

Bristol Airport

Multi-Storey Car Park

Planning Statement



June 2016

Amec Foster Wheeler Environment
& Infrastructure UK Limited




Report for

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Doc Ref. 38181rr008i1

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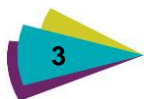
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Document revisions

No.	Details	Date
1	Draft Planning Statement	19.05.16
2	Final Planning Statement	02.06.16



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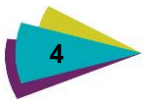


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1. Introduction

1.1 Overview

This Planning Statement is submitted in support of a planning application for a 1,878 space multi-storey carpark (MSCP) at Bristol Airport (the Airport) on land immediately in front of the main terminal building (the application site). The application is one of three separate planning applications being submitted by Bristol Airport relating to the development of car parking provision at the Airport, specifically:

- ▶ Proposed Multi-Storey Car Park (to which this Planning Statement relates);
- ▶ Proposed Extension to the Staff Car Park; and
- ▶ Proposed Extension to the Silver Zone Car Park.

Planning permission¹ for a MSCP on the application site was granted in February 2011 as part of wider proposals for the major expansion of Bristol Airport to handle 10 million passengers per annum (mppa). Bristol Airport now wishes to further progress part of this development, bringing forward an appropriate MSCP facility to meet current market demand.

The Planning Statement sets out the context for the proposed MSCP (the 'proposed development'), including information on the applicant and descriptions of the application site and the proposed development, before summarising the relevant Development Plan policies and other material considerations against which the application will be determined. The Planning Statement then assesses the compliance of the proposed development with the relevant policies of the Development Plan and other material considerations, providing reasoned justification for the granting of planning permission.

This Planning Statement has been prepared by Amec Foster Wheeler Environment and Infrastructure UK Ltd (Amec Foster Wheeler) on behalf of Bristol Airport.

1.2 Statutory Requirements

Determining Planning Applications

The proposed MSCP at Bristol Airport will be determined under section 70(2) of the Town and Country Planning Act 1990. The determining authority in this case is North Somerset Council (NSC), as the local planning authority (LPA).

Local Planning Authority Pre-Application Discussions

Pre-application discussions with the LPA have been ongoing throughout the preparation of the planning application for the proposed development. A pre-application meeting was held on 17th March 2016 to discuss the scheme alongside the other car parking proposals at the Airport. The pre-application meeting was used to agree the proposed scope of environmental assessments to be undertaken in support of the planning application including in relation to ecology, landscape and visual impact, cultural heritage and traffic and transport.

¹ Application number 09/P/1020/OT2.

1.3 Planning Application Submissions

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 at Bristol Airport. The application seeking planning permission for the scheme comprises the following²:

- ▶ Planning application forms;
- ▶ Planning application drawings;
- ▶ Planning Statement (this document);
- ▶ Design and Access Statement³;
- ▶ Landscape and Visual Appraisal (LVA)⁴;
- ▶ Heritage Statement⁵;
- ▶ Ecological Supporting Statement (Ecological Appraisal)⁶;
- ▶ Transport Statement⁷.

1.4 Structure of this Planning Statement

This Planning Statement is structured as follows:

- ▶ **Section 2** provides details of the applicant and descriptions of the application site and the proposed development;
- ▶ **Section 3** reviews the current planning policy context for the proposed development including relevant Development Plan policies, national planning policy and guidance and other material considerations;
- ▶ **Section 4** assesses the proposed development in terms of its compliance with the Development Plan, national planning policy and guidance and other material considerations;
- ▶ **Section 5** presents the overall conclusions of the Planning Statement in terms of the proposed development's compliance with planning policy and concluding that planning permission for the scheme should be granted.

² Please note that the Transport Statement relates to all three planning applications being submitted by Bristol Airport for the development of car parking provision at the Airport whilst the Design and Access Statement, LVA and Heritage Statement relate to the proposed MSCP and proposed extension to the Silver Zone Car Park only.

³ TODD Architects (2016) *Car Parking at Bristol Airport – Design and Access Statement*.

⁴ Amec Foster Wheeler (2016) *Planning Applications for Car Parking at Bristol Airport: Landscape and Visual Appraisal*.

⁵ Amec Foster Wheeler (2016) *Planning Applications for Car Parking at Bristol Airport: Heritage Statement*.

⁶ Johns Associates Limited (2016) *Bristol Airport: Multi-Storey Car Park: Ecological Support Statement*.

⁷ Amec Foster Wheeler (2016) *Planning Applications for Car Parking at Bristol Airport: Transport Statement*.

2. Development Context

2.1 Introduction

This section of the Planning Statement sets out the context for the proposed MSCP. It provides details relating to the applicant, gives an overview of the application site and its environs and describes the proposed development.

2.2 The Applicant

The planning application in respect of the proposed MSCP is being submitted on behalf of Bristol Airport as the applicant. Bristol Airport is the UK's ninth largest airport, and the third largest regional airport in England outside of the South East, after Manchester and Birmingham.

2.3 Application Site and its Environs

Bristol Airport is located on the western side of the A38 Bristol to Bridgwater Road, approximately six kilometres (km) from the suburb of Withywood on the south western edge of Bristol. It is situated on a ridge called Broadfield Down and occupies an area of ~200 hectares (ha). The application site is located within the Airport's operational area to the north of the main terminal building and covers an area of approximately 2.3 ha. It is located ~70 m south of the northern boundary of the Airport and ~80 m north of the main terminal, separated from the building by two roads and a small landscaped area.

The application site is currently used for surface car parking for both the public and rental cars and comprises hard standing with marked parking bays, associated hard landscaping features and scattered standard trees. The southern boundary of the site is formed by the airport distributor road (leading from the A38) and an associated area of ornamental planting. The northern boundary comprises existing surface car parking bounded to the north by an intact species-poor hedgerow and beyond which lies Downside Road. The new Hampton-By-Hilton hotel which is currently under construction will be located immediately adjacent to the western boundary, whilst ground-level parking will remain immediately to the east. The application site is centred at Ordnance Survey National Grid Reference STST505656. A site location plan is presented in **Appendix A**.

Planning History

Bristol Airport was granted planning permission⁸ by NSC in February 2011 for the major expansion of the Airport to handle 10 mppa. The expansion proposals included: terminal extension; new walkways, piers and aprons; new office building; replacement fuel storage depot; and landscape and nature conservation enhancement measures. The proposals also included additional car passenger parking provision, as described below:

- ▶ 3,850 space MSCP on the north side of the airport terminal building to provide short and long stay parking and facilities for the pick-up and set down of passengers (Site H under the existing consent). This would be delivered in two phases with the eastern half (Phase 1) delivered before the western extent (Phase 2);
- ▶ Extension of the existing Silver Zone Car Park to the immediate west of the existing site on land known as Cornerpool (Site U);
- ▶ A seasonal car park (for use between May and October) on land known as 'Cogloop' located to the south of the runway, adjacent to the airport snow base and Fire Training Ground and

⁸ Application number 09/P/1020/OT2.

forming a further extension to the existing Silver Zone Car Park to the immediate east of the site (Site C, subdivided into C1 and C2).

