

# Airport Cities Development Conference

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## Conference Report

**Tuesday, 11th June 2019**  
Concord Conference Centre, Manchester

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# Foreword



**Keith Griffiths,**  
Managing Director,  
Built Environment  
Networking

UK Airport's are the catalysts for billions of pounds of investment into the UK economy each year however, the average citizen has a transactional relationship with them, only associating their worth when going on business trips or holidays. Several European cities including Stockholm and Dublin are seeking to change this cliché by pioneering the developments of new communities and using their airport as catalysts for growth. In Britain, Manchester Airport is leading the way in introducing this concept and on your approach to the terminal you can clearly see the "Manchester Airport City" branding.

Around 300 delegates packed into the Concorde Centre at Manchester Airport, a stunningly appropriate venue which created quite a buzz as conference-goers filed in ready for their day. I want to take the opportunity to thank all of our conference partners, exhibitors and national sponsors for adding to the enjoyment of the day.

In terms of presentations, this turned out to be one of the most diverse set of topics in our entire 2019 programme. We heard from airport owners who are working with developers to maximise the use of

their land, operators who are shaping the agenda in their region and thought leaders who have worked on airport city related projects across the world. We even found time to make the usually dry topic of car parking an underrated and integral part of the agenda!

Walking away from the event, it was abundantly clear that we only scratched the surface of the Airport city potential but it was great that many of our attendees arrived on the morning with a sense of intrigue and a basic level of understanding on the subject matter but upon leaving commented that they'd genuinely learned something. With that in mind, we have already organised a date for the second iteration of this event which will take place on 9th June 2020 (again at the Concorde Centre) and my team are already working on delivering a very impressive line-up to take the conversation to the next level. If you want to get involved next year please do not hesitate to contact me directly!

**Best wishes,  
Keith**

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# Defining Airport Cities

## Panel Members:



**Chair: Phil Laycock**

Director, Built Environment  
Networking

[@BENetworking](#)



**Jonathan Haigh**

Managing Director,  
Manchester Airport Group

[@MAG\\_PressOffice](#)



**Liz Goldsby**

Senior Development  
Manager, Transport for  
Greater Manchester

[@OfficialTfGM](#)



**Lorcan Tyrell**

Development Director,  
Dublin Airport Central

[@DublinAirport](#)

## AIRPORT GROWTH TO RELY ON ADDITIONAL REVENUE STREAMS

Airports will need to rely more heavily on incomes from developments such as Airport Cities as revenues from flight fees and retail declines the Development Director for Dublin Airport Lorcan Tyrell has said.

Speaking at our Airport Cities Development Conference in Manchester, Tyrell said that cuts to passenger landing charges from €9.50 to €7.50 were “unfeasible” for the airport: “We are in negotiations with our regulator and will await the outcome of the determination with in another six months’ time in November.”

**ULTIMATELY THIS IS ONE OF THE REASONS WHY AIRPORT CITIES ARE STARTING TO BECOME SO IMPORTANT, IT’S BECOMING A RACE TO ZERO FOR PASSENGER CHARGES ACROSS THE WORLD AND WE NEED TO START THINKING OUTSIDE THE TRADITIONAL BOX AND LOOK BEYOND THE TRADITIONAL REVENUES WE BANKED ON HISTORICALLY.**



Tyrell added: “Anybody embarking on an airport city project would be well advised to build in a lot of flexibility inherent in masterplans. It’s not a failing for an airport city to have 20 or 30 masterplans [over the development lifecycle] it’s a strength to be able to adapt and change, and occupiers are key.”

“We are in an era where people work pretty much anytime and anywhere were all connected in any shape or form. Having an eye toward the future and not be too prescriptive can be an advantage.”

Tyrell added that revenues from car parking and retailing could also be expected to make up less of the overall airport income in the future. Noting “it’s important to build a sustainable future for ourselves.”



Tyrell’s comments come as several UK airports lay out their plans for future development both in the airport and in the neighbouring airport cities.

