such as Airlines and Tourist Boards
- Airport Display with consultation feedback forms. Management representative available to speak to interested parties
- Draft Master Plan available on website for download. Written comments were encouraged by post and on a dedicated e-mail form. Printed copies were given to key stakeholders
- Press coverage

10.3
SUMMARY OF PUBLIC CONSULTATION FEEDBACK

In total the airport received 112 individual comments regarding the proposed Master Plan.

These can be broken down into the following categories:

· General objections with reasons given – 25
· General objection but no reasons given – 9
· Objections mainly regarding noise and air pollution – 35
· Other environmental objections – 1
· General comments –10
· Detailed comments but not objecting – 2
· General support for expansion – 22
· Support or no objection if night flights stopped – 5
· No objection except for the moving of facilities to the south side – 3

There was a wide range of responses and the following points have been addressed:

- Some important planning policy references previously omitted, now included
- Specific reference to the relevant paragraphs in the Northern Way regarding the role of the airport
- Comment on the need for the expansion of the Business Park to support the financing of the airport expansion
- An indication of timings regarding new terminal building and the submission of a planning application
- A revised section containing more detail regarding the surface access strategy
- Acknowledgement that noise issues and air quality issues will need to be covered in a full Environmental Impact Assessment to accompany a planning application for the new terminal
- Acknowledgement to engage with the airport's immediate neighbours regarding plans to relocate facilities to the south side of the airfield
- A simplified model for passenger forecast

APPENDIX 1. GLOSSARY OF TERMS

The following glossary explains airport specific terminology within the Master Plan.

THE AIRPORT
Blackpool International Airport.

AIRCRAFT STAND
A designated area on the aerodrome intended to be used for parking aircraft.

APRON
The area where aircraft are parked, allowing for the embarkation and disembarkation of passengers.

BUSY DAY SCHEDULE
This represents a typical daily flight schedule which would be operated at each level of forecast passenger throughput.

LEQ
The Leq is an energy mean of the noise level averaged over the measurement period and often regarded as an average level.

STAKEHOLDER
Any individual or member of a group with an interest in the activities of Blackpool International Airport and on whom the airport's operation will have an impact for example: government, airlines, councils.

