

# The Future<sup>✈</sup>

Blackpool International Airport Master Plan  
Blackpool Airport Ltd

Serving Lancashire, Cumbria  
and the Northwest of England.

March 2006



**Blackpool**  
International Airport

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# Introduction

This Master Plan for Blackpool International Airport has been produced in strict accordance with the guidelines set out by the DfT in their document ‘Guidelines on the Preparation of Airport Master Plans, DfT, July 2004.’ Blackpool is one of the airports referred to in the appendix to the Master Plan guidance. The airport believes that the production of the Master Plan will achieve two priorities for the future:

- It will allow greater interaction between the key stakeholder groups by providing all interested parties with useful information and reference material relating to the airports growth.
- It will 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 and in particular an Action Area Plan which will be a Development Plan Document.

The guidance suggests that local stakeholders should be involved in the preparation of the Master Plan and should contribute to its content. As part of the process there has been extensive consultation with all relevant persons and organisations that will have an interest in the airports future. In particular the relevant local authorities and regional agencies are aware of the production of the document as well as the Airports Air Transport Forum. As the guidance states the, Master Plan consultation has not just looked at the overall direction of development for the airport but has referred to specific issues and proposals. In this Master Plan all references to “the airport” mean Blackpool International Airport.

It should be noted that this is a draft document and there will be further consultation based on this document before the final Master Plan is approved by the airport. Many organisations and individuals have already made comments on the future development of the airport. The production of this document will allow those who currently have not commented to do so, and for those who have to comment further.

Following this introduction, the Master Plan covers the history of the airport, the current ownership, the present business and the existing facilities. A chapter covering all the relevant national, regional and local policies, starting from the December 2003 White Paper. The Master Plan then covers the vision for the future development of the airport and includes forecasts of passenger and aircraft movements. Following this are sections on airspace, infrastructure and surface access. The Master Plan then includes sections on the impact on people and the environment and details proposals to mitigate such impacts. The final section then illustrates benefits, safeguarding and land. It includes a location plan and existing plans followed by the proposals plan up to 2030.

# Background

## History

Flying began at the airport in 1909, although a year later the land at Squires Gate was turned into a horse-racing course. However, this ceased with the outbreak of World War One, 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 RAF. Three runways were constructed, a range of hangars and munitions stores. During the same time, a large aircraft factory was constructed and occupied by Vickers who produced several Wellington Bombers, all of which were flown from Blackpool Airports's existing runways. Also during the war, it provided a base for Spitfire fighters, largely to protect Liverpool from bombing raids from Germany.

At the end of the Second World War, Squires Gate was designated a Civil Airport, of which 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.

In July 2004, City Hopper Airports Limited, in conjunction with MAR Properties Limited and Blackpool Borough Council have operated the airport, and have commenced expansions and improvements to Blackpool International Airport.

## Lease

The site of the airport is freehold.

## Ownership

The airport is owned by MAR Properties, with Blackpool Borough Council retaining a 5% share. MAR properties is a private company whose other main interest is Wolverhampton Airport. City Hopper Airports Limited provide a Management Service to the airport and Blackpool Airport Limited has responsibility for the day to day management. The airport employs its own management team and the company currently has 127 employees.

## Present and Future Business

Historically, the airport has only handled a limited number of flights and passengers on an annual basis. However, over the past 3 years, passenger figures have increased considerably.

In 2000, the airport handled 75,979 aircraft movements. The types of aircraft movements can be summarised as follows:

2000	
Air Transport Movements	6,617
Business Aviation	932
Club and Private	56,330
Helicopters	8,569
Others	3,531
TOTAL	75,979

These figures have remained relatively constant over the years up until 2002, when there was a steady increase up until the present day as shown as follows:

2001 – 2002	
Air Transport Movements	3,771
Business Aviation	1,069
Club and Private	56,595
Helicopters	7,419
Others	3,520
TOTAL	72,374

2002 – 2003	
Air Transport Movements	3,247
Business Aviation	1,268
Club and Private	54,869
Helicopters	6,502
Others	3,639
TOTAL	69,525

2003 – 2004	
Air Transport Movements	4,783
Business Aviation	988
Club and Private	59,332
Helicopters	6,827
Others	4,556
TOTAL	76,486

2004 – 2005	
Air Transport Movements	6,675
Business Aviation	1,448
Club and Private	58,902
Helicopters	6,101
Others	4,088
TOTAL	77,214

2005 – 2006	
Air Transport Movements	7,670
Business Aviation	1,695
Club and Private	55,690
Helicopters	7,273
Others	5,198
TOTAL	77,526

In addition to the above, the passenger and movement forecasts for the year 2006 up until the end of the plan period 2030, are dealt with under the Vision and Forecast section.

## Current Facilities and Operations

The airport currently occupies 198 hectares. The terminal building is 3,800m², with a capacity of 2 million passengers per annum, together with other airport operational facilities which are currently provided in other buildings. More details in respect of the existing facilities are given in the section on infrastructure.