Jonathan Haigh, Managing Director of Manchester Airport Group (MAG) Property noted that traffic is a bottleneck for the airport. He said:

**“A BIG ASPIRATION FOR THE AIRPORT IS TO INCREASE THE TRANSPORT MODAL SHIFT. PEOPLE MISS PLANES BECAUSE OF TRAFFIC CONGESTION, THE ROADS ARE SO BUSY THEY ARE NOT DESIGNED TO COPE WITH THE AMOUNT OF TRAFFIC THEY ARE RECEIVING AT THE MOMENT.”**

Transport for Greater Manchester’s Strategic Development Director Liz Goldsby said that the city is aiming to deliver a range of upgrades to encourage a rise in the level of people using public transport to reach the airport, which currently stands at 16%.

She said: “Clearly what we have seen is the delivery of metrolink in the past couple of years, and not just metrolink but the second city crossing, it’s a key part of our agenda going forward. We are looking at tram train proposals. It is about working with partners such as Manchester airport group. It’s also around making public transport easier for people such as contactless technology and building accessibility.”

She added: “We have an innovation team looking at autonomous vehicles and looking at those opportunities about maximising how the capacity on the highway network. We are never going to get rid of the need for car travel entirely but it’s how you can make that sustainable and have the right capacity across the region.”



Passenger expansion is a key part of both Dublin and Manchester’s growth plans, with MAG planning to spend £1bn on a phase one of its development programme opening this year, with a long-term aim to reach over 40m passengers’ movements per year. However, investment in the airport infrastructure has come with added complications to usual development.

Mr Haigh said: “It is an unusual gig developing an airport terminal, it’s not like a shopping centre where you get an anchor tenant with a 25-year commitment. Airlines don’t give you that commitment. You have to really analyse the sector, who is buying the planes, what planes, where they are flying before deciding [on development]. It is not just a passenger numbers game.”

Mr Tyrell said that Dublin aims to increase its own passenger levels to close to 40m per year. “We have got a wider masterplan we are developing, we hit a low of 17m passengers in 2012, we are now at 31m and expect to go higher. We are capped by planning at 32m and have a plan to get that lifted. We have a masterplan of what 40m passengers will look like. We will be adding an extra third of everything onto the campus.”



# Airport Cities Future Development Plans

## Panel Members:



**Chair: Ceri Taylor**

Senior Manager – Risk & Commercial Assurance, PwC  
@PwC\_UK



**Charles Johnson**

Director of Development, Leeds Bradford Airport  
@LBIAirport



**Cllr Iain Malcolm**

Leader of the Council, Newcastle Airport Business Park / Tynexe Development  
@NCLairport



**Liz Askham**

Property Manager, Doncaster Sheffield Airport  
@DSA\_Airport



**Marcus Lee**

Director - Nordic – Office of Architecture  
@NordicOOA

## BREXIT & LAND AVAILABILITY TOP AIRPORT CHALLENGES

Business uncertainty due to Brexit remains the biggest challenge to airport growth beside the availability of land, the Chair of Newcastle Airport’s parent company Iain Malcolm has said.

Mr Malcolm, who is chair of LA7 Airport Holding Company and Leader of South Tyneside Council, told delegates at our Airport Cities Development Conference that the current uncertainty had hit business confidence in the region and would continue to do so until a way forward could be found.

He said: “The biggest challenge to growth once you have the land sorted has to be business confidence and the economy. It is shot at the moment in terms of Brexit I am afraid, we are seeing that to a degree in Newcastle. Many Geordies will [still] go on low-cost flights but businesses are getting nervous over what their long-term growth plans will be. My call is for national politicians to get it sorted out so that we Brexit from the European Union but remain in the single market.” He added:

**BUSINESS IS EXTREMELY NERVOUS. BRITAIN IS A BIG COUNTRY, I VOTED TO REMAIN AS IT IS THE TYPE OF EUROPE I WANTED TO LIVE IN, BUT IF WE’RE OUT [OF THE EU] WE WILL SURVIVE AND THERE’S LOTS OF OPPORTUNITIES TO GROW AND DO GLOBAL TRADE. BUT WE HAVE TO KEEP OUR TRADE LINKS WITH EUROPE, AVIATION NEEDS US TO KEEP OUR LINKS WITH THE EUROPEAN UNION.**

Mr Malcolm was speaking at the conference where a number of the UK’s northern airports outlined their growth plans for the coming decade and highlighted what needed to be done to improve passenger growth and connectivity.

