

Sustainability

We are committed to the Airport growing sustainably, with the least possible impact on our neighbours and the environment. Where there is an impact, we will mitigate this to greatest extent practicable.

The key issues to 2035 are -

- A greater number of flights will mean there will be an increase in aircraft noise across a given day, affecting a greater number of people. Our noise contours will likely grow over the Masterplan period;
- Ground noise from increased road traffic will be negligible;
- Air quality is expected to be well below regulatory thresholds, despite an expected increase in emissions;
- Energy demand will grow, but we will maximise efficiencies and target CO2 reductions of 28% against 2010 levels;
- Water run-off may increase, creating more demand to deal with clean and polluted water.

Mitigation measures could include –

- Encouraging airlines to operate the newest, quietest aircraft types;
- Operating preferential flying routes and procedures to minimise noise output, and exploring the possibility of alternative 'respite' flight paths;
- Working with local planning authorities to ensure that sensitive developments are not built in future noise contours;
- Upgrading vehicle fleets from diesel to electric power;
- Maximising the energy efficiency of buildings and exploring the development of onsite low carbon energy generation;
- Provide additional drainage holding lagoons, possibly in the Greenbelt north of the Airport.



We want to hear your views

This Masterplan will help deliver improved connectivity for the North East, so that passengers do not have to make long journeys to airports outside the region. Our aim is to grow the economy and improve people's lives.

The Airport also aims to be a good neighbour and to carefully mitigate local impacts. What do you think? We want to hear your views.

You can read the whole Masterplan and respond through our website –

www.newcastleairport.com/masterplan

or you can write to or email us –

masterplan@newcastleinternational.co.uk

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**Consultation closes 5.00pm on the
13th September 2018**

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Current operations and recent growth

Newcastle International Airport is a North East success story and a key economic driver for our catchment, which stretches from North Yorkshire to the Scottish Borders and Cumbria in the west.

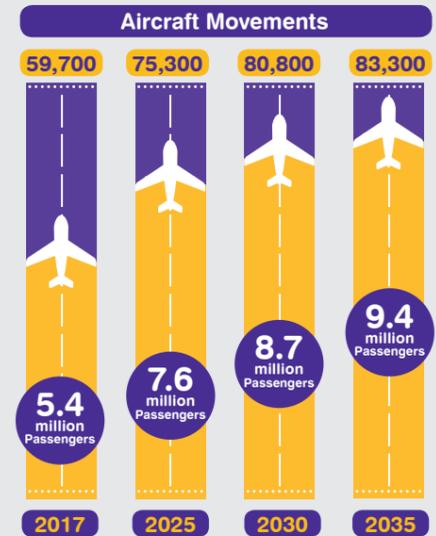
The 11th busiest airport in the UK, passenger numbers have grown 102% over the past 20 years, and in 2017, 5.4m people travelled from or visited our region using one of the over 80 routes the Airport operates. However, we don't want to stand still. The Airport will reach its 100 year anniversary in 2035. We need to plan for long term growth, and what the needs and impacts of this will be.

This is a summary of our Masterplan to 2035, which we are consulting on to get your views on how you think the Airport should grow.

Future Growth

To drive economic growth, the North East will need the Airport to provide even better global connectivity. We will strive to ensure that the demand for air travel is met, providing an exceptional range of destinations so that all air travel to and from the region starts and finishes at the Airport. However, to grow the Airport needs to embrace technology and respond to the needs of travellers to ensure a memorable passenger experience.

There are numerous opportunities for passenger growth driven by an increase in leisure and business destinations. Like any business we produce a range of forecasts. The Masterplan is based on the high end of the range and considers the impact of growth from 5.4 million passengers in 2017 up to 9.4 million in 2035. This helps ensure enough land is safeguarded and environmental issues are properly considered.



Economic impact

The Airport is vital for the health of the regional economy, providing international connectivity our business community needs. It is one of the biggest jobs generators in the North East, and delivers over a billion pounds to the regional economy every year. Forecast growth has the potential to deliver:

2035 Airport Jobs		
	On-site	Total region
2017	3,450	18,900
2025	4,475	25,150
2030	4,775	27,375
2035	4,775	27,800

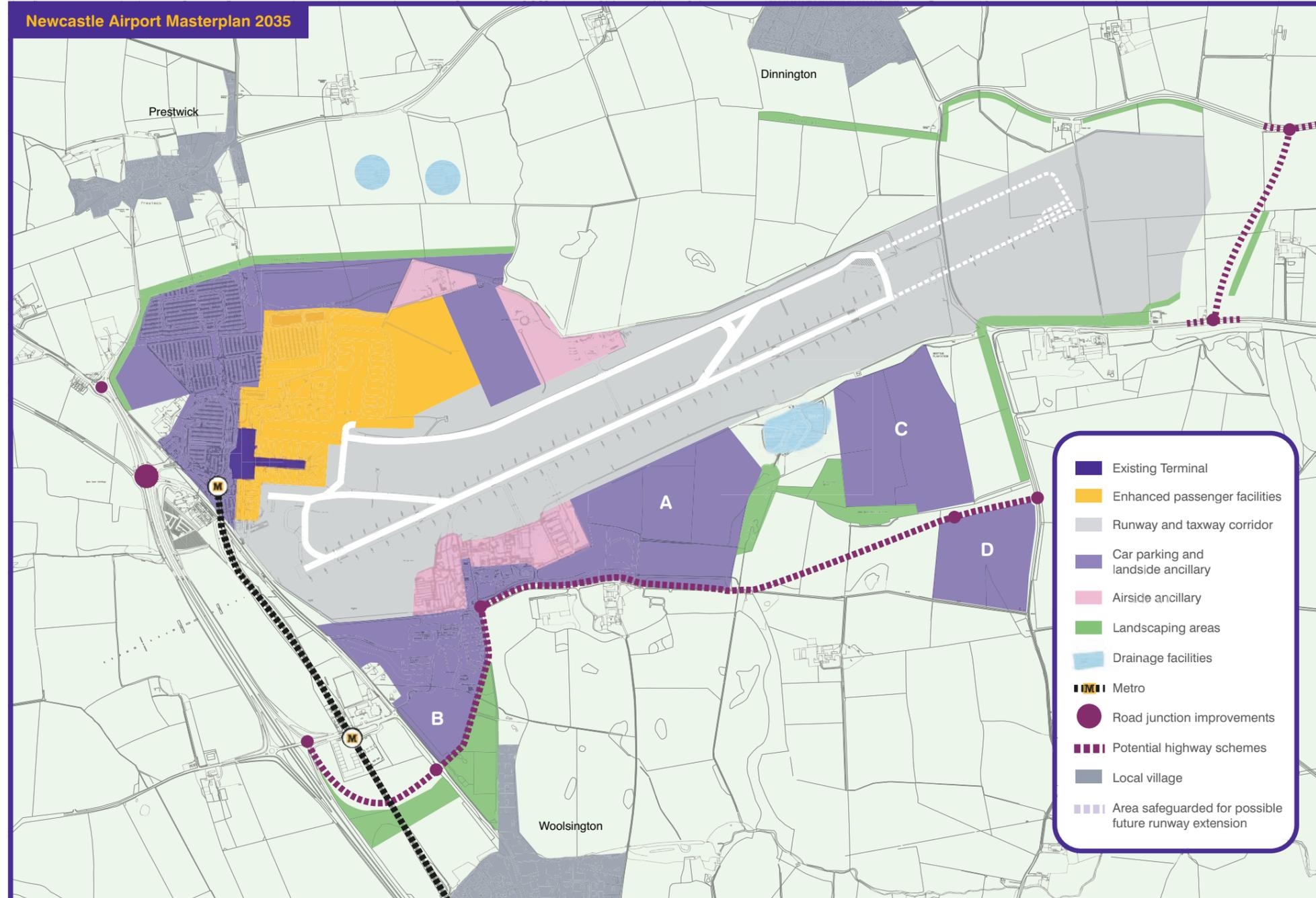
2035 Economic Impact		
	On-site	Total region
2017	£240m	£1.16bn
2025	£350m	£1.66bn
2030	£400m	£1.91bn
2035	£430 million	£2.03 billion

Value of Flown Exports	
2006	2017
£20 million	£350 million

Development requirements

As the Airport grows, it brings with it demand for improved facilities. To achieve this there will be no need for changes to the green belt boundary. The following developments have been considered:

- Many aircraft and destinations can be served from our current runway. We hope that improving aircraft technology may allow our current runway to meet our needs in the future. It is prudent, however, for the Masterplan to safeguard for a possible runway extension in case these improvements do not materialise. With this in mind, we have safeguarded for a possible 700m extension at the eastern end of the airfield, which would require the diversion of Brunton Lane.
- We may need extra aircraft stands and apron, and possibly improvements to our terminal. New technology will allow space in the current terminal to be used more efficiently.
- Up to 7,400 additional car parking spaces based on current patterns of travel to the Airport. This could be surface level and multi-storey parking adjacent to the terminal.
- Development of further airport support services such as car hire and a hotel;
- Allocation of 63ha of land for offices and warehousing to the south of the Airport site, shown on the key diagrams as sites A, B, C and D, with the potential to create additional on-site jobs and economic value for the North East.



Surface access and car parking

Efficiently and reliably getting to the Airport and travelling to a final destination for visitors, is essential to grow the Airport. We want to provide for forecast needs for all types of transport and also actively support more sustainable travel choices, as well as adapting to technological changes.

Surface Access Strategy

- Support investment in the strategic road network, especially the A696/A1 corridor. There could be about a 35% increase in traffic to and from the Airport on a peak summer day. This increase will, however, be spread across the day, and may be lower if more passengers and staff travel by public transport;
- Deliver a link road between the A696 and Newcastle Great Park;
- Upgrade our main access roundabout and a second entrance at Prestwick as part of a possible future Ponteland Bypass;
- Support the expansion of the Tyne and Wear Metro and the timely delivery of a new fleet of trains;
- Support investment in local and national rail routes and explore a direct heavy rail link to the Airport in the long term;
- Through a range of interventions, increase sustainable transport use to 30% of all passenger journeys.

Passenger numbers grew by **102%** from 1997-2017



£250m has been invested in the Airport in the past 30 years

