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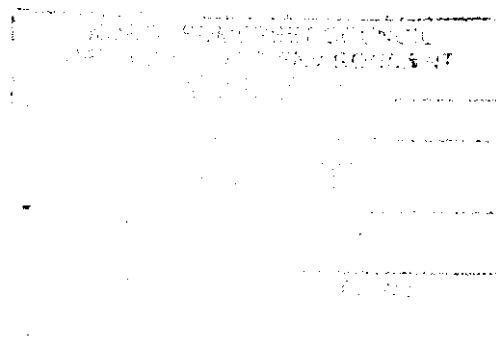
Bristol International Airport

Development and Enhancement of Bristol International Airport

Planning Supporting Statement

June 2009

Entec UK Limited



Contents

1.	Introduction	1
1.1	Purpose of this Planning Supporting Statement	1
1.2	BIA surroundings	1
1.3	Objectives for the development	2
1.4	Bristol International Airport's regional role	2
1.5	Description of Development	3
1.6	Structure of the planning application	7
1.6.1	Timescale for reserved matters applications	9
1.6.2	Phasing of development	10
1.6.3	Construction compounds	12
1.6.4	Temporary stockpiling and re-use of material	12
1.6.5	Working hours	12
1.6.6	Construction traffic	13
1.7	Content of planning application	13
1.7.1	Drawings and Plans	13
1.7.2	Supporting documentation	15
1.8	Draft Planning Conditions and Section 106 Agreement	16
1.9	Future Planning Applications	16
1.10	Pre-application consultation	17
1.10.1	North Somerset Statement of Community Involvement	17
1.10.2	BIA Master Plan	17
1.10.3	Pre-Application Consultation in 2007	18
1.10.4	Pre-application consultation	19
1.11	Independent Review	20
1.11.1	IEMA Review	20
1.11.2	CABE Review	21
1.12	Structure of this Planning Supporting Statement	21
2.	Context for the Planning Application	23
2.1	Background	23
2.2	Experienced growth	23
2.3	Terminal Capacity	25
2.4	DfT forecasts	25

2.5	BIA forecasts	26
2.5.1	The Demand for Further Capacity	27
2.6	Economic benefits	27
2.6.1	National benefits	27
2.6.2	Regional benefits	28
2.6.3	International competitiveness	28
2.6.4	International trade and travel	29
2.6.5	Aviation's direct contribution to economic development	29
2.6.6	People's aspirations and attitudes to flying	29
2.7	BIA Master Plan	29
2.7.1	Preparation of Master Plans	29
2.7.2	BIA Master Plan	30
2.7.3	Relationship between the Master Plan and planning application	31
2.8	Summary	33
3.	National Planning Policies	35
3.1	Introduction	35
3.2	Air Transport White Paper	35
3.2.1	Status of the Air Transport White Paper	35
3.2.2	Balanced approach	36
3.2.3	Approach to regional airports	36
3.2.4	Future development at BIA	37
3.2.5	Environmental issues	38
3.2.6	Climate Change	39
3.2.7	Air Transport White Paper Progress Report	39
3.3	National Planning Guidance	40
3.3.1	Planning Policy Statement 1: Delivering Sustainable Development	40
3.3.2	Planning Policy Statement: Planning and Climate Change Supplement to PPS1	41
3.3.3	Planning Policy Guidance Note 2: Green Belts	41
3.3.4	Consultation paper on a new Planning Policy Statement 4: Planning for Sustainable Economic Development	42
3.3.5	Planning Policy Statement 9: Biodiversity and geological conservation	44
3.3.6	Planning Policy Guidance 13: Transport	44
3.3.7	Planning Policy Statement 23: Planning and Pollution Control	45
3.3.8	Planning Policy Guidance Note 24: Planning and Noise	45
3.3.9	Planning Policy Statement 25: Development and Flood Risk	45
3.4	Summary	46