# The Planning Context

## National Policies

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 adverse environmental effects. Among its general conclusions were the following:-

- Air travel is essential to the United Kingdom's economy and to our continued prosperity. In the last 30 years there has been a five-fold increase in air travel. It has opened opportunities that for many simply did not exist before; half the population flies at least once a year many fly far more often than that.
- The challenge we face is to deal with the pressures caused by the increasing need to travel whilst at the same time meeting our commitment to protect the environment in which we live.
- Our economy relies on air travel. Many businesses, in both manufacturing and service industries rely on air travel and it is particularly important for many of the fastest growing sections of the economy. Visitors by air are essential to UK tourism. Airfreight has doubled in the last 10 years; one third by value of all goods we export go by air. 200,000 people are employed in the aviation industry, with three times as many jobs supporting it indirectly.
- All this puts pressures on airports, some of which are at or fast approaching capacity. Environmental problems cause genuine concern to people close to airports, as well as for the global environment. We need to plan ahead so that we can continue to benefit from the economic and social advantages of air travel, but also to deal with the impacts of increasing air transport for the environment.
- The Government recognises the benefits that the expansion in air travel has brought to peoples lives and of the economy of this country. Its increased affordability has opened up the possibilities of foreign air travel for many people, and it provides the rapid access which is so important to many modern businesses. But there is a need to balance these benefits against the environmental consequences of air travel. In particular, the impact of aircraft emissions on climate change and the impact on those who live in close proximity to airports.
- The Government's role is primarily one of enabler and regulator, operating through the planning system in particular, to take a strategic view of where airport development may be needed. It must also ensure that there is a balance between competing land uses and between benefits and their impacts, when proposals for new development are being considered.

- It is for airport owners and operators to bring forward such proposals, which will need to be considered through the planning system in the normal way. The White Paper does not authorise (or preclude) any particular development, but sets out policies which will inform and guide the consideration of specific planning applications.

While the headlines of the White Paper pointed to major developments at Stansted and Heathrow and other larger regional airports, it also provided guidance on the smaller regional airports such as Blackpool International Airport.

The White Paper was published in December 2003, following a long consultation process. The airport is specifically referred to in the document as an important Northern airport. Unlike Manchester and Liverpool, proposals to expand Blackpool should be determined locally. It anticipates that there will be significant growth at the North of England's airports. The document supports the development of additional terminal capacity, runway extensions and improved taxiway systems needed to cater for it. Although the airport for the period of the Master Plan is not likely to need to extend the runway there will be future need for terminal expansion/ replacement and an improved taxiway system and the development of surplus land on site.

After London and the South East and Scotland, the Northwest 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. Although most of the growth will be catered for by Manchester Airport there will be an increasing role and responsibility for Blackpool International Airport to play.

Since the completion of the White Paper the Government took over the Presidency of the EU and intended to use this as a basis for a number of moves to bring air travel within various international conventions and protocols. A coalition of airlines, airports and manufacturers has published a document setting out a strategy developed by the UK aviation industry to respond to the challenge of building a sustainable industry for the future. The document includes goals relating to reducing noise and increasing public transport use.

## Other National Policies

Planning Policy Statement 1: Delivering Sustainable Development, Planning Policy Guidance 2: Green Belts, 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 are all relevant to airport development but are not repeated in this document.

## Regional Spatial Strategy (RSS) for the Northwest

The draft RSS for the Northwest of England was submitted to the Office of the Deputy Prime Minister (OPDM) in January 2006. It sets out the vision for the Northwest 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 regions priorities for transport investment and management across all modes.

The document is subject to a public consultation process which commenced in March 2006. An examination in public will follow later in the year and the airport will be making representations during the process.

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 Northwest 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 regions north-south and east-west corridors;

- Support regeneration and reduce social exclusion through the development of integrated transport networks within, to and between the regions cities and other cities in other regions;
- Underpin the gateway functions of the regions 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 Northwest'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 regions 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 regions 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.

Apart from the relevant policies in the RSS and integrated RTS to purely transport related issues the RSS also has a specific policy on Regional Casinos, which is relevant to the future of the airport.(Policy W8) This gives Blackpool priority over any other venue in the region.

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 Planning Context continued

## Regional Economic Strategy for the Northwest

A draft 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 John Lennon Airports in terms of target passenger levels set out in the White Paper, 'The Future of Air Transport'. The airport is also referred to in the document in the context of the regeneration of Blackpool (ReBlackpool) and reference to the casino proposals for Blackpool is also made. It is expected that the document will be adopted in the spring of 2006.

## The Northern Way

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 £30billion 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.

## 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). However rather surprisingly there is no mention of 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 airports expansion and development.

## Lancashire Local Transport Plan

It is surprising to find there is no reference at all to the airport in the current Local Transport Plan. Why this is so is not entirely clear, but the County Council, Fylde Borough Council and Blackpool Borough Council did not advocate its inclusion in the LTP. 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 London Stansted, 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 then further reference to the production of a surface access strategy and the production of this Master Plan dovetailing in the longer term in to a Transportation Strategy. Reference is also made to the airport company's desire to reduce the reliance on the private motor vehicle by encouraging access to and from the airport by means of more sustainable methods of public transport.

## Fylde Borough Local Plan 1996-2006

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."

## 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 be 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 International 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 wholly within Fylde Borough's administrative area, many of the transport approaches to the airport are in Blackpool and it makes sense for a joint document to be produced with the co-operation and assistance of the airport.

Visions and Forecasts

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.

However, nationally, all evidence suggests that there will be a continued growth in air travel, which is set to continue over the next 30 years.