Reserved matters applications relating to the extension of the Silver Zone Car Park on the Cornerpool land have been granted with Phase 1 subsequently completed in October 2014 and Phase 2 in July 2015. The planning permission in relation to Site C is subject to phasing which seeks to maximise development within the Green Belt inset before developing further greenfield sites within the Green Belt. Planning conditions require MSCP Phase 1 to be completed before site C1, and for passenger numbers to be above 8 mppa before C1 is brought into use and above 9 mppa before C2 is in use.

2.4 The Proposed Development

The pattern of passenger growth since planning permission for the Airport's expansion was granted in 2011 has evolved and the phasing set out in the existing consent no longer accurately reflects the nature of the market and demand from passengers (see **Section 4.2** for further information). To ensure a MSCP facility to meet current and forecast market demand, the design of the MSCP has been revised and its proposed phasing amended to bring forward the western extent of the consented scheme (Phase 2 under the existing consent) as the initial phase. This would comprise the initial construction of the first three storeys (ground floor and two upper decks) providing a total of 984 spaces. The remaining two storeys, additional parking bays and an associated vertical circulation core extension would be brought forward as a separate phase and would provide a total of 1,878 spaces.

The proposed development would replace part of the western half of the existing surface car parking with a five floor parking complex serviced with ramps and stairwell structures. Areas surrounding the proposed MSCP would be retained as surface parking. The MSCP would be constructed using externally positioned supporting steel columns with each deck constructed out of a series of support beams and prefabricated concrete slabs. External ramps and stairwell structures would be constructed out of concrete, with the top of the stairwells being the tallest elements of the MSCP.

The façade would be finished with a series of full height steel panels and timber cladding with half-height, mesh panels. The stairwells at the east and western ends of the building would be timber clad with fixed windows and timber cladding applied to the stairwell structures. Amenity planting would be provided around the perimeter of the MSCP.

The eastern half of the existing surface level carpark outside the terminal building would provide space for the implementation of the existing consent for Phase 1 of the MSCP.

The proposed MSCP would be accessed from the existing roundabout beside the new hotel (currently under construction). There would be a separate entrance and exit to / from the ground floor (level 0) of the MSCP. Access to the other upper car park decks would be via separate 'up' and 'down' straight ramps. A new covered walkway from the MSCP would provide access to the existing ramp which leads to an area adjacent to the terminal entrance.

It is currently anticipated that construction of the MSCP would start in autumn/winter 2017.

A layout plan for the proposed development is provided in **Appendix B**. A more detailed overview of the scheme's design is provided in the Design and Access Statement prepared in support of the planning application.

3. Planning Policies and Other Material Considerations

3.1 Introduction

This section of the Planning Statement sets out the main Development Plan and national planning policies against which the proposed MSCP will be assessed. Other material considerations that are also of relevance to the proposed development are set out.

3.2 The Development Plan

Section 70(2) of the Town and Country Planning Act 1990 requires local planning authorities in determining planning applications to have regard to the development plan, so far as material to the applications, and to any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan for the proposed development currently comprises:

- ▶ North Somerset Core Strategy (adopted 2012); and
- ▶ North Somerset Replacement Local Plan (adopted 2007) – saved policies.

The majority of policies that comprise the North Somerset Replacement Local Plan are due to be superseded by the Sites and Policies Plan Part 1: Development Management Policies (hereafter referred to as the Sites and Policies Plan Part 1). The Examination in Public concerning this plan has recently been concluded and NSC received the Inspector's final report on 26th April 2016. The report concludes that, with the inclusion of the recommended main modifications, the plan can be found sound. The plan, including the modifications, is due to be taken to full council on 19th July 2016 for adoption.

In consequence, it is expected that the Sites and Policies Plan Part 1 will form part of the formal Development Plan at the time of the planning application's determination and accordingly the policies contained therein have been afforded appropriate and full weight in this Planning Statement. This accords with guidance⁹ prepared by NSC relating to the application of local planning policy which advises that the Core Strategy should be referred to in the first instance, followed by the Sites and Policies Plan Part 1. Replacement Local Plan policies can be used, but where the Replacement Local Plan is shown to be out of date, and there are no other relevant policies in either the Core Strategy or Sites and Policies Part 1 documents, the National Planning Policy Framework (NPPF) will take precedence.

For the purpose of this Planning Statement, the key Development Plan policies (including those contained in the Sites and Policies Plan Part 1) relating to the proposal and land subject of the application are outlined below.

North Somerset Core Strategy

The North Somerset Core Strategy was adopted in April 2012 and sets out the long-term vision, objectives and strategic planning policies for North Somerset up to 2026.

The Core Strategy contains a suite of spatial visions that are intended to provide a clear, strategic planning context underpinned by a set of priority objectives. With specific regard to the Airport, the overarching vision for North Somerset (Vision 1) sets out that: *"The future planning of...Bristol Airport will be guided by the need to balance the advantages of economic growth with the need to control the impacts on those who live nearby and on the natural environment."* Priority Objective 3, meanwhile, supports and promotes major employers

⁹ See <http://www.n-somerset.gov.uk/wp-content/uploads/2015/11/Current-North-Somerset-planning-policy-framework-July-2015-pdf.pdf> [Accessed May 2016].

in North Somerset including Bristol Airport to ensure continued employment security and economic prosperity.

Policy CS23 is the principal Core Strategy policy relating to development at Bristol Airport and aims to support the delivery of Priority Objective 3. It states:

“Proposals for the development of Bristol Airport will be required to demonstrate the satisfactory resolution of environmental issues, including the impact of growth on surrounding communities and surface access infrastructure.”

The Core Strategy does not contain specific policy relating to airport car parking or the provision of car parking in existing developments. Policy CS11, however, concerns parking provision in new developments and states that *“Adequate parking must be provided and managed to meet the needs of anticipated users (residents, workers and visitors) in usable spaces. Overall parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.”*

The Core Strategy contains a number of other policies of relevance to the proposed development and these are set out in **Table 3.1**.

Table 3.1 Core Strategy Policies Relevant to the Proposed Development

Core Strategy Policy	Summary
CS1: Addressing climate change and carbon reduction	The policy states that NSC is committed to reducing carbon emissions and tackling climate change, mitigating further impacts and supporting adaptation to its effects.
CS2: Delivering sustainable design and construction	The policy states that new development should demonstrate a commitment to sustainable design and construction. This policy is considered further in the Design and Access Statement that accompanies the planning application.
CS3: Environmental impacts and flood risk management	The policy states that development that, on its own or cumulatively, would result in air, water or other environmental pollution or harm to amenity, health or safety will only be permitted if the potential adverse effects would be mitigated to an acceptable level by other control regimes, or by measures included in the proposals, by the imposition of planning conditions or through a planning obligation.
CS4: Nature conservation	<p>The policy states that the biodiversity of North Somerset will be maintained and enhanced by, inter alia:</p> <ul style="list-style-type: none"> • seeking to ensure that new development is designed to maximise benefits to biodiversity, incorporating, safeguarding and enhancing natural habitats and features and adding to them where possible; • seeking to protect, connect and enhance important habitats, particularly designated sites, ancient woodlands and veteran trees; • promoting the enhancement of existing, and provision of new, green infrastructure of value to wildlife; and • promoting native tree planting and well targeted woodland creation, and encouraging retention of trees, with a view to enhancing biodiversity. <p>The policy sets out that a net loss of biodiversity interest should be avoided, and a net gain achieved where possible.</p>
CS5: Landscape and the historic environment	<p>The policy states that the character, distinctiveness, diversity and quality of North Somerset's landscape and townscape will be protected and enhanced by the careful, sensitive management and design of development. Close regard will be paid to the character of National Character Areas in North Somerset and particularly that of landscape types and landscape character areas identified in the North Somerset Landscape Character Assessment. The Mendip Hills Area of Outstanding Natural Beauty (AONB) will be protected by ensuring that development proposals conserve and enhance its natural beauty and respect its character, taking into account the economic and social well-being of the area.</p> <p>The Council will conserve the historic environment having regard to the significance of heritage assets.</p>
CS9: Green infrastructure	The policy states that the existing network of green infrastructure will be safeguarded, improved and enhanced by further provision.

