



DESIGN AND ACCESS STATEMENT

DEVELOPMENT OF BRISTOL AIRPORT TO ACCOMMODATE
12 MILLION PASSENGERS PER ANNUM



DOCUMENT CONTROL

Project Title	Development of Bristol Airport to Accommodate 12 Million Passengers Per Annum Design and Access Statement
Project Number	17090
Report Reference	17090-12M-TODD-ZZ-RP-A-001-3-00
Revision	00
Date of Issue	05/12/2018
Purpose of Issue	Planning
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The logo for TODD, featuring the word "TODD" in a bold, dark grey, sans-serif typeface. The letters are closely spaced, with the 'O's being particularly prominent.

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1.0 INTRODUCTION



1.0 INTRODUCTION

1.1 Preamble

This Design and Access Statement (DAS) supports a planning application by Bristol Airport Limited (BAL) to North Somerset Council (NSC). The planning application seeks permission for the development of Bristol Airport (the 'application site') to accommodate 12 million passengers per annum (mppa) including the associated infrastructure and operational changes necessary to accommodate passenger growth beyond the current permitted cap of 10 mppa (the 'Proposed Development'), whilst making best use of the existing Airport site. As a document, it provides a framework to explain how the Proposed Development is designed in relation to the application site and its setting as well as demonstrating how it can be accessed by all users. It sets out the design principles and concepts that have been applied to the Proposed Development. It is intended that this DAS should be read alongside the existing DAS for the previous 10 mppa planning approval in 2011 (LPA Reference 09/P/1020/OT2) due to Bristol Airport Limited (BAL) continuing to build out the 10 mppa planning permission.

1.2 Overview of the Proposed Development

Bristol Airport is located on the A38, approximately 11km south west of Bristol city centre and within the local authority administrative area of North Somerset Council (NSC). Operated by BAL, it is the principal airport and main international gateway for the South West of England and South Wales¹.

In 2017, Bristol Airport handled over 8.2 million passengers making it the ninth busiest UK airport and the third largest regional airport in England². Leading low cost, charter and full service airlines currently fly from Bristol Airport to over 120 destinations across 34 countries³.

BAL was granted outline planning permission by NSC on 16th February 2011 for the expansion of Bristol Airport to handle 10 mppa⁴. Between 2010 and 2017, investment totalling over £160 million has been made in a significant upgrade of facilities and infrastructure at Bristol Airport and passenger numbers have grown by over 40%, from 5.8 mppa to 8.2 mppa. BAL currently forecasts that passenger demand will reach 10 mppa by 2021, beyond which passenger traffic is projected to rise further to 15 mppa by the mid-2030s and to 20 mppa by the mid-2040s.

To meet passenger demand, both now and in the future, BAL is currently preparing a new Master Plan. The Master Plan will set out a strategy for phased growth to meet the forecast level of passenger demand by the mid-2040s; in doing so, it will ensure that Bristol Airport contributes fully to enhancing national airport capacity, delivers increased connectivity and

supports economic prosperity in the South West and South Wales regions.

The issues Bristol Airport currently faces and BAL's broad approach to addressing these through the Master Planning process were set out in an initial discussion document, 'Your Airport: your views', which was subject to public consultation between November 2017 and January 2018. A further public consultation on the emerging Master Plan was undertaken between May and July 2018 and it is currently anticipated that a Draft Master Plan will be published for consultation in winter 2018/19.

The development proposals set out in this DAS are aligned with the emerging Bristol Airport Master Plan and the associated 'five pillars' as explained in the 'Your Airport: your views' document. To make sure Bristol Airport achieves the best possible outcome for passengers, local communities and the region as a whole this development is guided by the following design principles;

- **Safety and Security** – delivering safe and secure facilities for all passengers, employees and visitors to Bristol Airport
- **Passenger experience** - delivering facilities that provide easy and convenient access for passengers and improved on-time performance for airlines
- **Demand** - ensuring flexibility and a phased approach to meet demand, which will help secure the economic benefits for the region
- **Value for money** - developing facilities that represent value for money for passengers, airlines and other stakeholders
- **Sustainability** - seeking to reduce and mitigate the effect on communities and the environment, locally and globally, as well as finding opportunities to deliver enhancements
- **Policy** - making best use of existing airport capacity, maximising development in the Green Belt inset and complying with other relevant policy.