APPENDIX 2. AIRPORT LOCATION PLAN

APPENDIX 3. DRAWING OF EXISTING AIRPORT

KEY

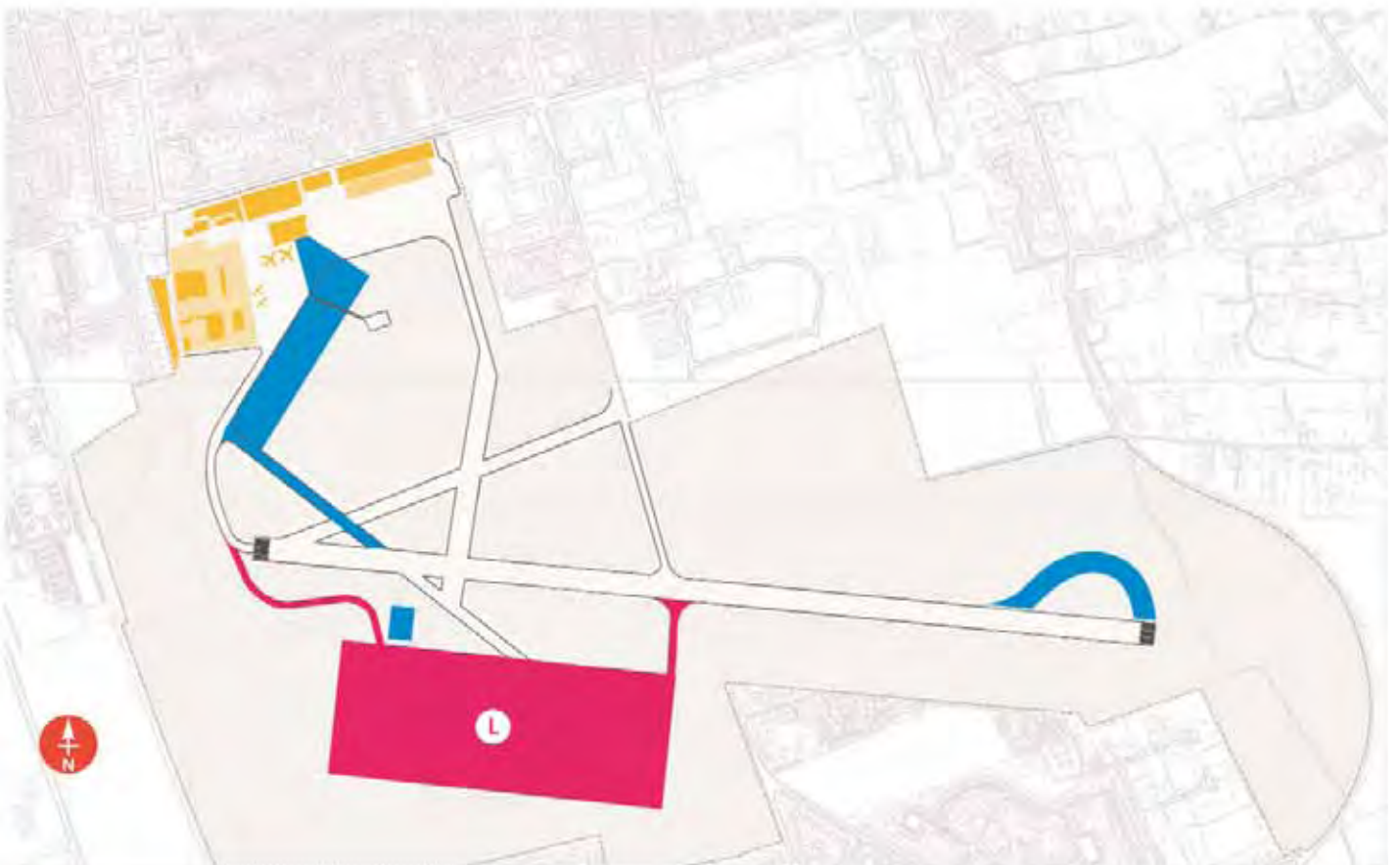
- A MAIN RUNWAY
- B CROSS RUNWAYS
- C MAIN AIRCRAFT PARKING FACILITIES
- D PASSENGER TERMINAL
- E GA & MAINTENANCE FACILITIES
- F AIRCRAFT TAXIWAYS
- G PUBLIC & STAFF CAR PARKING
- H HOTEL/PUB (INCLUDING PARKING)

APPENDIX 4. PHASING PLAN 1

KEY

- A MAIN RUNWAY
- B CROSS RUNWAYS
- C MAIN AIRCRAFT PARKING FACILITIES
- D PASSENGER TERMINAL
- E GA & MAINTENANCE FACILITIES
- F AIRCRAFT TAXIWAYS
- G PUBLIC & STAFF CAR PARKING
- H HOTEL/PUB (INCLUDING PARKING)
- I EXTENSION TO AIRCRAFT PARKING APRON
- J RELOCATED FIRE STATION
- K ADDITIONAL & UPGRADED TAXIWAYS (CROSS RUNWAY TAKEN OUT OF USE)