4.	Development Plan Policies	47
4.1	Introduction	47
4.2	The Development Plan	47
4.3	South West Regional Spatial Strategy	47
4.3.1	Regional Spatial Strategy	47
4.3.2	The Draft Revised Regional Spatial Strategy for the South West Incorporating the Secretary of State's Proposed Changes (July 2008)	48
4.4	Local Planning Policies	50
4.4.1	Joint Replacement Structure Plan	50
4.4.2	North Somerset Replacement Local Plan	52
4.4.3	North Somerset Local Development Framework: Core Strategy Issues and Options	57
4.5	Joint Local Transport Plan	57
4.6	Greater Bristol Strategic Transport Study	58
4.7	Regional Economic Strategy for South West England 2006- 2015	58
4.8	The 10 Year Economic Development and Regeneration Strategy for North Somerset	59
5.	Planning Considerations for the proposed expansion	61
5.1	Background	61
5.2	Principle of Development	62
5.3	Development within the Green Belt	64
5.3.1	Background	64
5.3.2	Relevant Planning Policy	66
5.3.3	Impact of development upon Green Belt	66
5.3.4	Operational Development within the Green Belt	67
5.3.5	Car Parking in the Green Belt	69
5.3.6	Justification for development within the Green Belt	72
5.3.7	Phasing of development within the Green Belt	74
5.3.8	Summary	75
5.4	Climate Change	76
5.4.1	Energy efficiency with the design	78
5.4.2	Summary	79
5.5	Traffic and Transport	79
5.5.1	Surface Access	79
5.5.2	Predicted impact of the development	79
5.5.3	Public transport	80

5.5.4	Staff Travel Plan	81
5.5.5	Summary	82
5.6	Economic/Regeneration Implications	83
5.6.1	Policy Issues	83
5.6.2	Economic impact of the proposed development	83
5.6.3	Issues raised on Master Plan	85
5.6.4	Conclusion	86
5.7	Environmental Issues	86
5.7.1	Noise	87
5.7.2	Air Quality	89
5.7.3	Landscape and Visual impact	90
5.7.4	Biodiversity	91
5.7.5	Cultural Heritage	93
5.7.6	Water	94
5.8	Design of the extensions	96
6.	Conclusions	99
Table 1.1	Matters for consideration	7
Table 1.2	Supporting drawings	13
Table 1.3	List of supporting technical documents	16
Table 5.1	Assessment against Policy T12	63
Figure 2.1	Passenger and Air Transport Movements 2003-2008	24
Figure 5.1	Green Belt inset boundaries	After Page 98
Appendix A	Site Reference Plan – MAP Architects	
Appendix B	Draft Section 106 and Draft Planning Conditions	
Appendix C	Traffic Forecast Review – Aviation Economics	

1. Introduction

1.1 Purpose of this Planning Supporting Statement

This Statement has been prepared in support of a planning application, submitted by Bristol International Airport Ltd (BIA Ltd) to North Somerset Council (NSC), for the development of additional infrastructure and facilities to enable Bristol International Airport (the site, which is hereafter referred to as BIA) to handle in the region of 10 million passengers per annum (mppa), which they forecast to achieve by 2019.

This Statement identifies and reviews how the application is in accordance with the Government's White Paper, 'The Future of Air Transport', published by the Department for Transport in 2003 (ATWP) and its subsequent Progress Report, and then goes on to assess the proposed development against planning policies and guidance contained within relevant development plan documents at a regional and local level and other material considerations.

The planning application is supported by an Environmental Statement (ES) as required by the Town and Country (Environmental Impact Assessment) (England and Wales) Regulations 1999, which contains a number of detailed technical documents and drawings. This Statement complements and summarises the planning implications of the more detailed technical assessments presented in the Environmental Statement.

1.2 BIA surroundings

BIA is located approximately six miles to the south west of the main conurbation of Bristol, within North Somerset, in a rural part of the city region dominated by Bristol. The airport's main road access is via the A38. Direct bus connections from the city centre are provided from Temple Meads Rail Station and the Marlborough Street Bus Station.