Liz Askam, Property Manager at Doncaster Sheffield Airport said that the operator was working up plans link up the airport to the rail network and allow access to a wider demographic. She said: “As part of our masterplan is a safeguarded rail corridor [close to the airport]. We are proposing to have a new railway station as part of the development, as a spur off the East Coast Main Line.



“That would massively open up the catchment and access to a further 9m passengers within a 90minute travel time. I see regional airports as playing a key role in rebalancing the economy, both North to South but also east to West. If we can deliver on the east coast mainline station that will boost the connectivity of the airport and help us be a massive regional player, for passengers, cargo and businesses that will locate in the employment development.”

Doncaster Sheffield Airport hopes to build up to 5.5m sq ft of development in and around the airport, with 1.5m sq ft of new work to be constructed on the air side [beyond customs] of the airport which would include new aviation facilities and expanded cargo operations as well as 3.5m sq ft of development in and around the airport focusing on logistics and advanced manufacturing. The airport also plans to build up to 2,500 new homes.

Charles Johnson, Head of Planning and Development at Leeds Bradford Airport, which hopes to raise its passenger

numbers from 4m in 2018 to up to 7m by 2030, also noted how transport connections would be vital for the airport’s growth plans.

He said: “We are looking to get additional link roads and a train station at the airport. Our project is a parkway station which we will get in the end of 2022/23 we are getting to the end of the GRIP 3 design in terms of railway so are quite well advanced, the funding is partially there we are sorting out the rest of the funding.



Johnson added: “The important thing for us is not the station but to improve the journey times, it will make decisions for people in our catchment area easier as to whether they should get in their car or catch the train. If you are coming from Kirklees the journey time is now 45minutes, that may be a 35 or 30minute journey which makes it an easier decision-making process for passengers.

Mr Johnson also noted that the airport is looking to provide much-needed high quality space for businesses in the North West of Leeds that at present is in dire need. He said:

**“I’VE SPOKEN TO A LOT OF BUSINESSES WITHIN ABOUT TWO TO THREE MILES OF THE AIRPORT, THOSE BUSINESSES ARE IN VERY POOR ACCOMMODATION, THEY ARE CRYING OUT FOR BETTER, CLEANER MORE EFFICIENT BUILDINGS TO MAINTAIN NOT A SHED AT THE BOTTOM OF SOME INDUSTRIAL ESTATE.”**

“It is trying to meet the demands of those tenants which have a highly skilled workforce making components for

the aviation industry, defence industry and rail industry. It allows us to deliver specialist accommodation. There are a couple of big universities just a few miles down the road from the airport and they do have academic requirements in terms of lab space and in terms of grow on space for new businesses.

Conference speakers also said that any airport city ambitions needed to be joined by cross-regional investment in projects such as the Northern Powerhouse and connecting up HS2 with local rail projects.

Mr Malcolm added that politicians needed to urgently rethink how regions such as the North East and North West are structured if they want to see real progress in schemes such as the Northern Powerhouse.

He said: “There needs to be a fundamental change in how resources are allocated in this country, we are going to continue to see a total imbalance in regional policy making decision. The idea of these regions getting together and calling themselves a northern powerhouse is fine and dandy but unless that have the tax raising powers that they have in Scotland and Wales and to a certain extent Northern Ireland quite frankly we are just talking to ourselves. In Westminster the current crop of politicians are not listening to the regions.”