As part of the approach set out in the emerging Master Plan regarding meeting future passenger demand beyond 2021, BAL is seeking planning consent for an initial phase of growth beyond the current cap of 10 mppa to 12 mppa.

1.3 Overview of the Design and Access Statement

This DAS will demonstrate the steps taken to appraise the context of the proposed scheme and the process of development of the design and access components to include:

- **Assessment** of the site and its context in terms of physical, social and economic characteristics and relevant planning policies.
- **Involvement** of the community, professionals and other consultation.
- **Evaluation** of the above, identifying opportunities, constraints and formulating design and access principles.
- **Design** of the scheme using the above and setting out the amount, layout, scale, landscaping, appearance, access components (vehicular and pedestrian), environmental sustainability, building and site infrastructure services and drainage.

¹ York Aviation (2018). Bristol Airport Limited, Part 1 (Strategic) Economic Impact Assessment of Bristol Airport. Final Report.

² Civil Aviation Authority (2017). Size of Reporting Airport January 2017 – December 2017. Comparison with previous year, [online]. Available at: https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard_Content/Data_and_analysis/Datasets/Airport_stats/Airport-data-2017-12/Table_01_Size_of_UK_Airports.pdf

³ Bristol Airport (2017). Your Airport: your views. A world of opportunities. Preparing a new Master Plan: Public consultation, [online]. Available at: <https://www.bristolAirportfuture.com/consultation>

⁴ Application reference 09/P/1020/OT2.

This DAS has developed as a result of detailed design evolution incorporating the components identified in paragraph 1.6. The process of design evolution is described in this document.

This document utilises computer generated images to illustrate the development. As such and where applicable, these images contextualise outline proposals where appearance is to be agreed as a reserved matter.

1.4 Existing Approvals

There is an existing planning permission in place which is currently being implemented by BAL. This planning permission was for the expansion of Bristol Airport to 10 mppa, including the associated infrastructure required to grow (LPA reference 09/P/1020/OT2). Upon consent being issued in 2011, BAL has implemented the 10 mppa planning permission in a phased manner responding to anticipated growth. The existing 10 mppa DAS will still be applicable in building out the remaining components of that consent. This DAS considers growth beyond 10 mppa through to 12 mppa. Both documents will be applicable up until the 10 mppa is developed as necessary.

In addition to obtaining planning permissions, some operational development is undertaken through the use of BAL's permitted development rights under Part 8 of the Town and Country Planning (General Permitted Development) (England) Order 1995 (as amended) (GPDO).

Since the 10 mppa planning approval, BAL has obtained various planning permissions, non-material amendments and reserved matters from NSC (the local planning authority), as well as consulting on operational development in accordance with the GPDO.

1.5 The Scope of the Planning Application

To meet passenger demand both now and into the future, BAL is currently preparing a new Master Plan. The Master Plan will set out a strategy for phased growth to meet the forecast level of passenger demand by the mid-2040s; in doing so, it will ensure that Bristol Airport contributes fully to growing national airport capacity, delivers increased connectivity and supports economic prosperity in the South West and South Wales regions. As part of the approach set out in the emerging Master Plan to meet future passenger demand beyond 2021, BAL is seeking planning consent for an initial phase of growth to 12 mppa. This will allow for growth in passenger numbers up to at least the mid-2020s.