The majority of the airport facilities are located on the north side of the airfield, with long-stay block car parking and general aviation facilities located on the southern side. The existing airport facilities comprise:

- Passenger terminal building;
- Runway and taxiway system;
- Main passenger aircraft parking apron;
- Short and long term car parks. Short stay, car hire, rapid pick up and premium long term car parking is located on the north side. The Silver Zone car park for pre-book customers is located to the south of the runway;
- Air traffic control tower;
- Fire station;

- Administration and operational offices in the Administration (Old Terminal) Building; and
- Ancillary facilities such as the fuel farm, flight catering, general aviation facilities, aircraft hangars and car hire.

A detailed description of the individual components of the site is provided in the ES at Volume 1.

1.3 Objectives for the development

The ATWP identified the significant potential for growth at existing airports in the South West and that this growth has the potential to generate substantial economic benefits for the region. The ATWP confirmed BIA's position as the South West Region's largest airport and supported its continued growth.

This application seeks planning permission for the necessary infrastructure, including an expansion to the terminal, the provision of additional apron areas and passenger car parking as supported by the ATWP, to enable this continued growth to take place and to enhance the existing facilities with a view to improving the overall passenger experience and customer service levels. The application is therefore seeking approval to implement current Government Policy.

The ATWP places a requirement on Airport Operators to prepare Master Plans to identify how they propose to deliver the proposals contained within it. In November 2006, BIA Ltd. completed its Master Plan and submitted this to the Department for Transport. The Master Plan was subject to detailed consultation at a local level. Information on this process can be found in Section 2.6 of this Statement. A key objective of this application is to therefore bring forward the proposals contained within the Master Plan and to provide more detail around those elements for which planning permission is now being sought.

A key aim of BIA Ltd in preparing the scheme has been to ensure that the proposed development provides an enhancement of the airport itself and the immediate locality, be it through, amongst other things, improved landscaping and biodiversity within the site, enhanced lighting across the whole site and a commitment to reduce energy use within buildings and significant improvements to travel to and from the airport. The scheme includes a substantial amount of enhancement and mitigation which has been built into the design to ensure it is integrated with the overall built form.

1.4 Bristol International Airport's regional role

As the principal international and domestic airport in the South West, the main role of BIA is to meet the needs for air travel within the region. The airport also plays a vital role in providing air services for travellers whose journey origins or destinations are in Wales, for routes not supported at Cardiff Airport. BIA believes that the other airports of the South West and South Wales have complimentary roles to play in the provision of air services for their local catchment areas.

In developing air services from Bristol, BIA Ltd seeks to meet the following objectives:

- To play a leading role in the economic development of the South West region by providing an increasing range of frequent scheduled services to destinations required by business;
- To provide increasing choice and opportunities for leisure travel by residents within the airport's catchment area, reducing the need for passengers from the South West to make surface journeys to airports outside the region;
- To act as a gateway for tourists visiting the South West region and the UK in general; and
- To provide connecting services linking the far South West (Devon and Cornwall) to the BIA route network, providing both business and leisure travel opportunities and reducing the effects of peripherality.

The South West region is characterised by a high proportion of air passengers using airports in adjacent regions, mainly the South East. This 'leakage' of passengers is one of the highest of any English region. Paragraph 10.1 of the White Paper put the figure at 70%. The development of new services and improved service frequency is identified in the White Paper as being able to reduce the proportion of South West air passengers that need to rely on the use of airports outside the region. Paragraph 10.2 states that this could be reduced to between 50-55% by 2030. This will reduce the need for long distance surface journeys, which are primarily undertaken by road, and make better use of existing airport capacity.

1.5 Description of Development

A comprehensive description of the individual elements of the scheme can be found in ES Volume 1. A more detailed description on the overall design approach can be found in the Design and Access Statement.