# A View from PLACEMARQUE+

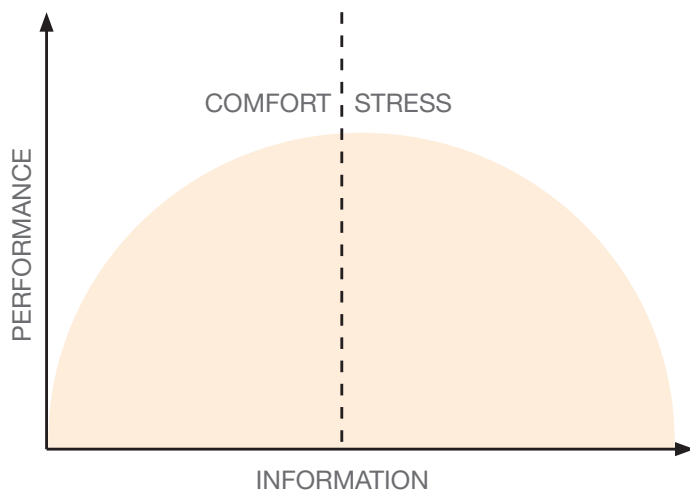
## WHAT DEFINES AN AIRPORT CITY

Placemarque chose to sponsor Built Environment Networking's Airport Cities conference because it combines our key markets. We create wayfinding for large estates and for communities. An airport city involves (possibly) the most complex of all estates. And community-wise, an airport city is the same as every other city, isn't it?

People have to eat, sleep, rest and recharge, and they need to connect with their surroundings and with other people.

Perhaps a key difference is the self-sufficiency of an airport city. In this regard it is similar to working on a campus-based university, such as Lancaster University (as Placemarque did). An airport city has to provide everything for those who visit, work and live in the area, acknowledging that people who work there are likely to live nearby, hence the importance of an airport or university to a city's economy. Both need clear signage for complex multi-building constructions, and both need to consider this complexity in terms of how time-pressured visitors are, whether attending lectures or catching flights.

This means good design is key. Placemarque often uses the above diagram when talking to clients. In order to make a good decision, we need options, clear options, and not too many. The diagram neatly illustrates our findings that as the quantity and complexity of information presented to a user increases, their ability to capture and act on it reduces.



Keeping it simple means people can make it to Terminal 1 on time. In fact, when we designed the wayfinding for



Lancaster University, we kept the naming of the complex estate simple: zoning the campus into North Zone and South Zone, etc. This means that unfamiliar visitors can navigate efficiently.

It's also interesting to consider the relationship between an airport city and its 'host city' or region. Does an airport city need a character that has a resonance to the city it is linked to?

Perhaps this depends on the size of the host city. People flying into London Heathrow may be travelling to London but equally may be heading to the Cotswolds. People flying into Manchester may be from Preston, Sheffield or Lancaster. This means that the airport would need its own sense of place. It should be a community (and not just a shopping centre!) Whilst it's still important to improve public transport and road connections to the regions, these airport cities often benefit from improving infrastructure around the airport for supporting services and the retail and F & B services within the airport city itself. But is this a good thing in light of our declining high streets?

Conversely, people flying into Liverpool, Leeds or East Midlands Airports are likely to be from the local area and it would be logical to create a sense of place which echoes the character of the city, which can start with the name. This is why Liverpool John Lennon Airport works whilst Robin Hood Airport Doncaster Sheffield (now Doncaster Sheffield Airport) was so controversial, considered to be inauthentic in its character.



One takeaway from the conference was that speakers agreed that airport cities should not compete with their host cities in terms of industry or setting up a shopping hub.

Speakers at the conference agreed that an airport needs to be an attractive front door to a region and Marcus Lee from Nordic Aviation believes that each airport should create a sense of uniqueness through its physical infrastructure. Lee asserted that 'too many airports feel like you could be anywhere.'

Other speakers acknowledged that an airport operator's commitment to the region includes taking responsibility for the environmental impact of an airport. Oslo Airport is recognised as having the world's greenest terminal and Lorcan Tyrell from Dublin Airport announced their aims to be carbon neutral from 2020. Improvements in public transport infrastructure will also help reduce an airport city's environmental impact as well as helping to create social infrastructure. Employers within airport cities as well as the airports themselves are working towards this by creating discounted travel and car-sharing schemes.

Clearly, we are already active in airport city discussions and our attendance at the conference showed us that we are

not alone – we are part of an existing and important conversation. Join our conversation on Twitter at @placemarque or find us on LinkedIn.