Vision

Within the White Paper policy framework, and in line with the strategic policies for the Northwest Region, the development of the airport is supported. The airport, whilst limited in the size of aircraft that provide passenger services, is still able to provide a significant range of air services and destinations. The current airport infrastructure can accept relatively large aircraft including Boeing 737's and 757's. The largest aircraft currently using the airfield is a 757, although the majority of passenger flights are currently using 737's. The airports vision for the future and the increase in passenger growth anticipated means that some modification of the airfield and airport will be required over the lifetime of the Master Plan. Such possible changes are identified on the plan appended to this document. Whilst a planning application was made by the previous owners of the airport for a runway extension, it is not envisaged that this will be required in the life time of the plan.

The potential for casino development in Blackpool has been a factor in the forecasts of passenger numbers up to 2030. Clearly any development of a 'super casino' will have major economic benefits for the region and in particular the Fylde peninsula. The airport is fully supportive of the casino development in Blackpool and believes that the airport will provide a pivotal role in the accessibility of Blackpool to both UK passengers and International passengers wanting to use the new facilities. Blackpool International Airport sees itself therefore as a key player in the success of the ReBlackpool regeneration process.

Passenger Forecasts

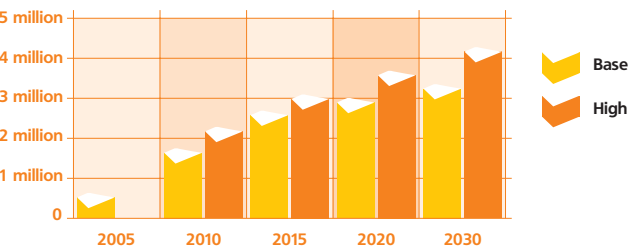
The airport has seen a dramatic increase in passenger figures in the last 3 years, and this is expected to continue. Historically, the airport has been a relatively small scale operation, but since its recent disposal by Blackpool Borough Council, a significant uplift in air traffic has changed this business operation.

In addition, the Blackpool region is currently undergoing a period of significant regeneration which will have a marked impact on the future of the airport.

As part of the preparation of this Master Plan, the Route Development Company (RDC) was commissioned to assess passenger forecasts having regard to the airport's catchment area.

The research used as the basis for this Master Plan was calculated using a base figure and a high scenario. In addition, the research further subdivided these figures into 'domestic routes', 'international routes' and 'charter routes'.

In summary, the forecast predicts that the airport could be handling up to 4.3 million passengers by the year 2030. The projected data can be summarised as follows:



The two long term forecast scenarios produced as part of this exercise, are 'the base case' and 'the high case'.

The base case is assumed to grow Blackpool from the current 356,000 passengers seen during 2005 to over 3.3 million. This would include many European and UK domestic services that could act as inbound markets. In the more conservative assumptions made in the base case, only one airline per route will be sustainable in the long term. Whilst there is likely to be a strong demand from Blackpool on certain routes, it lacks the volumes needed on typical 'competitive' route mixes, and will only result in a diluted yield for the airlines operating.

The high case scenario forecasts 4.3 million passengers for the airport per year. It assumes that markets will become large enough for two or more airlines to operate effectively on routes that have large inbound and high volume traffic. It is also assumed that visitors may look to connect to Blackpool via key hubs if the services they require are not provided directly.

Whilst it is accepted that both the base and the high case show very high levels of growth, the fact that the current base level is low, is particularly pertinent. Both scenarios forecast significant expansion of the airport both in terms of the destinations served, and by the level of frequency offered. Frequency will become more important as the propensity to fly becomes higher, and the intensity of competition from nearby airports such as Liverpool, Manchester and Leeds Bradford increases. These forecasts indicate a requirement for major investment in infrastructure in and around the airport. Lack of improvement in infrastructure or public transport initiatives will stifle the growth potential that Blackpool may be able to achieve.

The actual passenger forecast figures for both scenarios can be summarised as follows:

Year	Base	High
2005	349,693	-
2010	1,734,198	2,278,777
2015	2,709,624	3,134,545
2020	2,969,474	3,706,630
2030	3,350,768	4,305,277

A full summary of the RDC forecasting exercise can be found as a supplementary document in the Appendix to the Master Plan.

Aircraft Movement Forecasts

There are currently around 1,695 business aviation movements at the airport, although there could be a significant increase in these figures if a Fixed Base Operator were to establish itself at the airport.

Helicopters, club and private aircraft and other aircraft movements are expected to remain at the airport for the duration of this Plan. Club and private aircraft movements currently account for around 72% of the overall aircraft movements, although this split is likely to shift considerably, having regard to passenger forecasts.

Total Activity in Context

These forecasts can be compared with the current throughput of other airports within the Northwest region. For example, the ten year passenger forecast at Manchester of 42 million, is significantly greater than Blackpool, as is Liverpool at 10-12 million. However, Carlisle Airport, at this early stage of its development, is expected to be significantly less when compared with Blackpool.

The annual figures can be translated to daily averages in order to give an appreciation of the current and projected level of activity at the airport. The busy day schedule of the base figure up to the end of the Master Plan, would give a total of 102 flights a day. The high case, busy day schedule estimates approximately 141 flights per day.

Airspace Issues

The airport currently has one aerodrome traffic zone, which is 2.5 nautical miles about the centre point

of the runway up to 2,000 ft. There are no standard departure routes, nor standard arrival routes at the airport.

Whilst 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 passenger forecasts and the increase in air movements as a result, 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 airspace and the introduction of enhanced air traffic techniques and systems

The airspace requirements of Blackpool would not be significant within the wider context of the Government proposals for all airports in the Northwest of England.