The Proposed Development comprises a number of components, including:

- Extensions to the terminal building on its west and southern sides and a canopy over the forecourt of the main terminal building;
- Erection of a new east walkway and pier with vertical circulation cores, pre-board zones and a five metre high acoustic timber fence;
- Construction of a new service yard directly north of the western walkway;
- Car parking including erection of a multi-storey car park (MSCP) providing approximately 2,150 spaces (Phase 3) and wind turbines atop, extension to the Silver Zone car park to provide approximately 2,700 spaces (Phase 2) and year-round use of the existing Silver Zone car park extension (Phase 1);

- Surface access improvements including junctions with Downside Road and West Lane and an improved internal road system with gyratory and internal surface car parking;
- Enhancements to airside infrastructure including construction of a new eastern taxiway link and taxiway widening (and fillets) to the southern edge of Taxiway GOLF; and
- Operational changes including retention of an annualised cap of 4,000 night flights between the hours of 23:30 and 06:00, albeit with the removal of the current limits on the number of night-time flights during the British Summer and Winter Seasons respectively, and revisions to the use of aircraft stand numbers 38 and 39 so that they operate under the same terms as stands 34-37.

1.6 Form and Content of the Planning Application

The planning application and supporting documentation have been prepared to ensure sufficient information is provided to enable NSC to make an informed decision on the merits of the Proposed Development. The proposal is an outline planning application seeking permission for the necessary infrastructure and associated development to enable an increase in passenger throughput to 12 mppa, which is forecast to be achieved by 2026.

Although the application is in outline, all details are included for works to the terminal building and highways improvements on the A38, with all other matters being reserved except for access. For those elements of the scheme that do have reserved matters, where possible design and size parameters have been defined. This approach has ensured that a robust assessment of the environmental effects of the Proposed Development can be undertaken.

Full details of the application and the exact matters that are submitted for consideration are provided overleaf in Figure 1.6, with a 'tick' identifying that the matter is not reserved and is therefore to be considered as part of this application and an 'x' identifying that the matter is reserved for a subsequent reserved matter application. N/A identifies that the matter is not applicable to the component.

Development component	Scale	Layout	Access	Appearance	Landscaping
West Terminal Extension (Phase 2)	✓	✓	✓	✓	N/A
South Terminal Extension with arrivals vertical circulation cores (bussing)	✓	✓	✓	✓	N/A
Canopy to the front of the existing terminal building	✓	✓	N/A	✓	×
Walkway to east pier with vertical circulation core to 1 PBZ	×	×	N/A	×	N/A
East pier with vertical circulation cores and 5 no. PBZs	×	×	N/A	×	N/A
Acoustic fence	×	×	N/A	×	N/A
MSCP (Phase 3)	×	×	×	×	×
Service yard	×	×	×	×	×
Gyratory road with internal surface car parking	×	×	×	×	×
Highway improvements	✓	✓	✓	✓	N/A
Taxiway widening and fillets	×	×	N/A	×	N/A
Eastern taxiway link	×	×	N/A	×	N/A
Year-round use of Silver Zone car park extension (Phase 1) (operational change with permanent fixed lighting and CCTV)	×	×	N/A	×	N/A
Silver Zone car park extension (Phase 2)	×	×	×	×	×
Operational change to night flight regime	N/A	N/A	N/A	N/A	N/A
Operational change to stands 38 and 39	N/A	N/A	N/A	N/A	N/A