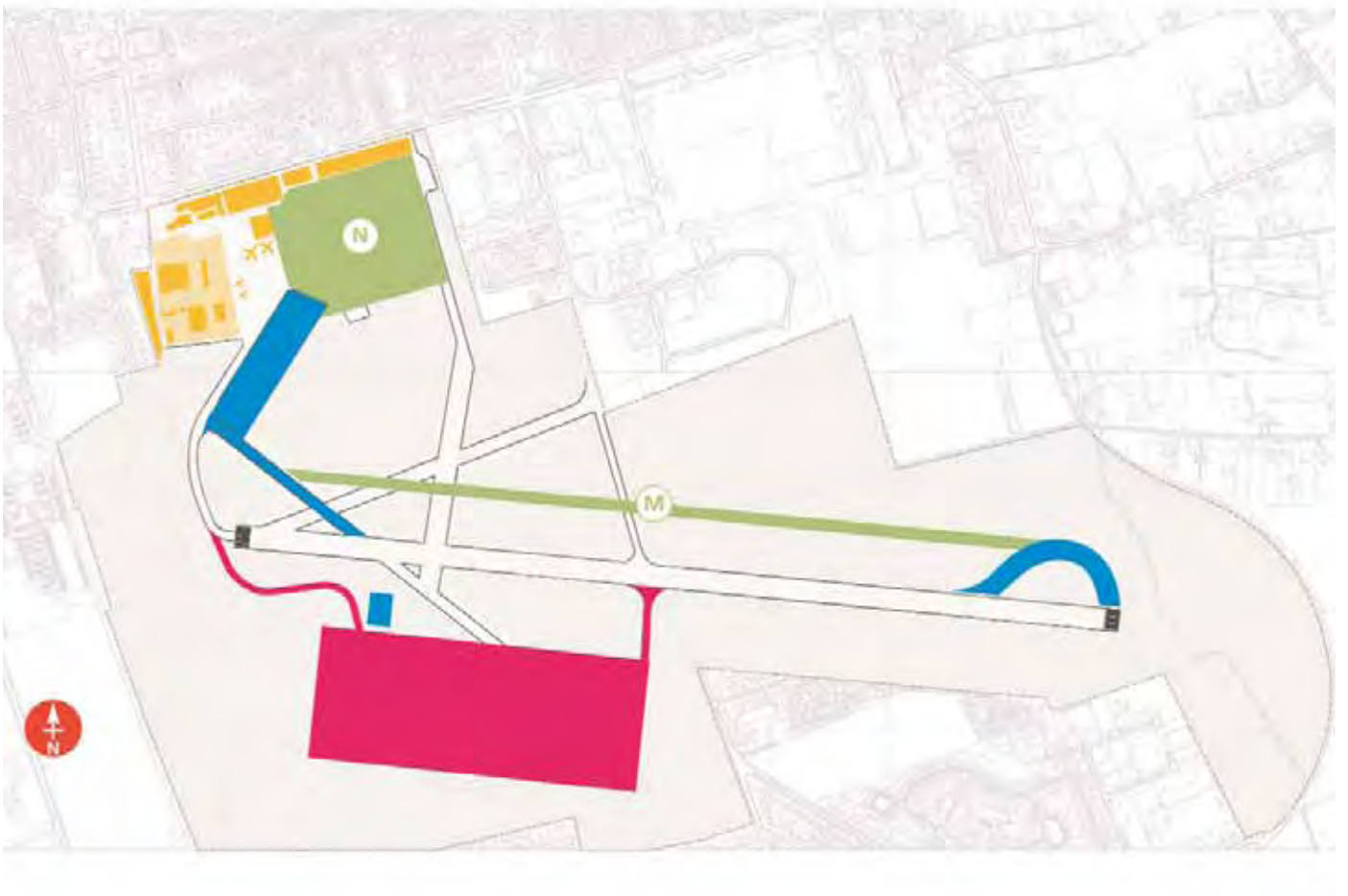
APPENDIX 4. PHASING PLAN 2



KEY

- A MAIN RUNWAY
- B CROSS RUNWAYS
- C MAIN AIRCRAFT PARKING FACILITIES
- D PASSENGER TERMINAL
- E GA & MAINTENANCE FACILITIES
- F AIRCRAFT TAXIWAYS
- G PUBLIC & STAFF CAR PARKING
- H HOTEL/PUB (INCLUDING PARKING)
- I EXTENSION TO AIRCRAFT PARKING APRON
- J RELOCATED FIRE STATION
- K ADDITIONAL & UPGRADED TAXIWAYS (CROSS RUNWAY TAKEN OUT OF USE)
- L RELOCATED FACILITIES