# Airport Infrastructure

## Apron, Runways, Taxiways and Operational Facilities

TPS were requested to deliver the following Master Plan assistance according to the client's objectives:

- High-level assessment of current airside capacity for commercial aircraft, with focus on the runway/ taxiway system and the aircraft stands
- High-level airside facility demand assessment (number/ size of stands, taxiway system) for 4 milestones
- High-level terminal facility demand (areas, key processors) for 4 milestones

The following 4 milestones for the development work have been agreed:

- 2010
- 2015
- 2020
- 2030

The airport currently has 3 runways, known 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.

During this plan period, it is proposed to carry out alterations to the infrastructure of the airport, with a view to reconfiguring the apron, runways and taxiways to improve operations, with runways 13/31 and 07/25 being closed. However, any revised arrangements will be subject to a formal notification procedure to the CAA. It is, however, envisaged that runways 13/31 and 07/25 will be closed within the first 2-3 years of the 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 has sufficient sightlines at present and currently functions satisfactorily.

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. However, its current length prevents aircraft of B737 or B757 size from taking off with Maximum Take-Off Weight (MTOW). That means that either the payload has to be reduced, or the fuel, or both. In practical terms it usually entails a reduced range (e.g. Central or Southern Europe) under moderate payload (high number of passengers with their baggage, but little cargo).

Runway 13/31 and Runway 07/25 are important as they provide the means for take-off and landing for the high number of light aircraft at Blackpool International 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. However, drawing CA-00-146-07-D.dwg indicates that due to a proposed development at its the eastern end, Runway 07/25 may be shortened or even decommissioned.

Both Runway 07/25 and 13/31 have a pavement strength (PCN) of 14 F/A/W/T, which makes them unsuitable for heavier commercial aircraft such as B737. Their currently published field lengths are also insufficient for this type of aircraft.

It has been noted that no Runway End Safety Areas (RESAs) are mentioned in the AIP, and are not indicated on drawing CA-00-146-07-D.dwg either. If the forthcoming standard of 240m RESA lengths cannot be provided beyond each runway strip as required, the runway(s) may have to be shortened in order to accommodate such a requirement. This would reduce the runway's usability.

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 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 220s. (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 242 s. (4 minutes).
- U-turn duration of approximately 20 s.
- Take-off run and vacating the runway 40 s.
- The total taxiway/ runway occupation for one aircraft would be 522 s. (8 minutes 42s).

An aircraft landing under the same conditions would occupy the runway/taxiway system for approximately 260s (4 minutes 20s), 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).



Runway/Taxiway Occupancies for Take-off (Magenta) and Landing (Blue)

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.

Assuming no constraints on the apron, the current main runway/taxiway system can sustain about 8 hourly movements under the conditions given.

If tugs are not available for aircraft pushback, aircraft are required to taxi in and out under their own power. The necessary access and egress routes for such operations have to be kept free within the main apron's envelope, which reduces its capacity dramatically. With one B757 being parked on the main apron, a B737 can be accommodated only with difficulty. Smaller aircraft, e.g. of Jetstream 41 size, can be parked at several locations on the main apron without impacting larger commercial aircraft at the moment.

Following the recent acquisition of tugs, the airport is in the process of moving to pushback in order to accommodate two 737-800/ A320 in nose-in configuration (March 2006). A proposed apron extension to the east will allow for 3 nose-in stands, with 1 remote stand for overnight/based aircraft.

**Airside Facility Demand**  
**Final Planning Horizon 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
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 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.

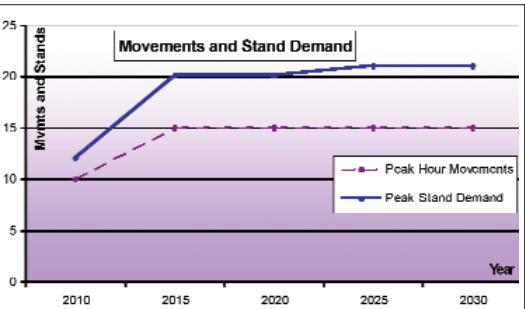
Of those two cases, the second one is more onerous. Comparing the 14/15 hourly movements with the Runway System Capacity as discussed in Section 3.1, it becomes evident that with the current infrastructure such a movement number cannot be sustained. A taxiway parallel to the main runway has to be provided.

**Aircraft Stands**  
The highest demand of aircraft stands occurs over night, due to the high number of based aircraft. The maximum number of occupied stands 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 mark-up 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 below depicts the peak hour movement development over the years, as well as the related peak stand demand. Figures for 2025 are interpolated.



Airport Infrastructure continued

Passenger Terminal and Transport Interchange

The current passenger terminal building has recently been modified and modernised as part of a redevelopment of the airport. The terminal building now has a capacity of 2 million passengers per year and consists of 14 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 modernised terminal building, and having regard to the passenger forecasts, it is envisaged that the terminal building will accommodate sufficient expansion up until mid 2011 on the base figure forecast, and early 2009 in relation to the high case forecast. Based on the high case figure the need for a further extended terminal building or a brand new replacement terminal may be needed early in the Master Plan period. Taking into account the lengthy planning process there may be a need to consider the preparation of a planning application for a replacement or extended terminal very early on in the Master Plan period.