Fig. 1.6A Matters for consideration

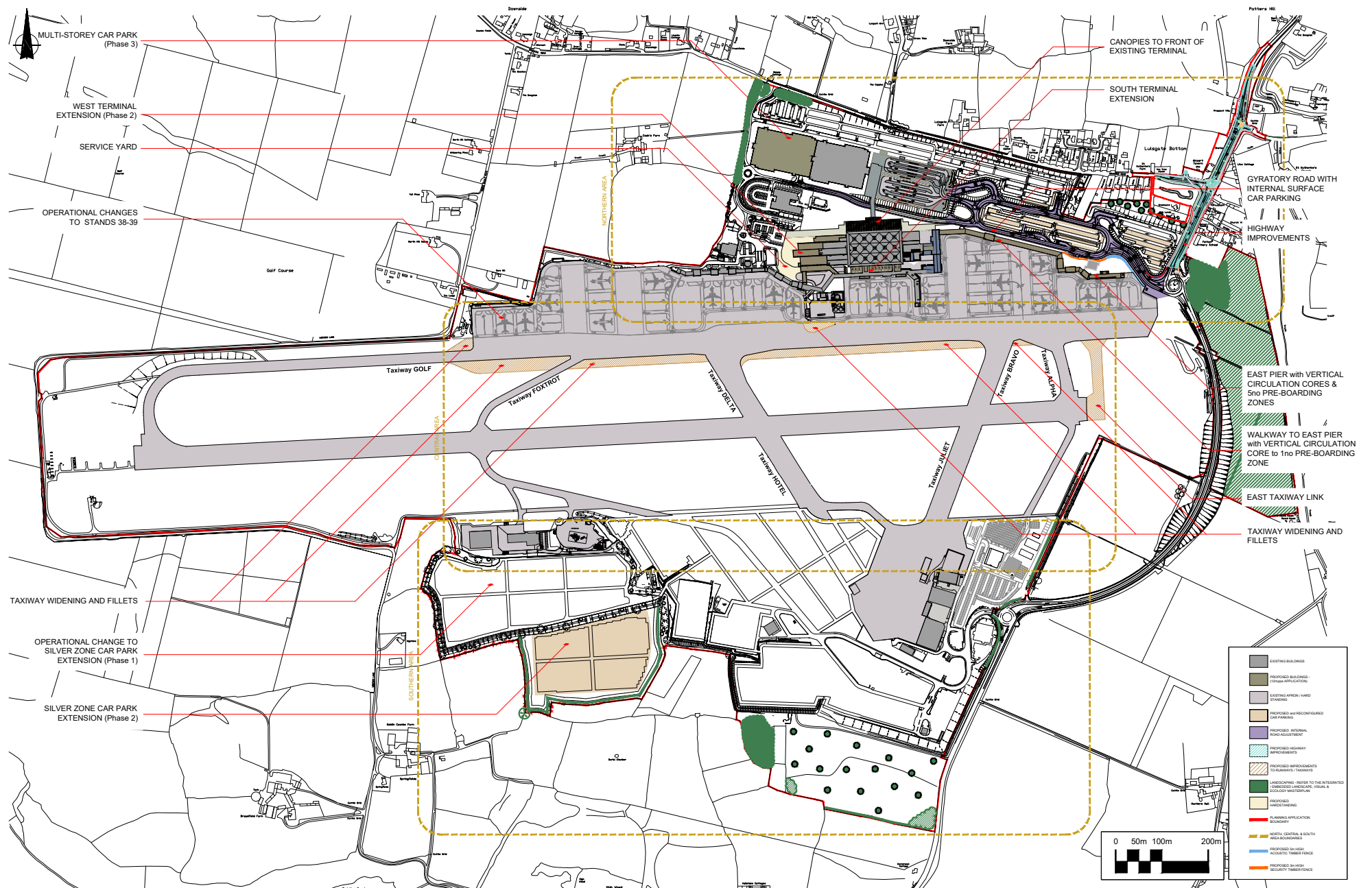


Fig. 1.6C Proposed Site Plan



2.0 ASSESSMENT OF EXISTING CONTEXT



Fig. 2.1A Map data: 2018 Google



2.1 Site Location

Bristol Airport is located approximately 11km south west of the main conurbation of Bristol. It is in a rural location whilst also having close links to the cities of Bristol and Bath and larger towns of Weston-super-Mare, as well as smaller towns and villages in North Somerset and Bath and North East Somerset. The primary access to the airport is by road, namely the A38 which runs north to Bristol and south west to Weston-super-Mare.

Fig 2.1B Location Plan⁵

The transport modes which currently directly serve the airport include:

- Public transport services including bus and coach;
- Access for pedestrians and cyclists;
- Private car and car parking/drop off arrangements; and
- Taxi and hire car services.

⁵ Map data courtesy of PBA now part of Stantec

2.2 Site Description

The area of land within the current operational boundary at Bristol Airport covers 196 hectares (ha). In addition to its existing site, BAL owns approximately 16 Ha of land immediately to the south of the southern area. This land is currently used for agriculture, dominated by improved grassland used for grazing and a small area of woodland. The airport site is immediately adjacent to the A38, with two roundabout junctions providing access to the airport.