The below provides a brief summary of the various elements of the scheme with each element marked on Plan P11-02, which can be in Appendix A

- Expansion of the terminal building (Sites D1 and D2). An extension to the east (approximately 6,700 square metres in footprint) and west (approximately 3,600 square metres in footprint) of the existing terminal to just over double its current overall floor area in two distinct phases (see paragraph 1.6.3 below). The east terminal extension is set out with an 8.1m by 7.2m grid, with a two storey landside frontage of 9.3m, while the set back upper storage spine is 12.9m high. The west terminal extension is 7.2m by 7.2m grid, with a two storey frontage of 9.3m, whilst the back mezzanine spine is 12.9m.
- Western Apron¹ Walkway² (Site E). A remodelling of and a two level extension to the recently approved Western Apron Walkway (which was confirmed as permitted development under planning reference number 08/P/2149/LDP and which is due to

¹ Apron refers to an area of reinforced concrete hard standing used for the purpose of parking aircraft.

² Apron Walkway (or Pier) refers to a covered structure for the movement of passengers accessing or egressing aircraft from the terminal building.

be constructed in late 2009) providing access to a further six aircraft stands³. The extension has a floor area of 1,765m² over two floors. It measures 129m long, and generally 7.9m wide with an average height of 9.4m.

- A two level Eastern Apron Walkway (Site F) including replacement of the existing single storey walkway to stands 1 to 5. The Eastern Apron Walkway will serve eight aircraft stands with passenger pre-board zones adjacent to each stand, including a central gate lounge serving two of these stands and have an area of 10,465m². The walkway is 495m in length and varies between 7.9m and 10.2m wide, with an average height of 11.1m. The stair core areas are slightly wider with a width between 12m and 15m.
- A two level Western Apron Pier (Site E) serving 6 aircraft stands and containing spaces for offices and apron level storage. The pier has an area of 3,360m² and is 121m long, 18m wide and 11.25m high.
- Central Pier (Site F) located adjacent to the terminal providing an apron level and first floor gate lounge. The pier has is 55.9m long by 10.2m wide, with an average height of 9.3m
- A two level Eastern Apron Pier (Site G) located at the end of the proposed eastern walkway serving four aircraft stands on the new eastern apron, with a floor space of 2,690m². The pier is 87m long, 18m wide and averages 11m in height.
- Expansion of the aircraft parking apron (Sites A and B) to provide a total of 33 aircraft stands (compared with 26 aircraft stands available upon completion of the Western Walkway permitted development scheme). An extension to the Western Apron to provide six new stands; extension of the Eastern Apron to provide three new aircraft stands and reconfiguration of the existing Eastern Apron is proposed. The layout of the stands will be configured to maximise operational efficiency, whilst minimising ground noise.
- Erection of 5m high noise attenuation wall (Site W) immediately to the north of the three new east apron aircraft stands.
- Erection of a 3m high acoustic fence around the extended western apron (Site X).
- Multi storey car parks (Site H). Two multi-storey car parks, one with four levels and one with five levels, will be located north of the terminal to provide short and long stay parking and facilities for the pick up and set down of passengers. These will have (together) a capacity for approximately 3850 cars. The uppermost floor of one of the car parks will accommodate a transport interchange for use by buses and taxis. The pick up and set down facilities and the transport interchange will replace the existing forecourt and pick up and drop off car park and will configured to meet the latest security requirements for vehicle access to new airport developments.
- Upgraded north side surface car park (Site T). The north side surface car park will be reconfigured and resurfaced to suit the new buildings and road layout and to

³ Aircraft stand refers to an individual parking area on the apron demarcated for a single aircraft.

maximise the use of the area available. This will include the resurfacing of the car park to improve the drainage arrangements.