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

If new processes, such as a higher proportion of self-service check-in and internet check-in are introduced as expected, some spatial requirements can be reduced. A more in-depth assessment, in conjunction with the airport operator, is recommended.

Final Planning Horizon 2030  
The following figures have been used:

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

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 SLF rises above 79.7% (holiday periods) or when higher frequencies than expected occur due to delays.

FACILITY	FIGURE	COMMENT
DEPARTURES		
Check-in counters	33	Manual check-in
Check-in area	1,155msq	incl. counters etc.
Departure Concourse	2,183msq	
Security screening	1,749msq	
Departure Lounge Airside	2,615mv	
ARRIVALS		
Arrivals Immigration	337msq	
Baggage Reclaim hall	1,920msq	
Arrivals Concourse:	753msq	

Total Terminal gross floor area:	24,700m²	includes retail, plant rooms, offices etc.
----------------------------------	----------	--

Hotel and Business Park

Adjacent to the airport terminal building and its car park is a public house/restaurant/hotel. This provides a very important function in terms of both out bound and in bound passengers. This development is outside the airfield but is in itself read as part of the overall existing airport facility.

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 clear that economic growth and airport growth go hand in hand and having the closeness of a significant business park development is compatible with the vision and aspirations of the airports new owners.

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 not be determined until later in the life of the Master Plan and after full consultation with the relevant users.

Operational Facilities

All the operational elements of the airports activities are contained 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. At the time of producing the draft document, the main airlines do not have a base or maintenance base at the airport. In April 2006 this will change when Jet 2.Com will start basing a number of aircraft at the airport.

In terms of the amount of hangarage available this is split between 8 companies. The companies and the size of the hangars are as follows:-

Air Navigation & Trading Co Ltd	800m sq
Blackpool Air Centre	1500m sq
Scotia Helicopters Ltd	900m sq
Pool Aviation	1300m sq
The Helicentre	900m sq
Westair Ltd	3462m sq
Emerald	3467m sq
Brian Seedle Helicopters	543m sq

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. The airport actively markets the business park on its web site. Opportunities clearly exist for new airport related businesses to move into the area.

Investment

The airport has only recently invested a significant amount of money into the extension and refurbishment of the airport terminal building. The re-fit and extension of the terminal building has cost approximately £3 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 funding. 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 short term investment 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.



# Surface Access

DfT Guidance on the Preparation of Airport Master Plans suggests that surface access is covered under a separate heading, with proposals and initiatives described as well as an appraisal of the impact of the Master Plan proposals in terms of surface access.

## Existing Transport Arrangements

There are two bus services which currently service the airport, whilst not actually accessing the airport directly. These are the number 7 service run by Blackpool Transport, and the number 68 run by Stagecoach. Both these services have bus stops on Squires Gate Lane which is the main dual carriageway which passes the front of the airport. These services are frequent at almost every twenty minutes. The Blackpool Transport service runs between Blackpool and Lytham, with the Stagecoach service running between Blackpool centre and Preston central bus station.

Blackpool Borough Council and Lancashire County Council have a joint responsibility with regard to the maintenance of Squires Gate Lane. Squires Gate Lane provides a direct link to the M55 motorway which then links into one of the country's main arterial routes, the M6. Neither Squires Gate Lane or the M55 are at capacity, although the junction of the M55 and the M6 is at more than capacity at peak periods. Squires Gate Lane has direct links off it to Blackpool town centre and Lytham and St Annes town centres.

There are cycle ways in the vicinity of the airport and accessibility by bicycle and foot is good. There are currently 220 short stay, 285 long stay, 200 overflow and 120 staff car parking spaces available within the airport. Access to the airport is via a traffic light controlled junction off Squires Gate Lane. A one way system exists with vehicles being taken via the front of the Air Balloon public house, restaurant and hotel and to the terminal drop off and pick up area. Vehicles then progress out of the airport round the back of the Air Balloon and back onto the junction with Squires Gate Lane. Time-tabled buses do not access the airport at the present time.

There is a train station on Squires Gate Lane, which is approximately 600 metres from the terminal building and therefore in easy walking distance. This is on the Blackpool South Line, a branch line of the main West Coast rail line.

## Surface Access Proposals

The airport is well served by existing transport infrastructure. However, there are problems for bus access to the terminal building, more car parking needs to found (especially for long stay car parking) and improvements need to be made to the rail station.

The airport is therefore more fortunate in terms of accessibility than most other airports of similar size and major investment is not required to improve matters.The airport has set up an Air Transport Forum to help deliver quality and sustainable solutions to the improvement of the accessibility to the airport for all modes of transport. Some of the key findings so far from that group concern the following proposals.

- Re-naming of Squires Gate station to Blackpool International Station
- Providing direct and flat surface access to the terminal from the rail station
- Relocation of bus stops on Squires Gate Lane to link with a new pedestrian access point to the terminal building
- Improve the vehicular access to the airport
- Produce a Green Transport Plan
- Develop with Blackpool Borough Council and others a Surface Access Strategy
- Identify areas for additional car parking capacity
- Provide new coach/bus links to the Lake District/Cumbria

This is not an exhaustive list of needs and it will be important that the Air Transport Forum continue to assess and evaluate the needs for improvements to surface accessibility arrangements.

## Forecasts of Future Transport Use

The airport is currently undertaking a survey of its users to establish where they come from and how they get to the airport. This will aid in the assessment and implementation of key transport improvements. At the time of writing this document, no information on this is available, except for a modest survey of employees and how they access the airport. Further survey work is to be carried out.