Core Strategy Policy	Summary
CS10: Transportation and movement	<p>The policy states that development proposals that encourage an improved and integrated transport network and allow for a wide choice of modes of transport as a means of access to jobs, homes, services and facilities will be encouraged and supported. It states that transport schemes should:</p> <ul style="list-style-type: none"> • enhance the facilities for pedestrians, including those with reduced mobility, and other users such as cyclists; • deliver better local bus, rail and rapid transit services in partnership with operators; • develop innovative and adaptable approaches to public transport in the rural areas of the district; • improve road and personal safety and environmental conditions; • reduce the adverse environmental impacts of transport and contribute towards carbon reduction; • mitigate against increased traffic congestion; • improve connectivity within and between major towns both within and beyond North Somerset; and • support the movement of freight by rail.

Site and Policies Plan Part 1: Development Management Policies

The Sites and Policies Plan Part 1 brings forward the detailed development management policies which complement the strategic context set out in the Core Strategy.

Policy DM50 relates specifically to Bristol Airport and aims to ensure that, if further development of the Airport is required, proposals demonstrate the satisfactory resolution of environmental issues, including the impact of growth on surrounding communities and surface access infrastructure. It states:

“Development within the Green Belt inset at Lulsgate as shown on the Proposals Map will be permitted provided that:

- ▶ *it is required in connection with the movement or maintenance of aircraft, or with the embarking, disembarking, loading, discharge or transport of passengers, livestock or goods;*
- ▶ *environmental impacts such as emissions are minimised, and there is no unacceptable noise impact;*
- ▶ *it is suitably sited, designed and landscaped so as not to harm the surrounding landscape; and*
- ▶ *appropriate provision is made for surface access to the airport, including highway improvements and/or traffic management schemes to mitigate the adverse impact of airport traffic on local communities, together with improvements to public transport services.*

Airport-related development will not be regarded as inappropriate in the Green Belt if the sole reason that planning permission is expressly required is that an environmental impact assessment is required.”

The Sites and Policies Plan Part 1 does not contain specific policy relating to the development of on-site airport car parking with Policy DM30 concerning off-site airport-related car parking only.

The Sites and Policies Plan Part 1 contains a number of other policies of relevance to the proposed development. These policies are listed in **Table 3.2**.

Table 3.2 Sites and Policies Plan Part 1 Policies Relevant to the Proposed Development

Development Management Policy	Summary
DM1: Flooding and drainage	<p>The policy states that all development must consider its vulnerability to flooding, taking account of all sources of flood risk and the impacts of climate change, up to 60 years ahead on non-residential sites. All development that would increase the rate of discharge of surface water from a site must consider its implications for the wider area, including revised or amended proposals.</p>

Development Management Policy	Summary
	Open areas within developments must be designed to optimise drainage and reduce run-off, while protecting groundwater and surface water resources and quality.
DM3: Conservation areas	The policy states that development within or that would affect the setting of conservation areas will be expected to preserve and, where appropriate, enhance the contribution to the special character of the areas.
DM4: Listed buildings	The policy states that development will be expected to preserve, and where appropriate enhance, the character, appearance and special interest of listed buildings.
DM5: Historic parks and gardens	The policy states that registered and unregistered historic parks and gardens are expected to be preserved by development proposals. Where significant development will have an impact upon the fabric or setting, applicants will have to assess the historic landscape.
DM6: Archaeology	The policy states that archaeological heritage assets should be fully taken into account. Archaeological remains should be preserved in situ where possible. Where it is not necessary to preserve remains in situ, provision should be made for the excavation and recording of assets and the Council will condition development proposals appropriately to achieve this.
DM7: Non-designated heritage assets	The policy states that, when considering proposals involving non-designated heritage assets, the Council will take into account their local significance and whether they warrant protection.
DM8: Nature conservation	<p>The policy states (amongst other requirements) that development proposals must take account of their impact on local biodiversity and identify appropriate mitigation measures to safeguard or enhance attributes of ecological importance. Where appropriate, proposals should seek to conserve the local natural environment by:</p> <ul style="list-style-type: none"> • retaining, protecting, enhancing and linking existing wildlife habitats; • by incorporating retained habitats sensitively into the development through appropriate design; and • by ensuring that such retained and enhanced habitats are managed appropriately. <p>Where necessary, longer term management will be achieved through suitable planning conditions.</p>
DM10: Landscape	<p>The policy states that all development proposals should:</p> <ul style="list-style-type: none"> • not have an unacceptable adverse impact on the designated landscape character of the district as defined in the Landscape Character Assessment Supplementary Planning Document (2005) and respond to the distinctive qualities of the landscape including both nationally registered and unregistered historic parks and gardens; • be carefully integrated into the natural, built and historic environment, aiming to establish a strong sense of place, respond to local character, and reflect the identity of local surroundings, whilst minimising landscape impact; • respect the tranquillity of an area; • include appropriate landscaping and boundary treatments in the scheme; • conserve and enhance natural or semi-natural vegetation characteristic of the area; • respect the character of the historic landscape including features such as field patterns, watercourses, drainage ditches, stone walls and hedgerows; and • where outdoor lighting is proposed, adopt a lighting scheme which minimises obtrusive light. <p>Where some harm to the local landscape character is unavoidable, but a development is otherwise deemed beneficial, the policy states that positive mitigation measures should be secured by a landscape condition or planning agreement (Section 106), involving works on or off-site as necessary.</p>
DM11: Mendip Hills Area of Outstanding Natural Beauty (AONB)	The policy states that any development will need to conserve and, where possible, enhance the landscape and scenic natural beauty of the AONB.
DM19: Green Infrastructure	The policy states that green infrastructure should be provided in line with the phasing and scale of development.
DM24: Safety, traffic and provision of infrastructure, etc. associated with development	<p>The policy states that development will be permitted provided it would not prejudice highway safety or inhibit necessary access for emergency, public transport, service or waste collection vehicles. Development giving rise to a significant number of travel movements will only be refused on transport grounds if it:</p> <ul style="list-style-type: none"> • is likely to have a severe residual cumulative impact on traffic congestion or on the character and function of the surrounding area; or • is not accessible by non-car modes or cannot readily be integrated with public transport, cycleway and footpath links, and bridleways where appropriate.