- Silver Zone surface car park extension (Site C and U). The Silver Zone car park will be redeveloped and extended to provide long stay car parking for approximately 12,000 cars, of which approximately half will be located in an extension to the airport operational boundary to the south of the airfield. Staff car parking will be located within a dedicated area of the Silver Zone car park. A new reception building will be provided in the centre of the car park and the existing reception facility will be demolished and removed. The building will be a single storey building ranging between 25-30m by 18-20m.
- New car parking, car valeting and reception facilities on southern side of airfield (Site Y) for the airport car hire operation. A building housing reception desk and offices is required which will be single storey, approximately 30-35m by 20-25m.
- A covered pedestrian link bridge (Site I) will connect the transport interchange and multi-storey car park with the terminal building forecourt.
- Demolition of the existing administration building (Site L). The current building is considered to offer unsatisfactory facilities for the future operation of the airport, and is located in an area allocated for the eastern apron extension. This building is therefore scheduled for demolition following completion of the new administration building.
- New administration building (Site K). A new three storey administration building, with a total floor area of 4,800 square metres will be constructed just to the north west of the expanded terminal. The building will be within 53-55m by 37-39m building lines and no part of the building will be higher than the eaves of the current terminal building.
- Landside to airside security control post (Site S). A new control post, to the west of the terminal is required to control access between landside and airside. This will replace the existing control post which is to be lost to accommodate development. The building will be single storey with a floor area of 130m².
- Partial demolition of the existing aviation fuel storage facility (Site N). Three of the existing fuel storage tanks will be demolished and removed once the new fuel storage depot has been commissioned. The existing refueller vehicle parking area, fuel dispensing facilities and administration building will remain and will continue to be used by the aircraft refuelling operation. The existing fuel dispensing facility will be connected to the new fuel storage depot by an underground pipeline.
- New aviation fuel storage depot (Site M). A new underground fuel storage depot will be constructed within the vicinity of the western perimeter of the north side car park. This will include the provision of three tanks having a capacity of 1,200 cubic metres each and a single storey control building of 72m² in floor area. The building will be approximately 11.5m x 9.5m, and 4m in height.
- New landside ancillary building (Airport Services Support) (Site O) A two storey building, with an area of 1,200m² (with potential for a further 600m² at mezzanine level) will be constructed between the new fuel depot and Downside Road,

adjacent to the Downside Road entrance to the Airport. The building will provide accommodation for operations in support of airlines. The building will be approximately 63-65m by 19-21m, scaling approximately 6-7m to eaves from ground level.

- A new Motor Transport (MT) facility. (Site P) This is a workshop for the servicing and repair of airport operation vehicles to replace the existing building which lies on the site of the proposed flight catering building. The new MT facility will be located against the western boundary of the airfield, to the south of the new flight catering building. The building will be approximately 32-35m by 19-21m. It will be approximately 7m high to eaves.
- A new flight catering building for Gate Gourmet (Site Q) to replace the existing building immediately to the west of the terminal building, which will be demolished in advance of constructing the western terminal building extension. The new flight catering facility will be located against the western boundary of the airfield, to the north west of the control tower. The building will have a floor area of 2750m² over two floors to a height of 7m to eaves, and will be approximately 45-50m by 30-35m.
- A new mail handling building and associated facilities on southern side of airfield (Site Z) for the Royal Mail Skynet operation. The building will be approximately 45-50m wide by 30-35m deep, with a height of between four and six metres.
- Construction of new aircraft pavement (Site BB) to replace the existing grassed general aviation aircraft parking area and link taxiway to the south of the runway.
- Bristol and Wessex Aeroplane Club (Site AA). The club was founded in 1927 and specialises in the training for private licence pilots and the hire of small aircraft and helicopters. The building will be single storey, measuring 8m by 14m.
- A new storage building for snow clearing and aircraft pavement de-icing (Snow Base) (Site CC) equipment adjacent to the proposed new fire station, to the south of the runway. The building will be approximately 42-44m by 28-30m and 7-8m in height.
- Miscellaneous operational amendments to runway ends and taxi-way (Site DD).
- Runway 27 runway end safety area improvements (Site EE). Raising of the ground profile at the end of runway 27 using surplus soil and rock from site excavations to improve the profile of the runway overrun area and improve safety.
- Amended road layout (Sites R and V). The north side internal access road layout will be reconfigured to accommodate the new infrastructure and buildings, to improve vehicle circulation through the airport complex, and enhance safety and security.
- Widening of the main airport access road (Site R).
- Landscaping and nature conservation enhancement measures.