There are plans to improve and expand the current Blackpool tram system. This will be subject to a significant capital investment programme and will need Government Funding. However opportunities exist for an improved and enhanced tram system to serve the airport. The improved tram system is envisaged to link into the existing rail system and provide a rapid transport solution to transport on the Fylde Coast. It is unclear whether the funding for this to occur will be made available during the course of this Master Plan.

# Visual and Environmental Impact

Blackpool International Airport's operational land comprises approximately 198 hectares, the majority of which falls within the local authority boundary of Fylde Borough Council. A small amount, to the east of the site, falls within the control of Blackpool Borough Council.

It is essential that the environmental issues associated with the airport are appropriately managed, and that undue harm is not caused as a result of the operation of an airport. The important factors which are required to have regard to are:

- Noise impact
- Local air quality
- Landscape and built development
- Water quality and other mandatory environmental standards
- Surface access

## Aircraft Noise

When compared with past decades, aircraft noise has reduced significantly in line with international regulations. 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 caused to nearby residential properties. This is also due to the limited number of residential properties, which are located in close proximity to the perimeter of the airport. However, the increase in the number of passenger flights is likely to generate a perception of increased noise, however, this is likely to arise due to an increase in actual physical numbers of flights as opposed to actual noise generated by the aircraft.

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

Notwithstanding the above, for the purposes of the production of this Master Plan, baseline assessments were carried out by 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.

## Air Quality

There are no air quality issues highlighted 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.

## 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 site will have to be given careful consideration. However, it is unlikely that any expansion plans will impact upon the BHS, but should this issue arise, measures of mitigation may be able to be put in place to minimise its impact.

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.

## Water Quality and Ecology

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.

## 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 physical expansion of development at the airport will take account of the visual attributes and character of the area.

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. Only a small 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 was 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 are 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:-

“A. 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.

Noise

As stated earlier in the document, 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 plan period, it is not envisaged that all night flights 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.

In addition, during the plan period, 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.

Air Quality

There are currently no outstanding issues relating to the current air quality within this plan period. However, it is proposed to continue to monitor the air quality during the plan period.

Ecology

The airport operates a 'long grass' policy, primarily for aircraft safety reasons, given that such a practice discourages the potential for 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 prior 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 unconfirmed 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).

Surface Access Initiatives

The airport has established a Transport Forum, involving key stakeholders, and which include employees, transport operators, local transport authorities and other relevant public and private sectors, in accordance with DfT guidelines. The ability to work with these stakeholders will provide significant input into the surface access arrangements, both present and during this plan period. The Transport Forum is expected to meet at frequent times throughout each year and will seek to address the following matters:

- Improved transport interchanges
- Increase the potential for greater walking and cycling for those staff living in close proximity to the airport, and encouraging the use of public transport and car sharing, by those who live further away, all by way of the formulation of a Green Transport Plan
- Establish joint working with new airlines and their passengers to establish sustainable access behaviour and encourage the use of alternatives to private cars from the start of operations.
- Development of a Surface Access Strategy

The Air Transport Forum will also seek to work closely with other similar organisations within the area in relation to implementing the Green Travel Plan.

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 Council's with a view to introducing procedures and measures, which would address and control those issues. This may include residents parking schemes, restricted parking etc. 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.

Community Involvement

The airport currently has liaison forums, involving members of the public. These are ongoing at present and will continue, but on a more frequent occurrence, and on a pro-active, rather than a re-active basis. The airport also provides information on their website. The airport will continue with the Airport Joint Consultative Committee and will be more pro-active in dealing with the communities' concerns. This will be done through:-

- The airport web site
- Information sheets
- Regular liaison with local groups
- School visits
- Public exhibitions
- Open days

Overall Limits on Operations

In addition to the above (the suggested measures of mitigation which relate to the potential individual impacts), the airport would be prepared to work to an agreed overall limit on operations. This will prevent unrestricted growth whilst allowing operators the sufficient flexibility to meet their demand. Currently the airport has no restrictions with regard to its operational capability. However it would be prepared to work closely with all the relevant bodies and the community to alleviate any particular concerns over noise and activity surrounding the airport. Examples, would be to limit the total number of flights, or a limitation on the extent of a particular noise contour.

Economic and Employment Effects

As a key regional airport, the growth of the airport clearly has significant economic benefits for the area as a whole. The airport has grown over the last few years from a relatively low base to a position where it has attracted new investment and seen the increase in flights and airlines using the airport.

This has resulted in a significant increase in the number of jobs being created at the airport. Blackpool Airport Limited currently employs 127 people but this is likely to increase in 2006 with more staff being taken on as the airport expands. There are many more people employed within the operational side of the airport for a number of different companies such as Servisair and Westair. The total number of employees for the airport as whole is therefore approximately 420.

With the expansion forecasted in the report produced by RDC the levels of employment are likely to rise proportionately in line with the growth of the airport. It is possible that more than double the number of jobs will be available by the end of the first half of the Master Plan period. The general guide is that for every 1 million passengers 1000 jobs are created.

Surrounding the airport is a retail park and the Blackpool Business Park. Due to the growth of the airport it will be necessary to extend the size of the business park to deal with the expected inward movement of businesses to the area either directly related to aviation development or not. This will also involve increases in employment and much benefit will therefore come about from this to the local community by means of new facilities and benefits to existing small businesses in the area.