The airport is situated on a ridge of high ground called Broadfield Down, 183 metres above Ordnance Datum (AOD). The area surrounding the airport is predominately open, undulating countryside with extensive woodland areas to the west and open farmland and settlements to the north, east and south. Immediately to the north of the airport are properties along Downside Road, with properties along the southern side falling within the parish of Wrington and those along the north within the parish of Backwell. Those properties along the southern side of Downside Road share a boundary with Bristol Airport. To the north west is the village of Felton, which extends northwards along the A38 and east towards Winford. To the south is the small settlement of Redhill and beyond is Wrington, which Bristol Airport falls within the parish of.

The predominating geographical and physical characteristics of the airport include;

- Changing topography from the elevated terminal building to the north boundary. The northern element of the site slopes down from south to north with a 14.5 metre difference between the terminal entrance and the site boundary;
- Integral landscaping throughout the airport site;
- Strong parallel geometry with the runway. The runway is aligned in an east west direction resulting in design parameters restricting expansion of the terminal to the south;
- An elevated site in the context of its surroundings;
- A main arterial access road (Northside Road) running east south east to west north west from the main airport roundabout on the A38; and
- Predominantly open countryside and small towns and villages around the airport boundary.

2.3 Existing Operational Facilities

The airport operates on an efficient and compact site and the land-take is one of the lowest of any UK regional airport as shown in Figure 2.3.

Airport	MPPA ⁶	Area (Ha) ⁷	Area per MPPA (Ha)
Manchester	27.9	800	28.7
Edinburgh ⁸	13.4	375	28.0
Birmingham	12.98	340	26.2
Glasgow	9.9	340	34.3
Bristol	8.2	196	23.9
Belfast	5.8	1420	244.8
Newcastle	5.35	244.7	45.7
East Midlands	4.9	445	90.8

Fig 2.3 Airport area per MPPA – UK Airports

The majority of the airport's facilities are located on the northside of the runway, with predominantly car parking and general aviation facilities located to the south. The airport components can be simply described in geographical zones; northern, central and southern areas. These are as follows;

⁶ 2017 CAA data

⁷ Provided by airport operators

⁸ Internet search

2.3.1 Northern Area

The northern parts of the airport are comprised of the following components:

i. Surface Access and Car parking

Northside Road extends north west from the northern entrance roundabout with a number of internal roundabouts providing access to passenger car park areas, a public transport forecourt immediately to the north of the terminal and a short stay drop off/pick up car park to the west side of the terminal. Northside Road extends to the northern boundary of the airport where it forms a junction with Downside Road, adjacent to Cooks Farm. This is for operational access only.

A passenger drop off and pick up car park is located to the west of the terminal and surface car parking comprising short stay and long stay spaces are located to the north of the terminal. Phase 1A of the multi-storey car park developments was completed in 2017 and incorporates three levels. This is sited north of the terminal. Phase 1B of this development will add another two levels and is due to be completed in Q2/Q3 of 2019.

Motorcycle and bicycle parking are available and this facility is located adjacent to the Staff Transport Hub.



Fig. 2.3.1 Map data: 2018 Google

ii. Passenger Terminal

The existing terminal building, shown in Photo 1, is a landmark building. Its design creates a strong visual presence and identity. The passenger facilities are organised on three levels, supplemented by a basement plant room. The building has been recessed into the sloping site to minimise the impact of the terminal on the skyline.

There have been several extensions to the terminal building and many internal layout changes and refurbishments to accommodate the capacity growth and evolving passenger needs or policy requirements (as shown in Photos 2 and 3). The most recent extension was to the west of the terminal and this improved passenger facilities and circulation by increasing the amount of security search lanes and baggage belts whilst also expanding the size and facilities of the arrivals hall. The other notable extension was completed in 2015 which involved an extension to the east of the terminal to provide an extended departures area which supports an increased retail offer.

iii. Walkway and Pier

The two storey western walkway, shown in Photos 4 and 5, was completed in 2010. This development links the terminal with stands on the western apron. A central pier was added in 2014 and this increased the number of contact stands thereby improving airside operations and passenger experience.

iv. Operational and Ancillary Buildings

The in-flight catering building (Gate Gourmet, shown in Photo 6) is located to the west of the terminal. This is due for demolition in Q2 2019. Adjacent to this site, construction for a new main gate and airline office building will commence in Q2 2019. Beyond this there is the current main airside security control post incorporating operational office facilities and the 29 metre high air traffic control tower which is shown in Photo 7.