1.6 Structure of the planning application

The planning application and supporting documentation has been prepared to ensure sufficient information is provided to enable NSC to make an informed decision on the merits of the scheme. The proposal is an outline planning application seeking planning permission for the necessary infrastructure and associated development to enable BIA Ltd to increase its passenger throughput to 10mppa, which is forecast to be achieved by 2019.

Although the application is in outline, there are a number of elements of the development for which the majority of matters are submitted for consideration at this stage. Whilst a landscaping Master Plan is submitted with the application (See Design and Access Statement), landscaping is a reserved matter for the whole development.

Whilst certain matters have been reserved for later approval, the approach has been to ensure that detailed design information is provided for the significant elements of the scheme (e.g. terminal extension, walkways and multi-storey car parks). For those elements of the scheme that do have reserved matters, where possible we have sought to define design and size parameters. This approach has ensured that a robust assessment of the environmental effects of the proposed development has been carried out in the ES.

Full details of the application and the exact matters that are submitted for consideration, is provided below, with a 'tick' identifying that the matter is not reserved, and is therefore to be considered as part of this application.

Table 1.1 Matters for consideration

Column Heading	Layout	Scale	Access	Landscaping	Appearance
Eastern and western extension to the existing terminal building	✓	✓	✓	x	✓
A two level extension to the recently approved Western Apron Walkway	✓	✓	✓	x	✓
A two level Eastern Apron Walkway	✓	✓	✓	x	✓
A two level Western Apron Pier	✓	✓	✓	x	✓
A two level Eastern Apron Pier	✓	✓	✓	x	x
A two level Central Pier	✓	✓	✓	x	x
Expansion of the western aircraft parking apron	✓	✓	✓	x	x
Expansion of the eastern aircraft parking apron	✓	✓	✓	x	x

Column Heading	Layout	Scale	Access	Landscaping	Appearance
Multi storey car parks	✓	✓	✓	x	✓
A pedestrian link bridge	✓	✓	✓	x	✓
New administration building	✓	x	✓	x	x
Aviation fuel storage depot	✓	✓	✓	x	✓
New landside ancillary building (Airport Services Support)	✓	x	✓	x	x
A new flight catering building for Gate Gourmet	✓	x	✓	x	x
Motor transport building	✓	x	✓	x	x
Amended northside access road layout and widening of the main airport access road	✓	✓	✓	x	x
Re-surfacing of north side surface car park	✓	x	✓	x	x
Reconfiguration and extension to Silver Zone surface car park	x	✓	✓	x	x
Silver Zone Reception building	x	x	✓	x	x
Energy Centre	x	x	✓	x	x
Chiller Compound	x	✓	✓	x	x
Erection of 5m high noise attenuation wall	✓	✓	NA	x	x
Erection of a 3m high acoustic fence around the extended western apron	✓	✓	NA	x	x
New car parking, car valeting and reception facilities on southern side of airport for car hire	✓	x	✓	x	x
A new Royal Mail handling building and associated facilities on southern side of airfield	✓	x	✓	x	x

Column Heading	Layout	Scale	Access	Landscaping	Appearance
Construction of new aircraft pavement on southern side of airfield	✓	x	✓	x	x
A new storage building for snow clearing and aircraft pavement de-icing	✓	x	✓	x	x
Operational amendments to runway ends and taxi-way	✓	✓	NA	x	x
Western RESA	✓	✓	NA	x	x
Landside to airside security control post	✓	x	✓	x	x
Bristol and West Flying Club	✓	x	✓	x	x

✓ identifies that the matter is submitted for consideration

x identifies that the matter is reserved for a subsequent reserved matter application.

The planning application provides for all those elements that are required for BIA Ltd to deliver growth proposals to 10mppa. Where buildings are proposed to be demolished to make space for new development, the replacement facility has been included within the application. This approach ensures that NSC and consultees are provided with the whole picture of the proposed development.