The casino proposals for Blackpool will also have significant economic benefits for the Fylde peninsular and the region. The airport is a key strategic transport gateway to serve any new casinos. The economic growth of the area by means of the ReBlackpool Master Plan, for the regeneration of Blackpool, has therefore a strong synergy with the growth of the airport. It is clear that ensuring the success of both a larger airport and a regenerated Blackpool on the back of large scale casino development are essential for both elements to succeed in their plans.

In the short and medium term, airport employment growth will require training and skills to match job vacancies. The airport as part of its commitment to increased economic growth and employment, will therefore seek to achieve the following:-

- Ensure that its main employers will co-operate with local training and education agencies
- Ensure that its surface access strategy is aligned with the labour catchment area
- Work with the Northwest Development Agency to establish the airport as a an important enterprise hub within the region
- Provide a contribution to the business development

- of the Northern Way as it relates to the Central Lancashire City Region and to align employment opportunities to it.
- Work closely with the local tourism communities.
- Support the regeneration of Blackpool through developing better links with ReBlackpool and promoting the regeneration of Blackpool through its planned casino development
- Support the continued regeneration of St Annes on Sea and its bid to meet the Northwest Development Agency's Classic Resort branding
- Build links with growth organisations that have a special affiliation with international travel for example leisure businesses
- Seek to market and develop the Blackpool Business Park

Green Travel Plan

The Green Travel Plan will have objectives related to a reduction in the share of trips which use cars and the improvement of public transport. This will be a matter for the Air Transport Forum to determine and implement. It may include the use of new bus services, better links and services to the railway station and improved pedestrian and cycling facilities. A survey of employees has already been carried out with a further survey to be completed in the immediate future. Car sharing schemes are to be encouraged and more information be provided to employees and passengers about alternative methods of accessing the airport using public transport.

Local Passenger Services

The Governments policy for air transport reflects the desire to travel further and more often by air, and to take advantage of the affordability of air travel and the opportunities this brings. The airport sees itself as meeting a local need for its main catchment area. Local residents and businesses would benefit by being able to fly from their local airport, with a shorter surface access travel time. The airport sees itself as providing the preferred departure point for the population of Lancashire and Cumbria whilst also attracting passengers from outside the immediate catchment areas.

Financial

It is certain that with continued growth of passengers using the airport, the financial stability of the airport and its ability to invest in improved facilities, will continue. The new owners of the airport have already made significant investment in the terminal building and wish to continue this level of investment at a pace. However increased passengers' usage alone will not provide all the necessary opportunities to improve the infrastructure of the airport, and development potential will have to be realised to maintain the levels of progress already being made. These opportunities will be reviewed during the period of the Master Plan with the appropriate authorities.