The airport's motor transport maintenance facility is located adjacent to the western boundary of the airport site (also shown in Photo 7). The existing aviation fuel storage depot lies to the south west of the terminal. The on-site hotel, shown in Photo 8, opened in 2017 and this is located to the north west of the terminal building.

v. Planned Relocations

There are existing facilities within the northern area which are in the process of being relocated to the southside. These include the main administration building, the Fire Station and the Car Rental operations. These developments are approved as part of the 10 mppa planning permission or are considered permitted development in accordance with the GPDO.





Fig. 2.3.2 Map data: 2018 Google

2.3.2 Central Area

The majority of the airfield is contained within the central area. It is characterised by the runway (2,011 metres long), taxiways and hold points, together with a significant expanse of grassland. Airport-related infrastructure is also located in this compartment including facilities such as electrical substations and navigational aids.

The main aircraft parking apron runs west to east between the building complex and the runway. The apron is narrow, no more than three aircraft deep, and long with the layout dictated by the site topography.

2.3.3 Southern Area

The southern parts of the airport are comprised of the following components:

i. Car parking

An extensive area in the southside of the airport accommodates the long-term Silver Zone car parking accessed off the southern A38 roundabout. Along the southern and eastern edges of the car park a three to four metre high earth bund is located which effectively contains and screens the car parking area when viewed from the south. Within the car park, and positioned centrally, is the Silver Zone car park reception building and bus transfer facilities. A staff transport hub building facilitates staff bus transfer between the southside and northside.

ii. Fire Facilities

Immediately south of the runway is a fire training area which includes a purpose built fire

training rig and hard standing with drains to collect runoff. The new Fire Station is currently being constructed and this is located between the training rig area and Snow Base building which contains snow clearing and de-icing equipment.

iii. Ancillary Buildings/Land

To the south of the runway lies aircraft ancillary areas comprising the Bristol and Wessex Flying Club, Bristol Flying Centre hangar and offices, the Western Power Distribution helicopter hangar, light aircraft parking, southern taxiways, perimeter road and vehicle circulation roads.

To the south of the car park security fence there is land owned by BAL which is currently used for agriculture. This is dominated by (typically) improved grassland used for grazing (typically cattle) and a small area of woodland.



Fig. 2.3.3 Map data: 2018 Google

iv. Planned Development

The Car Rental Consolidation Centre (CRCC) is being developed on land to the north west of the Silver Zone A38 roundabout. A new airport administration building is also being built on land immediately south of the Silver Zone A38 roundabout.

2.4 Existing Capacity

In 2017, Bristol Airport handled around 8.2 million passengers. The existing facilities continue to be developed in accordance with the 10 mppa planning permission, being built in a phased manner to meet demand. Once fully built out, the capacity will enable throughput of 10 mppa. The 12 mppa proposals incorporate some of the aspects of the 10 mppa which are yet to be developed and where they need to be revised. This relates to the approved second phase of the West Terminal Extension which is now proposed under the 12 mppa planning application (with a revised design) and the second phase of the East Terminal Extension which is now, under the 12 mppa proposals, proposed to come forward as a South Terminal Extension.

The other main components of the 10 mppa planning permission which are still to be developed under Reserved Matters (or alternative planning permissions) include:

- The Multi-Storey Car Park Phase 1B – to be completed in Q2 2019.
- The Multi-Storey Car Park Phase 2 incorporating the Public Transport Interchange – to commence late 2019.
- The Far Eastern Apron - 3no. aircraft stands and ancillary equipment parking areas currently being developed on the site of the former staff car park. To be completed in Q2 2019.
- Southside Taxiway and Apron. To be completed in Q2 2019.

All other developments currently or planned to be constructed are fully detailed within Chapter 2 of the Environmental Statement.