For some elements of the scheme, such as the proposed administration building, landside ancillary building, new Gate Gourmet building, Royal Mail facility, security building and snow base only details of layout and access are submitted. These buildings are included within the application as they form an integral part of the overall scheme, however detailed design of these buildings is on-going, and therefore matters of scale, landscaping and appearance are reserved.

The size and layout of the Eastern and Western Apron extensions are submitted however the exact appearance is reserved. The same applies to the proposed noise walls around the extended aprons where the overall height is submitted for consideration, but the detailed appearance of the structures are a reserved matter.

With regard to overall car parking numbers and access arrangements, the proposal includes the necessary supporting infrastructure to fully handle the passenger throughput and identifies sufficient car parking to accommodate around 10mppa. Details of the exact layout for both the north and south side car parks, the Silver Zone Car Park Reception Building, car hire buildings and bus stops within both the north and south car parks are reserved matters.

1.6.1 Timescale for reserved matters applications

For those parts of the scheme which are submitted with elements reserved, their development cannot proceed until the subsequent reserved matters applications are approved. The standard period for submission of reserved matters is three years from the date of the grant of the outline planning permission however on complex developments it is common for the determining

authority to allow a longer periods and sometimes even different periods for parts of the development.

Given the complexity of the development proposal, BIA is proposing that the period for submission of the reserved matters application is extended to eight years from approval. We have suggested an appropriately worded condition to reflect this.

1.6.2 Phasing of development

Given the nature of the proposals and the fact that significant amounts of the development are dependant on passenger numbers, it is important that BIA retain some degree of flexibility with regards to the implementation of development should planning permission be granted and have the ability to bring forward development in accordance with, or slightly in advance of passenger demand. It is therefore envisaged that the proposed facilities will be developed in distinct phases to match forecast growth. The various elements of the development are inter-related and the construction activities will need to be carefully phased to ensure continuous operation of the Airport at all times. A phased programme of relocations is required in advance of this in order to make the site available.

Full details of the construction phasing programme, construction methodology and a phasing plan can be found in ES Volume 2.

The core elements of the phasing are:

Terminal extension, Walkways and Piers - The extension to the core terminal building and the associated piers and walkways are expected to be constructed in the following main parts:

- A first phase east terminal extension comprising a single storey extension to the outbound baggage make up area;
- A first phase west terminal extension comprising enhanced security facilities for departing passengers, departure lounge space and extension to the arrivals facilities;
- A first phase Eastern Walkway and Gate lounge to serve stands 2 to 5;
- A second phase Eastern Walkway to serve stands 6 to 11;
- A second phase west terminal extension to extend the security facilities, departure lounge and provide new immigration facilities;
- The Western Apron Pier;
- A second phase east terminal extension, extending check in and outbound baggage facilities, and the departure lounge;
- The Eastern Apron Pier.

The new terminal facilities are anticipated to come into operation in stages from mid-2011 onwards with the final phase completed in 2019.

Expansion of the aircraft parking apron - The apron will be developed in phases to suit the growth in demand for aircraft stands. Work will commence with the first phase of the western extension in 2011 comprising the three stands adjacent to the existing apron, phased for

completion at the same time as the initial phases of the terminal building extension. The second phase of the western apron extension will be completed in 2013. Prior to construction commencing it will be necessary to relocate the existing Royal Mail Air Hub and the Snow Base which are located on the site of the proposed apron works.

The eastern apron extension will be constructed in 2017/18. Demolition of the existing administration building will be one of the first activities in the eastern extension. Staff car parking will be relocated to the Silver Zone prior to commencing construction. The acoustic wall to the north of the eastern apron extension will be constructed prior to demolition of the administration building. The existing eastern apron will be reconstructed and reconfigured in conjunction with these works.

New Administration Building - The new Administration Building will be constructed in 2016/17 to facilitate the demolition of the existing building as part of the eastern apron extension and construction of the East Pier.

Car rental facilities - The car rental facilities need to be relocated to the south side of the airfield at an early stage in the construction programme, so that the area currently occupied in the north side car park can be allocated to airport customer car parking in advance of the construction of the multi-storey car parks. This work is programmed for 2010/2011.