Development Management Policy	Summary
	Development which gives rise to a significant detrimental impact on travel patterns, or exacerbates existing transport problems, will only be permitted where acceptable counter measures or mitigation is possible.
DM26: Travel plans	The policy states that travel plans will be required for all developments which generate significant amounts of movement including development comprising or involving a significant increase in existing car parking provision.
DM31: Air safety	The policy states that planning permission will not be granted for development that would prejudice the safe operation of Bristol Airport or other safeguarded aerodromes. Within the Public Safety Zones, long-stay and employee car parking will be permitted.
DM32: High quality design and place-making	The policy states that the design of new development should contribute to the creation of high quality, distinctive, functional and sustainable places where opportunities for physical activity and recreation are maximised. The design and planning of development proposals should demonstrate sensitivity to the local character, and the setting, and enhance the area taking into consideration the existing context. Design solutions should seek to enhance local distinctiveness and contribute to the creation of a sense of place and identity. Design matters are considered further in the Design and Access Statement that accompanies the planning application.

North Somerset Replacement Local Plan

The Replacement Local Plan was adopted by NSC in March 2007. Several policies are relevant to the proposed development including, in particular, Policy T/12 (Bristol International Airport), in addition to policies concerning, inter-alia, cultural heritage, landscape and biodiversity. However, as these policies largely reflect, and are due to be superseded by, those contained in the Site and Policies Plan Part 1, they are not summarised here. This is in accordance with the Council's guidance⁹.

3.3 National Planning Policy Framework

The National Planning Policy Framework (NPPF) (2012) sets out the Government's planning policies and is a material consideration in determining planning applications. Paragraph 14 sets out that a presumption in favour of sustainable development is key to decision taking, which should be taken to mean:

- ▶ *"approving development proposals that accord with the development plan without delay; and*
- ▶ *where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:*
 - ▶ *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
 - ▶ *specific policies in this Framework indicate development should be restricted."*

The following extracts from the NPPF are considered to be particularly relevant to the proposed MSCP.

Section 1: Building a strong, competitive economy establishes the Government's commitment to securing economic growth stating at paragraph 19 that *"Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system."* Paragraph 21 also sets out that *"investment in business should not be over-burdened by the combined requirements of planning policy expectations and that planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing."*

Section 4: Promoting sustainable transport refers specifically to airport related development. At paragraph 33 it states that *"When planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business, leisure, training and emergency service needs."*

With regard to transport more generally, the NPPF seeks to make the fullest possible use of public transport, walking and cycling. At paragraph 32, it sets out that “*All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- ▶ *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- ▶ *safe and suitable access to the site can be achieved for all people; and*
- ▶ *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

Paragraph 35 outlines that developments should be located and designed where practical to, inter alia;

- ▶ accommodate the efficient delivery of goods and supplies;
- ▶ give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- ▶ consider the needs of people with disabilities by all modes of transport.

Paragraph 36 advises that a key tool to facilitate the above will be a travel plan.

The NPPF also includes, inter alia, policies for flood risk and conserving and enhancing natural and historic environments and which are supported by Planning Practice Guidance. These policies and guidance are also relevant to the proposed development.

3.4 Other Material Considerations

Aviation Policy Framework

The Aviation Policy Framework (APF) was published in March 2013 and sets out the Government’s policy to allow the aviation sector to continue to make a significant contribution to economic growth across the country. The APF supports the growth of regional airports whilst managing associated environmental impacts and in this context, it recognises the vital role Bristol Airport plays in the economic success of the South West region.

Section 5 (Planning) sets out that all proposals for airport development must be accompanied by clear surface access proposals which demonstrate how the airport will ensure easy and reliable access for passengers, increase the use of public transport by passengers to access the airport, and minimise congestion and other local impacts.

West of England Joint Spatial Plan

The four local planning authorities of Bristol City Council, Bath and North East Somerset Council, NSC and South Gloucestershire Council are currently preparing a new Joint Spatial Plan (JSP) for the West of England (WoE) sub-region. Once adopted, the JSP will set out the high level spatial strategy for housing, employment and transport across the WoE including the general extent of the Green Belt. The plan will cover the period 2016 – 2036.

As part of the preparation of the JSP, consultation on Issues and Options was undertaken between November 2015 and January 2016. The Issues and Options consultation document set out (inter-alia) the proposed vision and spatial objectives for the JSP and indicative strategic locations for future growth identifying Bristol Airport as a strategic employment location.

West of England Joint Local Transport Plan 3 2011 - 2026

The latest iteration of the Joint Local Transport Plan (JLTP) aims to deliver an affordable, low carbon, accessible, integrated, efficient and reliable transport network to achieve a more competitive economy and

better connected, more active and healthy communities. In this context, the JLTP seeks to achieve improved access to Bristol Airport by public transport including through the delivery of the South Bristol Link.

The WoE's four local authorities are currently preparing a Joint Transport Study that will supersede the JLTP, providing clear direction for the long-term development of the transport system in the WoE to 2036 and beyond.

West of England Strategic Economic Plan 2015-2030

The WoE Strategic Economic Plan (SEP) contains a vision for economic growth which is managed sustainably to ensure all those within the area benefit and that the environment is protected and enhanced. The SEP recognises the key strategic role of Bristol Airport in the sub-regional economy and as a lever for growth.

Supplementary Planning Documents

NSC has adopted a number of Supplementary Planning Documents (SPD) of potential relevance to the proposed development. These SPD include:

- ▶ Biodiversity and Trees (December 2005);
- ▶ North Somerset Landscape Character Assessment (December 2005);
- ▶ Travel Plans (November 2010); and
- ▶ Creating Sustainable Buildings and Places in North Somerset (March 2015).

Airport Surface Access Strategy 2012-2016

Bristol Airport has implemented an Airport Surface Access Strategy (ASAS) to addresses its planning obligations relating to surface access. The Strategy has the following aims and objectives:

- ▶ to secure easy, reliable and efficient access to Bristol Airport for passengers and staff;
- ▶ to increase the use of public transport by passengers consistent with a target of 15% of passengers using public transport at 10mppa;
- ▶ to improve access to Bristol Airport for passengers travelling to and from the West of England, the South West of England and South Wales;
- ▶ to reduce congestion and the carbon and air quality impacts of traffic travelling to and from Bristol Airport;
- ▶ to facilitate access to jobs for local communities through the implementation of the Staff Travel Plan; and
- ▶ to ensure that the surface access arrangements contribute to the growth of Bristol Airport and enable it to deliver its full potential in delivering air services to the local catchment supporting economic growth.