# Airport Cities Future Development Plans

## Panel Members:



**Chair: Jane Hirst**

Director - Planning & Growth, PBA, now part of Stantec  
 @PeterBrettLLP



**Tim Norwood**

Director - Planning, Sustainability & Corporate Affairs, Gatwick Airport  
 @Gatwick\_Airport



**Neil Isles**

Senior Designer - Portland Design  
 @BristolAirport



**Nick Gerrard**

Growth & Prosperity Programme Director, Blackpool Airport  
 @BLKAirportNews

## NEED FOR REVIEW ON PERMITTED DEVELOPMENT RIGHTS AROUND AIRPORTS

Gatwick Airport's Director of Planning, Sustainability and Corporate Affairs Tim Norwood has hit out at how permitted development rights have allowed offices close to the West Sussex airport to be converted into homes.

Speaking at our Airport Cities Development Conference in Manchester, Mr Norwood said: "We have to ask whether the government has kept its promises on permitted development rights. In Gatwick some office accommodation has been transferred into residential accommodation - but without mitigation measures to block out noise as they have been built as office accommodation and not residential. Government policy needs to be very carefully considered, and the location of new housing needs to be very carefully considered as well."

Mr Norwood also dismissed the notion that airport operator's should shoulder responsibility to provide housing as part of their own development plans, adding:

**WE ALL RECOGNISE THERE IS A HOUSING SHORTAGE ACROSS THE COUNTRY AND A NEED FOR LA'S TO HAVE A FIVE YEAR HOUSING LAND SUPPLY, HOWEVER WE KNOW THAT PEOPLE WHO LIVE UNDERNEATH THE FLIGHT PATH GET ANNOYED BY THE OPERATIONS.**

"It's not for an airport to provide housing, from my experience airports don't have expertise to deliver housing, it's not to say we would work with a housing developer but on the understanding that if you build



housing close to an airport, those residents will experience noise impact - that needs to be carefully thought though. You can put in as much insulation or mitigation as you want but people will want to use their gardens, they will be impacted [by noise]."

Mr Norwood confirmed that Gatwick is looking to make use of its stand-by runway, which is usually reserved to be used in case of emergencies, as a form of second runway for the airport, which could see passenger numbers rise from the current 46m per year, to as high as 74m.

Speaking to conference delegates Neil Isles, Senior Designer at Portland Design said that a lot of airports don't understand what an airport city means and the impact an out-of-town draw can have on other aspects of even large cities.

He said: "We do a lot of work with Amsterdam Schiphol and what it is trying to achieve. It [Schiphol] has no context

tourists. They fly into Kuala Lumpur airport, they shop and then fly straight home. That is not what should be thought of when looking to create a community."

Blackpool Airport also unveiled plans to take advantage of an unlikely source of development close to the terminal by accessing a new fibre-optic undersea cable which is being installed between the UK and US.

Nick Gerrard, Growth & Prosperity Programme Director at Blackpool Council, which owns the airport said:

**AQUA COMMS ARE PUTTING IN NEW TRANSATLANTIC CABLES WHICH WILL EMERGE VIA THE BLACKPOOL AIRPORT ENTERPRISE ZONE. IT GIVES US OPPORTUNITIES POTENTIAL TO ESTABLISH DATA CENTRES HERE, WE ARE LOOKING AT MAXIMISING THE OPPORTUNITIES. I MAY BE TALKING IN MILLISECONDS [OF TIME SAVINGS] BUT WHEN IT COMES TO FINANCIAL INSTITUTIONS THOSE SAVING MATTER.**



and place, we have been working for a long time to create place but it is sucking life from Amsterdam in quite significant ways. If you take the PwC's, Deloitte's and Microsoft's and put them on the periphery what is that doing to the centre of Amsterdam?