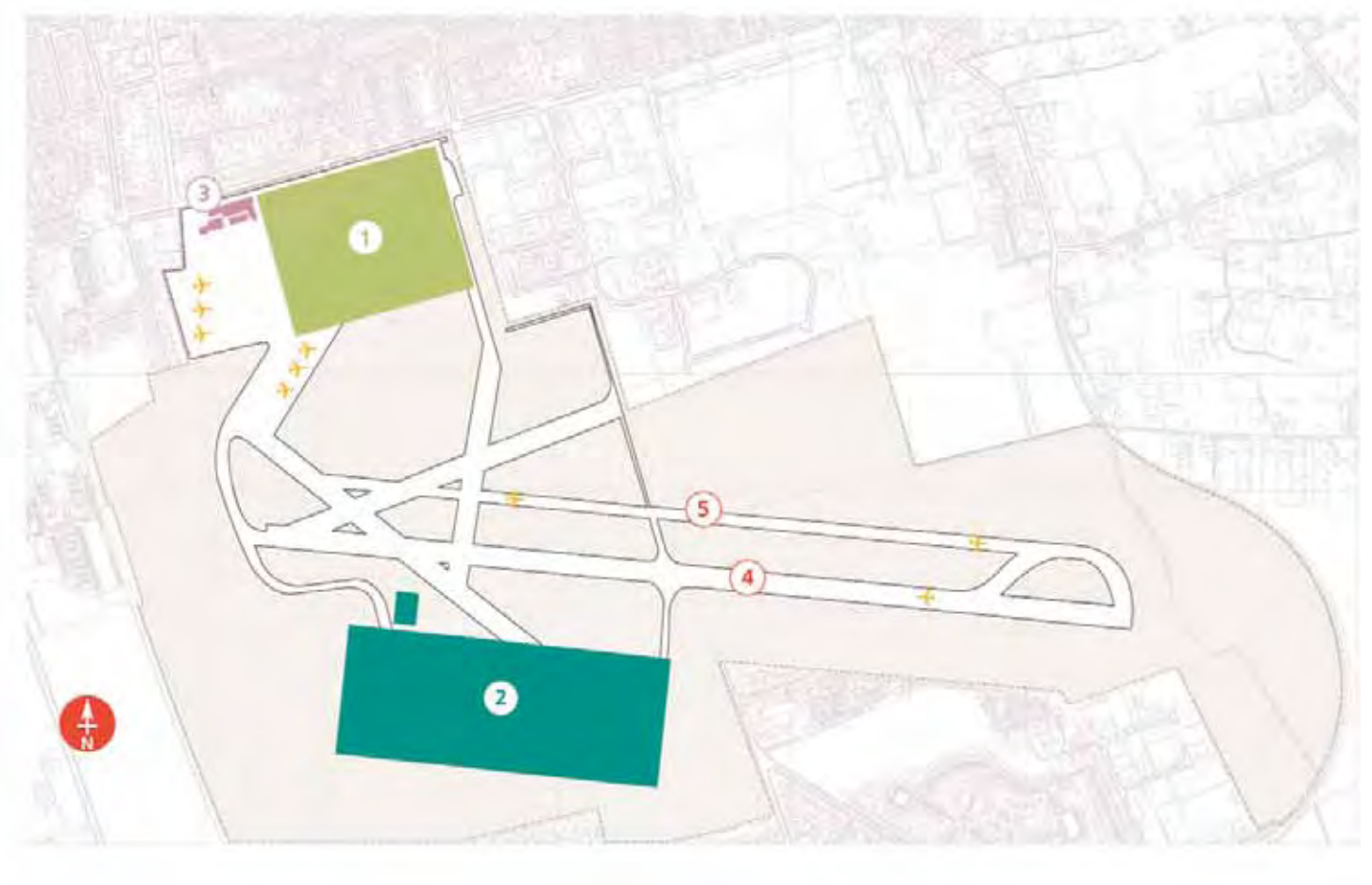
APPENDIX 4. PHASING PLAN 3



KEY

- A MAIN RUNWAY
- B CROSS RUNWAYS
- C MAIN AIRCRAFT PARKING FACILITIES
- D PASSENGER TERMINAL
- E GA & MAINTENANCE FACILITIES
- F AIRCRAFT TAXIWAYS
- G PUBLIC & STAFF CAR PARKING
- H HOTEL/PUB (INCLUDING PARKING)
- I EXTENSION TO AIRCRAFT PARKING APRON
- J RELOCATED FIRE STATION
- K ADDITIONAL & UPGRADED TAXIWAYS (CROSS RUNWAY TAKEN OUT OF USE)
- L RELOCATED FACILITIES
- M NEW PARALLEL TAXIWAYS
- N NEW FACILITIES

APPENDIX 5. COMPLETED AIRPORT LAYOUT



KEY

1. NEW TERMINAL & ASSOCIATED CAR PARKING
2. RELOCATED FACILITIES
3. HOTEL / PUB (INCLUDING PARKING)
4. MAIN RUNWAY
5. MAIN TAXIWAY

NOTES

NOTES

Blackpool
International Airport

Blackpool International Airport
Squires Gate Lane
Blackpool
FY4 2QY
United Kingdom

t : +44 (0)871 273 777
f : +44 (0)871 273 778

info@blackpoolinternational.com
www.blackpoolinternational.com