4. Planning Assessment

4.1 Introduction

Based on the review of the Development Plan, national planning policy and other material considerations presented in **Section 4** of this Planning Statement, a number of topics/issues have been identified that are considered to represent the key planning considerations relevant to the determination of the planning application for the proposed MSCP. These topics are as follows:

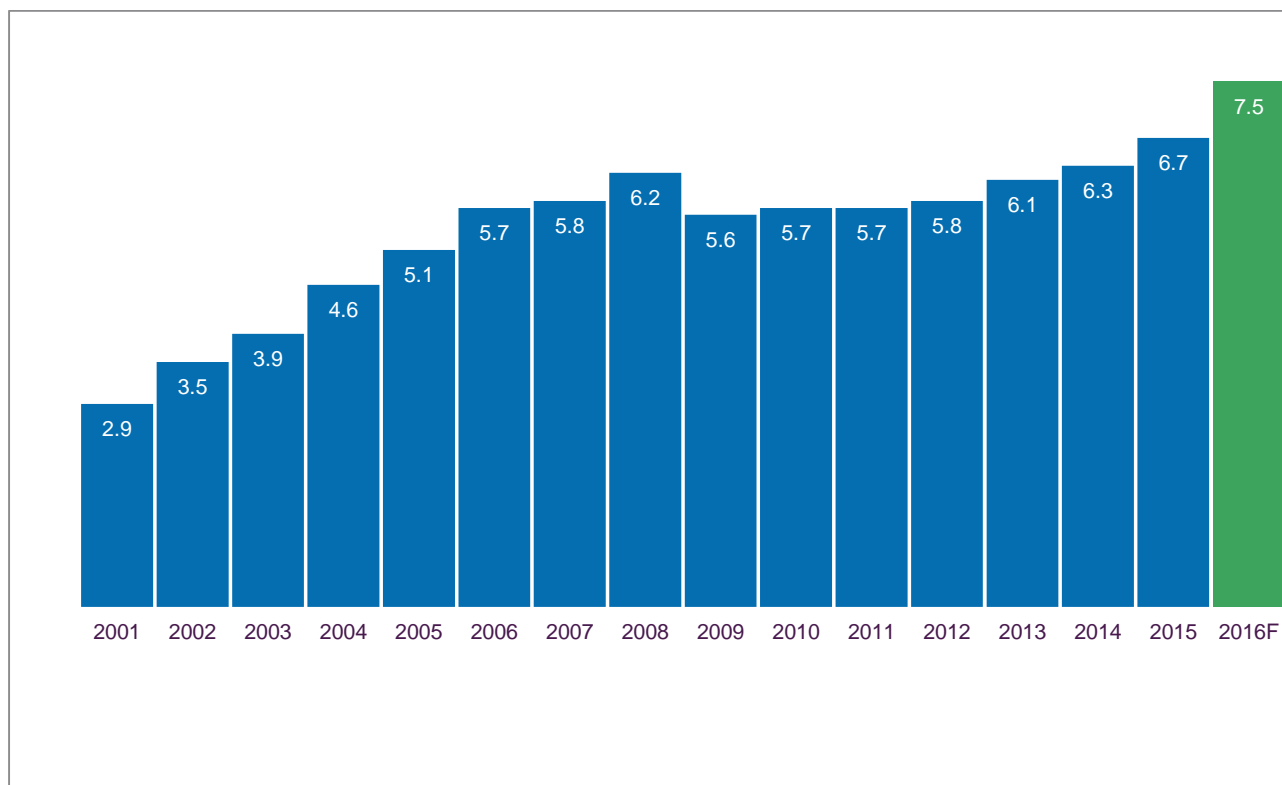
- ▶ Principle of the Proposed Development;
- ▶ Traffic and Transport;
- ▶ Landscape and Visual;
- ▶ Heritage (including archaeology);
- ▶ Ecology;
- ▶ Water, Air and Noise Pollution;
- ▶ Flood Risk.

The following sub-sections assess the proposed development against each of the topics listed above in-turn, drawing on information prepared in support of the planning application where appropriate.

4.2 Principle of the Proposed Development

Planning permission for a MSCP on the application site was granted in February 2011 as part of wider proposals for the expansion of the Airport. Following a decline in passenger numbers in 2009, key elements of the permission were not progressed including the MSCP. However, since 2012 passenger numbers have distinctly increased and in 2014 exceeded the previous (2008) peak of 6.2 mppa (see **Figure 4.1**). Current forecasts indicate that passenger numbers will reach 7.5 mppa in 2016 and 10 mppa in 2024.

Figure 4.1 Passenger Growth (in millions), 2001-16 (forecast)



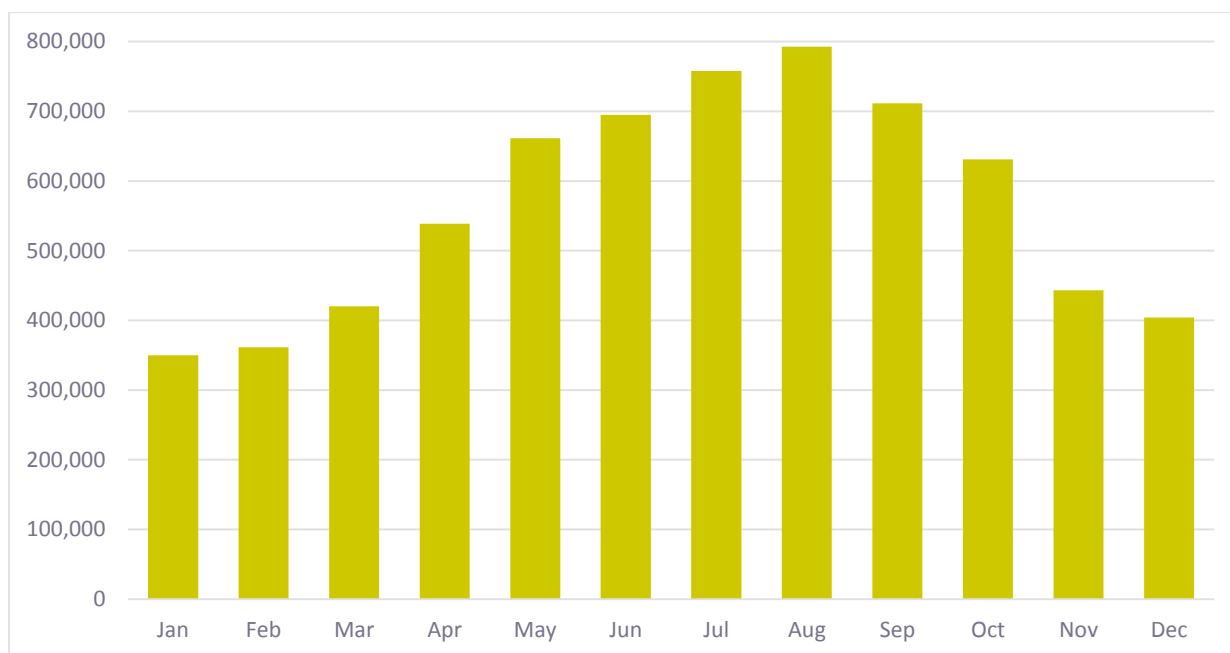
The pattern of passenger growth since planning permission for the Airport's expansion was granted has also evolved, and the phasing set out in the existing consent no longer accurately reflects the nature of the market and demand from passengers. In particular, there has been an increase in demand for low cost parking. In September 2015, the Silver Zone Car Park operated at 100% capacity. This change in demand is due to a number of factors, including:

- ▶ increased penetration in parts of the Airport's catchment area which are relatively poorly served by public transport - outer catchment market share has increased from 53% in 2009 to 64% in 2015 and is forecast to increase further;
- ▶ an increase in business travellers using low cost parking;
- ▶ increasing propensity for leisure passengers to use low cost parking since the recession;
- ▶ higher than forecast growth in Charter flights - in 2015 Charter flight passengers equated to a total of 13% of all passengers compared to 11% forecast¹⁰ in 2009. Charter flight passengers have a propensity to utilise the Silver Zone Car Park as opposed to premium parking; and
- ▶ growth in the number of aircraft based at the Airport – this has contributed to an increase in flights departing before 9:00am from 29% in 2009 to 34% meaning that public transport services are less available for the passengers of these flights.