**YOU CHANGE THE DYNAMIC OF THE CITY BY CHANGING THE EMPHASIS OF WHERE PEOPLE WORK. YOU HAVE TO BE VERY CAREFUL GOING FORWARD ABOUT CHANGING THAT EMPHASIS. DOES IT BECOME LIKE VENICE AND BE A TOURIST ENCLAVE.**

Mr Isles added that some airports, particularly in Asia had not thought out the full implications of developments in their properties, meaning that many of those spaces lacked a sense of space, adding: "Without people at the heart we are missing the point of trying to design an airport city. In Kuala Lumpur in Malaysia an outlet part-designed in direct proximity to the airport is designed simply for Chinese





# Innovation & Ambition for Airport Cities

## Panel Members:



**Chair: Phil Laycock**

Director, Built Environment Networking

@BENetworking



**Anita Gackowska**

Development Director, London Luton Airport

@LDNLutonAirport



**Mark Long**

Operations Director, Driven / Tesla



**Lorcan Tyrell**

Development Director, Dublin Airport Central

@DublinAirport



**Wayne Yeomans**

Head of Business Development - The MacAvoy Group

@mcavoygroup

## VIDEO GAMING HELPING TO INNOVATE THE CONSTRUCTION INDUSTRY

Offsite manufacturers are hiring talent and adopting techniques from the video gaming industry to help design innovative new buildings, the firm behind the delivery of Dublin Airport's €22m new passenger facility has said.

Wayne Yeomans, Head of Business Development at The McAvoy Group, which delivered the new building at Dublin Airport using offsite manufacturing said:

**WE ARE SEEING MORE CLIENTS WHO ARE OPENING UP TO THE IDEA OF WHAT OFFSITE IS. WE ARE USING TECHNOLOGY WHICH IS COMING FROM THE GAMING INDUSTRY - WE'VE GOT SELF-CONFESSED GAMING NERDS WITHIN OUR CONSTRUCTION TEAMS WHICH ARE USING THE TECHNOLOGY TO ITS POTENTIAL.**

"If we say we are using Hololens technology, which looks to the average person like safety glasses onsite. But for a client you can put those glasses on in a blanket field you can see where that building is going to go, you can walk across a field and see where that building is going to go. It's not on a laptop now, it's in a field. That's how the gaming technology is pushing forward the offsite process. In a traditional build process, you won't get that."

According to Mr Yeomans the new 19m-wide building is the largest single span modular building to be constructed in



the UK or Europe, and was assembled on site in 16 days as part of a programme to minimise disruption as much as possible for the Airport, which remained open at all times.

Mr Yeomans added: "Becoming a contractor 10 years ago meant we could bring forward innovative and cost effective solutions - a new passenger terminal for Aer Lingus - a no-compromise solution in terms of look, reel integrity and robustness. Delivering a full terminal from concept to completion in a 16 months period was a challenge in its own right, but movement from the existing terminal to the new one had to be seamless."

"Our structure had to meet all the demands of a permanent building solution, we looked at how to minimise impact to the airport and bring forward ultra-fast delivery, minimise deliveries in and out of the airport and crane movement. We looked at innovative lighting solutions, M&E solutions that we could encompass at the factory before we got on-site. We were quite conscious of the fact we couldn't have deliveries going into that site compound every day of the week so had to do as much in the factory as possible."

"We actually got it down to 77 modules in the finish which we have a passenger terminal over 100m long and over 20m wide - it was an achievement to get it down to such a small number of modules laid down over a 16-day period."

Lorcan Tyrell, Development Director at Dublin Central added that despite the restrictions that bind public bodies in their procurement processes, the airport had managed to innovate when it came to new projects: "Dublin Airport is bound by OJEU, it is frustrating as a client to act as a private individual would. However, we are trialing innovative products, to prove them and then to procure them."

**THE NEW PASSENGER FACILITY IS AS GOOD AS ANY, I THINK THAT BIM TECHNOLOGY IS BEING USED TO PRODUCE THE FACTORY ACCURACY THAT YOU WOULD NEVER ACHIEVE ONSITE. WE'VE GONE FROM PRE-FAB'S TO MODULAR BUILDINGS TO THESE TODAY WHICH HAVE A 60-YEAR LIFECYCLE DESIGN, THEY ARE AS GOOD AS TRADITIONAL BUILD. WHO KNOWS, EVEN WHERE 3D PRINTING IS GOING, WE MAY WELL BE PRINTING BUILDINGS IN THE FUTURE.**

London Luton Airport's Development Director Anita Gackowska said the airport was also innovating and striving to raise the number of passengers that travel to the airport by public transport. The airport is currently limited by planning to 16m passengers per year but is expected to have approval for a second terminal to be built by 2027 which will allow passengers to rise to 32m.