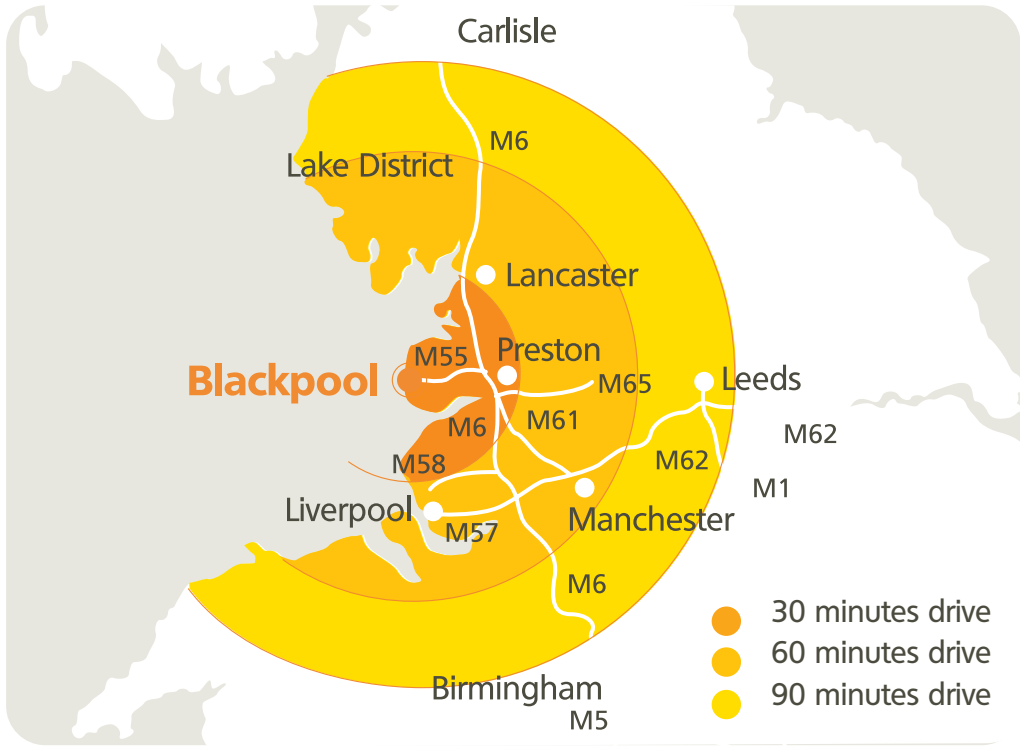


# Safeguarding and Land/Property Take

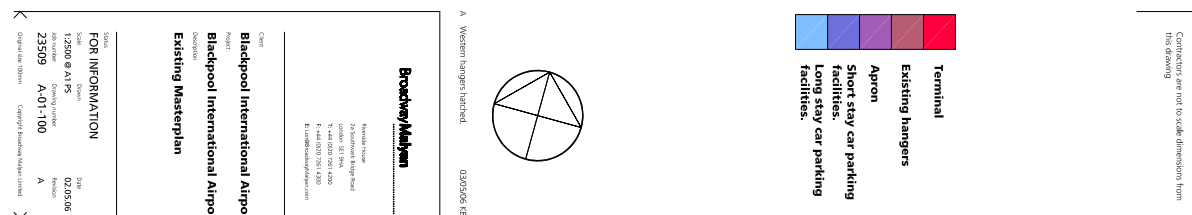
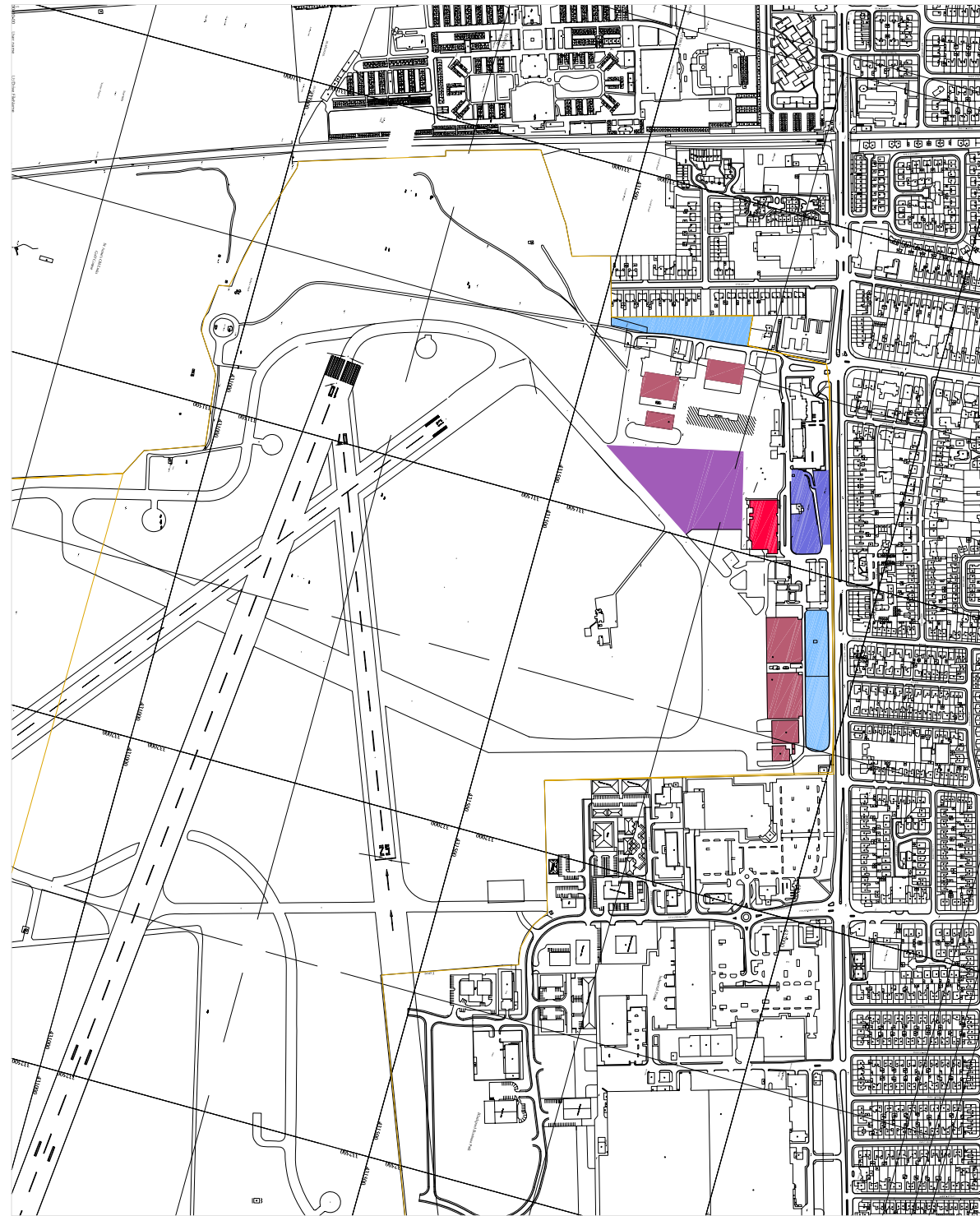
The airport is responsible for safeguarding the surfaces around the airport in which developments may cause obstructions to aircraft safety, which may be within or outside the airports boundary.

The process for dealing with the developments outside the airport boundary is in place. No major additional areas of land are required but some small areas may be brought within the boundary to meet CAA safety requirements or enable the lay outs of planned developments to be better designed. The Master Plan includes two plans. One showing the existing layout of the airport and the other shows zones for longer term development.

# Location Plan



## Existing Airport Layout



## Proposed Airport Layout



# Appendix A Report of Consultation

One of the most time consuming elements of the process is consultation with the relevant stakeholders for the airport. This process is still on-going, but when the consultation period on the draft document is complete, all the comments that have been received will be summarised in this appendix to the main document.

# Notes





# Blackpool

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