Allied to this, demand remains highly seasonal with higher passenger numbers between May and October in particular (see **Figure 4.2**).

¹⁰ Aviation Economics (2009) *Traffic Forecast Review – Bristol International Airport*.

Figure 4.2 Passenger Profile: 2015 (total passengers)



As a consequence, analysis by Bristol Airport of the market for car parking suggests that a premium car parking product in the form of a MSCP and of the type and scale that has been permitted would result in an overprovision of premium spaces (particularly outside the peak seasonal period) and would not meet demand because of the level of charging required to make such a significant investment commercially viable. For this reason, Bristol Airport is proposing to amend the phasing of the delivery of the MSCP, bringing forward the western extent (Phase 2 of the MSCP under the existing consent) as the initial phase and with a revised design. In order to meet the increased demand for low cost car parking, Bristol Airport is also seeking to bring forward an extension to the Silver Zone Car Park and which in-turn will help to lessen the opportunity for, and impact of, unauthorised car parks.

The proposed MSCP would comprise the initial construction of the first three storeys (ground floor and two upper decks) providing a total of 984 spaces. Bristol Airport considers this level of provision to be commercially viable at this time and sufficient to meet current and forecast demand for premium parking in the short to medium term. Importantly, the proposal would then allow for the remaining two storeys to be brought forward commensurate with increased demand for premium spaces (providing a total of 1,878 spaces). Bristol Airport also remains committed to bringing forward Phase 1 of the MSCP in the medium to long term.

The APF and emerging WoE Joint Spatial Plan support growth and development at the Airport, recognising the important role that it plays in the economic success of the South West region. The NPPF (at paragraph 19) also makes clear that significant weight should be placed on the need to support economic growth and investment in businesses. In this regard, it is considered that the proposed development would support the continued role of the Airport as a strategic transport hub for the regional economy.

Policy CS23 of the Core Strategy and Policy DM50 of the Sites and Policies Plan Part 1 are the principal local planning policies relating to the proposed development. Both policies are supportive of development within the Green Belt inset at the Airport (within which the application site is located) provided that proposals demonstrate the satisfactory resolution of environmental issues. In this regard, Policy DM50 (which supersedes Policy T/12 of the Replacement Local Plan), sets out a number criteria in respect of airport-related development and against which proposals for development are to be determined. **Table 4.1** presents an assessment of the proposed development against these criteria. More detailed assessment of the impacts of the proposed development is provided in sections 4.3 to 4.8.

Table 4.1 Assessment of the Proposed Development against Policy DM50

Criteria	Assessment
It is required in connection with the movement or maintenance of aircraft, or with the embarking, disembarking, loading, discharge or transport of passengers, livestock or goods.	The proposed development relates to the provision of car parking for passengers and therefore satisfies this criteria.
Environmental impacts such as emissions are minimised, and there is no unacceptable noise impact.	Sections 4.3 to 4.8 of this Planning Statement demonstrate, with reference to environmental assessments undertaken in support of the planning application, that the proposed development would not result in any significant adverse environmental impacts including in respect of emissions to air and noise. The proposed development therefore satisfies this criteria.
It is suitably sited, designed and landscaped so as not to harm the surrounding landscape.	<p>The LVA prepared in support of the planning application concludes that the proposed development would not have any material landscape effects and only a minimum number of material visual effects such that it is considered to be acceptable in landscape and visual terms. The proposed development therefore satisfies this criteria.</p> <p>The Design and Access Statement fully explains how the scheme has been sited and designed to minimise its landscape and visual impact.</p>
Appropriate provision is made for surface access to the airport, including highway improvements and/or traffic management schemes to mitigate the adverse impact of airport traffic on local communities, together with improvements to public transport services.	The Transport Statement prepared in support of the planning application concludes that the proposed development would not generate additional vehicle movements beyond those that would be associated with the implementation of the extant consent. Bristol Airport is also committed to the ongoing implementation of its ASAS and existing planning obligations that will encourage a further modal shift from car use. The proposed development therefore satisfies this criteria.

In summary, the principle of the development of a MSCP on the application site has already been established. The proposed development simply seeks to amend the phasing of delivery and the design of part (Phase 2) of the consented scheme. Further, the scheme accords fully with the principal policies of the Development Plan and has been shown to satisfy the criteria set out in Policy DM50 of the Sites and Policies Plan Part 1.

4.3 Traffic and Transport

The NPPF and Development Plan policy including Policy DM24 of the Sites and Policies Plan Part 1 promote sustainable transport modes and seek to avoid adverse impacts on the highways network. Policy DM26 of the Sites and Policies Plan Part 1, meanwhile, requires that travel plans be prepared for all developments which generate significant amounts of movement including development comprising or involving a significant increase in existing car parking provision.

As set out in **Section 4.2**, the pattern of passenger growth since planning permission for the Airport's expansion was granted has evolved, meaning that the phasing set out in the existing consent no longer reflects the nature of the market and demand from customers.

Planning permission for a MSCP at the Airport has already been granted and whilst there would be changes to the design and phasing of the MSCP (Phase 2), no additional parking spaces are proposed. On this basis, the transport impacts of the proposed development have already been considered in the 2009 Transport Assessment prepared in support of the planning application for the expansion of the Airport and were accepted by NSC in granting consent for that development, subject to highway mitigation identified and implemented in 2015. In this context, the Transport Statement prepared in support of the proposed development concludes that the scheme would not generate additional impacts over and above those already considered as part of the existing consent and that the proposal is acceptable from a traffic /highways perspective.

It should be noted that the 2009 Transport Assessment considered a worst case scenario at 10 mppa with no achievement of public transport targets and therefore no modal shift from car use. An Airport Surface Access Strategy (ASAS) has been in operation since 2012 and addresses those Section 106 obligations related to surface access associated with the consent for the Airport's expansion. The primary objective of the ASAS is to increase the modal share of air passengers travelling to and from the Airport by public transport to 15% when the Airport achieves an air passenger throughput of 10 mppa. Between 2008 and 2015, the number of passengers using public transport (bus) has increased significantly and in 2015, the proportion of passengers travelling by bus was 13% (see **Table 4.2**).

Table 4.2 Passenger Mode Shares

Mode	2008 Actual	7.3mppa target	10mppa target	2015 Actual
Private car (excl hire car)	69%	67%	63%	69%
Bus	8%	8%	15%	13%
Taxi	15%	17%	15%	12%
Hire car	5%	5%	5%	4%
Other (coach, hotel bus, cycle, motorbike, walk)	3%	3%	3%	2%

As set out in **Section 4.2**, Bristol Airport remains committed to bringing forward Phase 1 of the MSCP in the medium to long term. Whilst this element of the expansion proposals would be built at a later stage, there would be no material impact on the propensity for passengers to utilise public transport, as evidenced by the increasing number of passengers that already travel to/from the Airport by bus.

Overall, the proposed development would provide an appropriate level of premium parking to meet current and forecast demand. It would not generate additional vehicle movements beyond those already considered in the 2009 Transport Assessment. Bristol Airport is also committed to the ongoing implementation of its ASAS and existing planning obligations that will encourage a further modal shift from car use. In consequence, the proposed development accords with Development Plan policy.