She said: "What we are doing to enable us to pull all this [development activity] together is a Luton Parkway station. We are investing £225m into a people mover from the parkway station to the airport. Now only 16% of our passengers arrive at the airport by train. Gatwick has getting on for 40% and it is on the same train line. We need to do something to enable people to get to the airport by public transport."

Ms Gackowska added that the airport had found a wide range of different issues were important to how the airport's priorities were perceived depending on which demographic was consulted. With older residents holding very different views to younger people. She added: "One of the things we have been doing in planning for our second terminal is not only engaging with the community, we have started to work with key businesses to understand what they want from the facilities and what their businesses will look like in the future, as well as talking to youth groups for what they look for."

"The youth don't see noise or access as problems, what they were concerned about was climate change, and their opportunity as they saw it was jobs. We've been using them as a sounding board as well."

# Bristol Airport Q&A



**Nigel Scott**

Director – Business Development,  
Bristol Airport  
@BristolAirport

## Bristol Airport seems to be booming – with passenger numbers going from strength to strength. Tell us a little about the phenomenal success the airport is having?

- The UK's ninth busiest airport, and the international gateway to the South West, handling more than eight million passengers a year.
- More than 126 direct destinations served, with multiple daily flights to and from major international hubs including Amsterdam, Brussels, Dublin and Frankfurt.
- £160 million invested in facilities since 2010, delivering customer experience improvement.
- Potential to serve up to 20 million passengers a year by the mid-2040s.
- In 2018 Bristol Airport handled 6 million passengers.

Passenger numbers have grown every year since 2009, Bristol Airport's success reflects the thriving city-region it serves. With an extensive European network and a growing long-haul market Bristol Airport connects the West of England to the world, providing businesses with convenient access to destinations in 30 countries including 18 capital cities.

As well as flights by major airline brands including easyJet, KLM, TUI and Thomas Cook, Bristol Airport is also home to a business jet operation serving some of the major multinational businesses based in the region, including Airbus, British Aerospace and Leonardo.

To meet the airline growth, since 2010 over £160 million has been invested in the passenger facilities at the Airport. More recently these developments include an on-site hotel; dedicated Fast Track security channel; extended security search and immigration areas; state of the art baggage sortation system; car park enhancements

and developments including a recently opened multi-storey car park to ensure a high-quality passenger experience. This highlighted at the recent ACI Awards with Bristol Airport winning Best Airport in Europe Award (5 – 10 million passenger) category.

## In terms of the future you've already outlined the need to expand the Airport. What is the plan for that project and what are the timeframes?

With approvals already in place to handle 10 million passengers per annum, Bristol Airport is looking to the future and consulting on the long-term vision and developing a new Master Plan handling 20 million passengers per annum by the mid-2040s, offering a state-of-the-art Airport for its airlines and passengers in the region. The new Master Plan will support economic growth, create employment opportunities and further enhance connectivity. The development will be created in phases, with phase one looking towards being a 12 million passengers per annum airport by 2026, a planning application is currently being considered by the local planning authority.

## For firms interested in working alongside Bristol Airport on the expansion project, what values and ethics must companies have, and how would they go around getting involved within the procurement process?

A call to tier 1 principal contractors to join a five-year framework contract for Building & Civils works was issued in April 2019 and the period to express an interest in becoming a principal contractor for these works over £100,000 recently closed. The framework team are currently assessing the responses received from potential principal

contractors in advance of a through invitation to tender stage that will take place between June and August. We hope to award the framework contracts in late Summer/early Autumn. When those contracts have been awarded we will start looking at supplementary frameworks, potentially including professional services such as architecture, legal advice, transport/surface access, bio-diversity and cost consultancy along with tier 2 requirements such as mechanical and electrical services, albeit the full scope of the supplementary frameworks is yet to be confirmed. In addition, we will be holding regular 'Meet the Buyer' events to provide opportunities for those who want to get involved in working at the airport to meet our framework principal contractors and representatives from the Bristol Airport Development and Engineering teams.