North Side Car Parks - The redevelopment of the north side car parks will take place in stages to correspond with the growth in demand for car parking. The development will be co-ordinated with the reconfiguration and extension of the Silver Zone Car Park to the south of the airport.

The eastern half of the multi-storey car park will be constructed first, in 2011/12. The western car park will follow, with construction in 2015/16. A phased redevelopment of the north side car park will be undertaken following completion of the multi storey car parks.

South side long stay car parking - In the first instance the extension of the south side (Silver Zone) car park will be required to facilitate the relocation of cars from the north side car parks to create construction space for the multi-storey car park and other proposed developments on the north side. The Cornerpool Farm extension is therefore programmed for construction in 2010. Redevelopment of the existing Silver Zone Car Park will follow in 2011. The further seasonal overflow extension to the west of Cornerpool Farm is anticipated to be brought into use in two phases in 2013 and 2016.

Aviation fuel storage depot - Construction of the new fuel storage depot is programmed for 2013/14.

Road layout - The road layout will be amended in conjunction with the construction of the multi-storey car park in 2011.

Airfield works - The airfield works including the runway and taxiway amendments and the regrading of the airfield will be undertaken in 2011 and 2012 in conjunction with the other ongoing works.

Landside Ancillary Buildings (Motor Transport, Flight Catering and Airport Support) - The landside ancillary buildings will be constructed from 2011 onwards in line with the requirements of the proposed phasing for the western terminal extension.

Royal Mail Air Hub - The existing Royal Mail Air Hub is located on the site of the proposed first phase of the apron extension. It is therefore proposed to be relocated in advance of these works with construction taking place in 2010/2011.

Snow Base - The existing Snow Base is co-located with the existing Royal Mail Air Hub. It is therefore proposed to be relocated in advance of these works with construction taking place in 2010.

1.6.3 Construction compounds

Separate construction compounds for each element and phase of development will be established within the airport boundary. Compounds for the terminal extension will be located adjacent to the east and west extensions. Compounds for the north side car parks will be located adjacent to and within the construction site. Likewise compounds for the apron expansion, south side car park expansion, administration building and fuel storage depot will be located adjacent to the new facility.

An on-site concrete batching plant may be required for the aircraft parking apron. This could be located adjacent to the site, within the airport boundary. Consideration will also be given to the use of concrete batched at a nearby ready-mix plant.

1.6.4 Temporary stockpiling and re-use of material

Spoil will be generated as a result of site preparation and reprofiling, excavation and other construction activities. A total of 120,000 m³ of soil and rock material is forecast to arise from the construction works. All of this material will be re-used elsewhere within the airport, for example to form landscaping bunds or using rock spoil in gabion stone walls as part of the main buildings. Approximately 110,000 m³ of surplus material will be deposited in the runway 09 undershoot area to improve the profile of the Runway End Safety Area. A further deposition area has been identified to the south of the runway for further surplus material. The project has been designed to achieve a 'cut' and 'fill' balance, with all excavated material used within the site boundary without the need for offsite disposal, with the exception of contaminated material.

Where possible, temporary stockpiling will be avoided, but where necessary these will be located within the construction site generating or receiving the spoil. Measures to prevent birds congregating on these areas will be put in place such as covers and increased bird patrols. The construction phasing has been prepared to facilitate the deposition of cut material in its final destination after removal without need for double handling.

Bulk earthworks distribution will be undertaken using internal airport roads and where necessary the A38 between the north and south of the airport. Appropriate arrangements for wheel washing and road cleaning will be put in place.

1.6.5 Working hours

The standard construction working hours will be 07:00 to 19:00 hours Monday to Friday. Weekend working will be undertaken, although with reduced hours of 07:00 to 14:00 on Saturday. Working on Sunday will only occur if this is deemed (by BIA Ltd) to be an operational necessity. The work will occur at an operational airport and therefore some night-time working will be required for some elements of work. This is a practice that has and is