4.4 Landscape and Visual

Development Plan policy and the NPPF seek to conserve and enhance landscape. Policy DM10 of the Sites and Policies Plan Part 1 requires (inter-alia) that proposals should not have an unacceptable adverse impact on the designated landscape character of North Somerset as defined in the Landscape Character Assessment SPD.

There are no national (statutory) or local landscape designations that apply to the application site. The landscape character of the site is defined in the North Somerset Landscape Character Assessment SPD as falling within Landscape Character Type (LCT) G: Settled Limestone Plateau and within the Broadfield Down Settled Limestone Plateau Landscape Character Area (LCA).

A Landscape and Visual Appraisal (LVA) has been undertaken in support of the planning application for the proposed MSCP. This appraisal has considered the potential landscape effects of the proposed development on the landscape character of the LCTs and areas falling within a 2 km assessment study area and within a Zone of Theoretical Visibility (ZTV). The appraisal has also considered the visual effects of the scheme on specific viewpoints, groups of residential properties, users of transport and recreational routes, and recreational and tourist destinations.

The landscape assessment identifies that none of the landscape receptors considered in the assessment including the Broadfield Down Settled Limestone Plateau LCA would sustain in excess of 'slight/moderate' magnitude of effect and that all effects would not be material. This principally reflects the fact that the scheme would add development of a similar scale and type to that already present in the central part of the

LCA (the longstanding presence of the Airport has resulted in it becoming one of the key characteristics of the LCA within which it is located). The proposed MSCP would also be present in the most intensely developed part of the Airport and amongst built development of a similar scale, mass and appearance. It would result in an incremental intensification of the existing landscape effects of the Airport's operation only and would not spatially extend the landscape role of the Airport in the host LCA nor into any of the other three LCAs that are partly present within the study area for the LVA. Consequently, the appraisal concludes that landscape effects are not material in the consideration of the planning application submitted for the scheme.

The visual assessment has included some 25 different groups of visual receptors and utilised three photomontages from viewpoints specifically selected for the proposed MSCP. Of the 25 viewpoints and receptors considered in the visual assessment, the LVA concludes that effects on all but one would be non-material. This is because the proposed development would be viewed against the existing airport buildings or screened by other buildings, vegetation or topography.

The magnitude of visual change generated by the proposed MSCP would only be great enough to result in visual effects that could be considered to be material for some receptors in a single group of visual receptors ('Residents at Old Farm, Downside Caravan Park, houses on the south side of Oatfield Crescent, and Downside Farm, Ludgate farm, the Coppice and 15 Hyatts Wood Road). For this receptor group, the assessment concludes that the magnitude of visual effect would be moderate/substantial as the proposed MSCP would be apparent where the screening effects due to intervening vegetation are limited. In these views, the upper levels of the MSCP would be visible in the middle ground, with the main terminal building remaining as the dominant feature in the background. In views from the receptors at 15 Hyatts Wood Road, the upper levels of the MSCP would be clearly discernible and would represent a foreshortening of residents' southern views.

The MSCP has been located to minimise its effect on adjacent residential properties and the design of the north façade seeks to limit the visual impact. Overall, the LVA concludes that, given the absence of material landscape effects and the minimal number of material visual effects identified in the appraisal, the proposed MSCP should be considered to be acceptable in landscape and visual terms. In consequence, the proposed development is considered to accord with Development Plan policy, Policy DM10 of the Sites and Policies Plan Part 1 and national planning policy in respect of landscape and visual impact.

4.5 Heritage (including archaeology)

The Development Plan, Sites and Policies Plan Part 1 and the NPPF seek to conserve and enhance the historic environment, having regard to the significance of heritage assets including non-designated features.

There are no designated cultural heritage assets within the boundary of the application site or within the wider boundary of the Airport. The nearest listed buildings are Windmill House Grade II Listed Building, approximately 1 km to the south east of the application site, and The George and Dragon Public House (Grade II), approximately 1.5 km east. The Felton Upper Town Conservation Area is approximately 1.5km east of the application site and includes several Grade II listed buildings. The nearest Scheduled Monument is Oval barrow on Felton Hill 100 m east of The Round House which is approximately 1.2 km to the south east of the application site and to the east of which (1.6 km from the application site) is Two confluent bowl barrows on Felton Hill Scheduled Monument. Bowl barrow 170m east of Poplar Farm Scheduled Monument is approximately 1.8 km east of the application site.

The current airport is on the site of RAF Lulsgate Bottom which was established in 1940 and abandoned in 1946. The North Somerset Historic Environment Record (HER) includes an inventory of identified features from the World War 2 (WW2) airfield although only a selection of these survive and are visible. Within the area of the application site, there are however no surviving features relating to the WW2 airfield. To the north, the North Somerset HER records one HER entry relating to the WW2 airfield, the site of an Anti-Aircraft Dome Trainer (41740 - MNS4164).

There are no archaeological sites, monuments or archaeological recording events within the application site. Within a 5 km radius there are 31 entries on the North Somerset HER for monuments not connected to the WW2 airfield which show evidence of occupation of the site from Neolithic times.

An assessment of the potential impacts of the proposed development on cultural heritage assets in the vicinity of the application site is contained in the Heritage Statement prepared in support of the planning application. The Heritage Statement concludes that the proposed development would not have any direct impacts on cultural heritage assets of the surrounding area.

Any views of the application site from the north will place the MSCP against buildings within the airport complex. Other views from the east and west will be into land developed as part of the Airport. Views from the south will be shielded by the landform of the Airport, terminal buildings and other developments. The only unrestricted views from the south would be from the north side of the terminal buildings where the receptor is standing within the airport complex itself. On this basis, the Heritage Statement concludes that the proposed development would not have any indirect impact on the settings of designated heritage assets nor would there be impacts upon the relationships between surviving features from RAF Lulsgate Bottom.

The proposed development is not expected to have any significant effects on archaeology.

As the proposed development would not have any direct effects on cultural heritage assets or indirect effects on their settings, the scheme is considered to be in conformity with the key heritage policies of the Development Plan, Sites and Policies Plan Part 1 and the NPPF.

4.6 Ecology

National and local planning policy seek to conserve and enhance biodiversity. Relevant local policies include Core Strategy Policy CS4 and Sites and Policies Plan Part 1 policies DM8 and DM9 in addition to guidance contained in the Biodiversity and Trees SPD (December 2005). Policy CS9 of the Core Strategy and Policy DM19 of the Sites and Policies Plan Part 1 also seek to safeguard and enhance green infrastructure in new developments.

The application site is not affected by any statutory or non-statutory designated nature conservation sites. The North Somerset and Mendip Bats Special Area of Conservation (SAC) is approximately 3.9 km west of the application site boundary. The nearest nationally designated conservation site is Lulsgate Quarry located approximately 1.3 km north east of the site. All other statutory designated sites are located over 2.5 km from the application site. There are 12 non-statutory Sites of Nature Conservation Importance (SINCs) within 2 km of the application site whilst Felton Common Local Nature Reserve (LNR) is approximately 1 km to east.