## The expansion, which will increase capacity by an additional 2 million passengers per annum and is likely to be completed by the mid-2020s. Have you already started planning beyond on, and if so, what is the vision for the Airport?

We are already looking to the future and mindful the growth of the airport will be phased to meet actual demand. Major investment in aviation and off-site transport infrastructure, is needed and requires long-term strategic planning and the building of wide support with various organisations and partners. The Master Plan sets out our preferred approach to growth, identifying the key issues that will need to be addressed or resolved in the next 10 – 15 years.

The aviation industry is evolving rapidly, driven by new technology, high environmental standards and the ever-increasing needs of people who fly. Innovation and working smarter will be key to the future of aviation, working with airlines looking at the latest aircraft technology and the use of biometrics in the terminal will allow Bristol Airport to grow in a sustainable way. It will also provide the long-term support and opportunities for inward investment in aviation and specialist sectors. The Master Plan is guided by five pillars:

- A world leading regional airport
- Employment and supporting economic growth
- At the heart of an integrated transport network
- Sustainable approach
- Deliverability

## Connectivity is obviously crucial to ensure the airport is assessible to all, and Bristol Airport doesn't currently have motorway, dual carriageway or direct rail access. Is this currently holding the potential of the airport back, and are there any future plans for investment in infrastructure?

One of the fundamental challenges for Bristol Airport is connectivity. A mass transit station at the heart of an expanded airport would have a profound impact on the design and functionality of the airport, influencing major layout and land-use decisions through the 2020s and 2030s.

The Airport Surface Access Strategy will be a robust framework for discussions with local and regional partners and the Government, to explain how additional investment could unlock economic growth potential in our region. Mass transit will also help to drive regeneration and growth in the region. We are working in close collaboration across the region with various councils, Highways England and Network Rail on a detailed assessment of highway and rail options between the city, the Airport and main M5 motorway.

## Airport Cities has started to become a bit of a buzz word, with the likes of Manchester and Dublin creating thriving new locations in and around their Airports. Is this something which Bristol is actively looking into?

Bristol Airport is more than an airport for the South West; it's a business and transport hub capable of generating significant employment and economic growth for the region. Our research shows that advanced engineering and aerospace, low carbon and high-tech industries are a good fit with the airport. With careful planning we can identify suitable land that could accommodate a concentration of these advanced sectors within a specialist cluster. The West of England's JSP identified the airport as a Key Strategic Infrastructure Employment Location. North Somerset Council's Economic Plan also provides a strong platform to optimise the contribution the airport can make to job creation. In partnership with the local council, West of England Combined Authority, the West of England LEP and the Heart of the South West LEP there is the potential to secure funding and deliver the strategic infrastructure required to enable economic growth.



# Conference Photos





National Partner

# Balfour Beatty

National Frameworks Partner

## PAGABO

Simply better procurement

National Lanyard Partner



INTERNATIONAL FIRE CONSULTANTS GROUP

National Core Partners



Conference Partners

## PORCELANOSA



## PLACEMARQUE+



# BE Built Environment Networking

# Save the date

# BE Airport Cities Development Conference

9th June 2020

Concord Conference Centre, Manchester  
08:00 – 17:00

GET INVOLVED:

Interested in having your brand at the forefront of the biggest regional discussion focused on economic growth, regeneration and development?

Get involved early and secure your spot as a partner to position your brand as a thought leader and support to hundreds of the regions' top players.

For further information on partnership opportunities available contact:  
[keith.griffiths@built-environment-networking.com](mailto:keith.griffiths@built-environment-networking.com)



# BE Airport Cities Development Conference

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[www.built-environment-networking.com](http://www.built-environment-networking.com)

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