An Ecological Appraisal (including an Extended Phase 1 Habitat Survey) has been undertaken and accompanies the planning application. The Appraisal concludes that the small-scale nature of the proposed development is not considered likely to impact upon statutory and non-statutory designated sites given their distance from application site (in excess of 1.3 km) and the absence of any identified source-receptor pathways.

With regard to the application site itself, the Ecological Appraisal concludes that it is of negligible ecological value being dominated by hard standing. There are no habitats of ecological significance within the site with the exception of the northern boundary hedgerow. This hedgerow provides a commuting/ foraging corridor and link to habitats in the wider local area for bats and also offers suitable habitat for nesting birds. However, the Ecological Appraisal highlights that the existing adjacent car park would represent a significant constraint to any species of interest using the site, particularly in terms of noise and lighting.

Legally protected and/or notable species for which records exist within the wider local area (within 2 km of the Airport boundary) require areas of semi-natural habitat or habitat features that are not present within the application site boundary. Therefore, the species themselves are unlikely to be present. Consequently, the Appraisal concludes that there would be no impacts on these species as a result of the proposed development.

The Ecological Appraisal identifies a number of potential mitigation and enhancement measures that would be implemented by Bristol Airport. These measures include (inter-alia) the retention of the hedgerow to the north of the site and its enhancement through planting, avoidance of construction works at night to minimise undue disturbance to foraging and/or commuting bats and the use of low level, low illumination lighting with back guards fitted to prevent lightspill onto the adjacent hedgerow.

The construction and operation of the proposed development is predicted to have a negligible impact on the ecological value of the application site and immediately adjacent habitats whilst the incorporation of landscape planting will achieve net biodiversity again. In consequence, the proposed development is compliant with Development Plan policy.

4.7 Water, Air and Noise Pollution

Core Strategy Policy CS3 stipulates that development that, on its own or cumulatively, would result in air, water or other environmental pollution or harm to amenity, health or safety will only be permitted if the potential adverse effects would be mitigated to an acceptable level. Policy DM1 of the Sites and Policies Plan Part 1 stipulates that open areas within developments must be designed to optimise drainage and reduce run-off, while protecting groundwater and surface water resources and quality. The NPPF (Section 11), meanwhile, seeks to prevent development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability.

The application site is on a Principal Aquifer (Black Rock Limestone) and is located in an area between an inner and outer zone 2 Source Protection Zone. There are no surface water features within 1 km of the site. Discharge consents exist for the disposal to soakaway of surface water from the Airport. There are no historic or current sources of land contamination identified on the application site.

The proposed development would not result in any significant effects in relation to water, soil or land quality and any arisings would be re-used elsewhere on site or dealt with in an alternative appropriate manner. During construction, best practice measures would be followed to ensure appropriate mitigation of any potential contamination to groundwater and ground conditions. During operation, no significant risk to the quality of the aquifer is predicted as best practice measures would be implemented so that any potential leaks from vehicles are contained. SuDS would be included in the design of the car park that enable sustainable and clean drainage of surface water.

Background air quality is considered to be good; no Air Quality Management Areas (AQMA) have been designated in the local area. No exceedences of air quality management objectives have been predicted (based on modelling results) from the Airport's current activities, taking into account background local air quality. The background noise is dominated by aircraft.

The construction phase of the proposed development would generate increased levels of noise and emissions to air from plant operation and HGV movements. However, effects would be temporary, over a short duration (the construction phase would last approximately 28 weeks) and localised. Any site noise or emissions to air during construction would be mitigated through good working practice and management, and selection of plant and equipment. The increase in vehicle numbers associated with the operation of the scheme would not be significant and no additional car parking spaces would be provided beyond those already consented. In consequence, no substantial increase in vehicle emissions beyond that which would be associated with the implementation of the existing consent is expected. Taking into account the absence of sensitive receptors immediately adjacent to the site and the background noise, the operation of the proposed development would not give rise to any significant noise or air quality effects.

The proposed development would not result in unacceptable levels of environmental pollution or harm to human health. In consequence, the scheme is considered to be compliant with Policy CS3 and the NPPF.

Policy DM31 of the Site and Policies Plan Part 1 is concerned with the safe operation of the Airport, specifically by restricting development within Public Safety Zones. However, exception is made for long-stay and employee car parking (where the minimum stay is expected to be in excess of six hours). The proposal therefore also complies with Policy DM31.

4.8 Flood Risk

The Development Plan and the NPPF seek to avoid inappropriate development in areas of flood risk and ensure that development does not increase flood risk elsewhere. Policy CS1 of the Core Strategy also seeks to support adaptation to the effects of climate change whilst Policy DM1 of the Sites and Policies Plan

Part 1 stipulates that open areas within developments must be designed to optimise drainage and reduce run-off.

The application site and wider Airport is situated in Flood Zone 1 (low risk) and there are no watercourses in the vicinity of the site. The drainage system for the proposed MSCP will be designed in accordance with the requirements of the Environment Agency and NSC by ensuring that all surface water runoff is disposed of via soakaway systems. The MSCP's location within the existing car parking site also reduces the surface area of the impermeable structure, minimising the effect on existing drainage patterns.

Overall, the proposed development is compliant with the Development Plan, NPPF and Policy DM1 of the Sites and Policies Plan Part 1.

5. Conclusions

This Planning Statement has identified the Development Plan policy, national planning policy and other material considerations relevant to the construction and operation of a MSCP on land immediately in front of the main terminal building. The proposed development represents a revision to the design and phasing of part (Phase 2) of the MSCP that formed a component of the planning permission for the major expansion of the Airport granted by NSC in February 2011. Importantly, the proposed development would not result in additional car parking spaces being provided beyond those already consented and Bristol Airport remains committed to bringing forward Phase 1 of the MSCP in the medium to long term.

The APF, emerging WoE Joint Spatial Plan and the Development Plan support growth and development at the Airport. By bringing forwarding the western (Phase 2) extent of the consented MSCP ahead of Phase 1, the proposed development would deliver a commercially viable MSCP of an appropriate size to meet current and forecast market demand thereby supporting the ongoing operation and success of the Airport.

Policy CS23 of the Core Strategy and Policy DM50 of the Sites and Policies Plan Part 1 (which supersedes Policy T/12 of the Replacement Local Plan) are the principal local planning policies relating to the proposed development. Both policies are supportive of development within the Green Belt inset at the Airport (within which the application site is located) provided that proposals demonstrate the satisfactory resolution of environmental issues. In this regard, Policy DM50 sets out a number criteria in respect of airport-related development and against which proposals for development are to be determined. This Planning Statement (and with reference to the environmental assessments undertaken in support of the planning application) has demonstrated that the proposed development satisfies all of the criteria set out in Policy DM50 and that any adverse environmental effects associated with the construction and operation of the MSCP would be minor and acceptable. This reflects the nature and scale of the development, its location within the most intensely developed part of the Airport, and its design which has been afforded careful consideration to ensure that adverse impacts are minimised and beneficial effects realised. In consequence, the proposed development accords with Policy CS23 and Policy DM50.

In conclusion, the scheme, through detailed review, is shown to be compliant with the adopted Development Plan, national planning policy and other material considerations. In-line with the presumption in favour of sustainable development advanced in the NPPF, it is respectfully submitted that the proposed MSCP at Bristol Airport be granted planning consent.