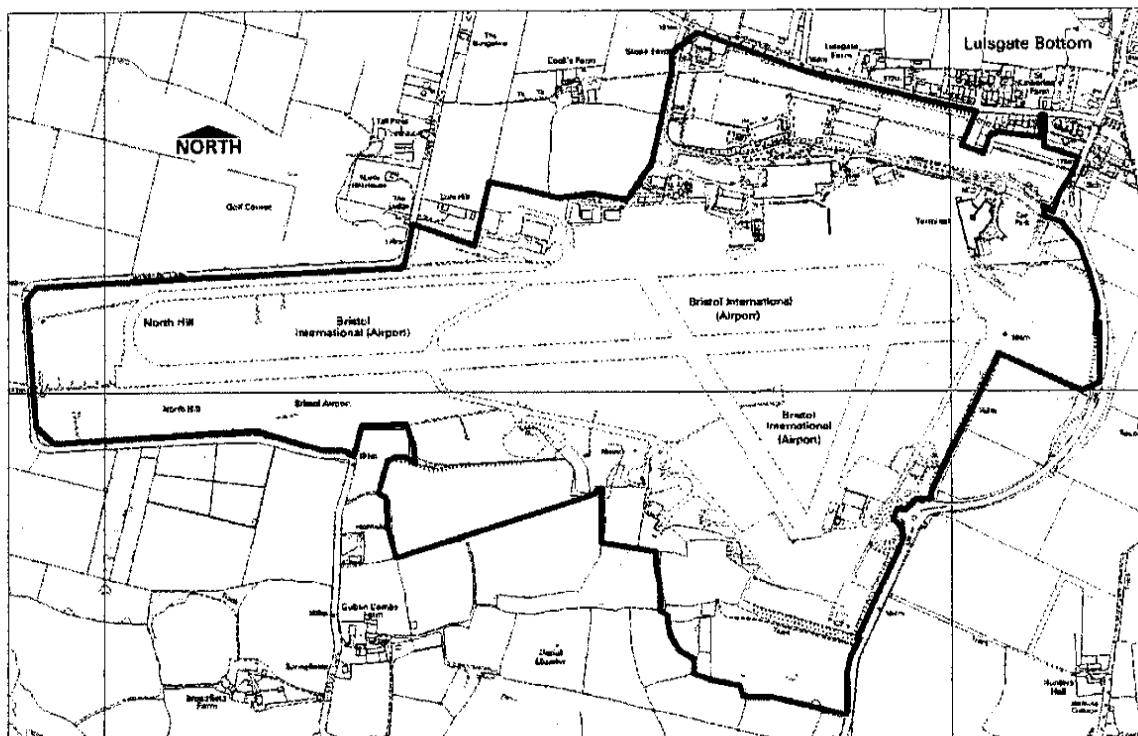


ITEM NO: 1



SECTION 1**1. 09/P/1020/OT2**

OUTLINE PLANNING APPLICATION WITH DETAILS OF SOME ELEMENTS INCLUDED AND OTHER DETAILS RESERVED FOR SUBSEQUENT APPROVAL, FOR MAJOR DEVELOPMENT INCREASING PASSENGER FLIGHT NUMBERS AT BRISTOL INTERNATIONAL AIRPORT INCLUDING:

ERECTION OF 2NO. EXTENSIONS TO TERMINAL BUILDING; ERECTION OF 2NO. TWO-STOREY WALKWAYS PROVIDING ACCESS AND ASSOCIATED FACILITIES TO 3NO. TWO-STOREY PIERS SERVING 18NO. AIRCRAFT STANDS; EXPANSION TO AIRCRAFT PARKING AREAS PROVIDING 9 NEW STANDS GIVING 33 STANDS IN TOTAL; ERECTION OF 2NO. MULTI-STOREY CAR-PARKS OF FOUR AND FIVE STOREYS NORTH OF TERMINAL BUILDING PROVIDING 3,850 SPACES AND TRANSPORT INTERCHANGE FOR BUSES AND TAXIS WITH PEDESTRIAN BRIDGE LINK; ERECTION OF THREE-STOREY ADMINISTRATION BUILDING NORTH-WEST OF TERMINAL WITH ASSOCIATED PARKING FOLLOWING DEMOLITION OF EXISTING ADMINISTRATION BUILDING; CONSTRUCTION OF REPLACEMENT UNDERGROUND AVIATION-FUEL STORAGE DEPOT, ENERGY CENTRE AND CHILLER COMPOUND COMPRISING 3NO 1,200M³ TANKS AND ERECTION OF SINGLE-STOREY FUEL CONTROL BUILDING; ERECTION OF TWO-STOREY BUILDING FOR LANDSIDE SUPPORT SERVICES OFF DOWNSIDE ROAD ENTRANCE, REPLACEMENT MOTOR-TRANSPORT AND FLIGHT-CATERING BUILDINGS TO NORTH-WEST BOUNDARY AND SECURITY CONTROL-POST; ALTERATIONS TO RUNWAYS AND TAXIWAYS INCLUDING LANDFILL, RE-CONFIGURE INTERNAL ACCESS ROADS AND WIDEN ACCESS AT A38 JUNCTION; UPGRADE NORTH SIDE SURFACE CAR-PARK, UPGRADE AND EXTEND SILVER ZONE CAR-PARK TO 12,000 CAR CAPACITY TO INCLUDE STAFF-PARKING WITHIN AN EXTENSION OUTSIDE THE AIRPORT BOUNDARY TO SOUTH INCLUDING REPLACEMENT RECEPTION BUILDING; ADDITIONAL CAR-PARKING AREA TO SOUTH TO INCLUDE RELOCATION OF CAR-HIRE, VALET SERVICE AND ASSOCIATED RECEPTION BUILDING; REPLACE BUILDINGS TO SOUTH OF AIRFIELD FOR FLYING-CLUB, MAIL-HANDLING AND SNOW-CLEARING; ERECTION OF 5M HIGH NOISE-REDUCTION WALL, 3M HIGH ACOUSTIC FENCE AND 12NO. 5M HIGH WIND-TURBINES AND ASSOCIATED LANDSCAPING.

AT BRISTOL INTERNATIONAL AIRPORT, A38 BRISTOL ROAD, WRINGTON

OFFICERS: Mike Cole and Neil Underhay

SECTION 1**Background**

BIA is the main airport for the South West of England. It is currently the United Kingdom's ninth largest airport, and the third largest regional airport in England outside of the South East, after Manchester and Birmingham. Bristol has been one of the fastest growing UK airports in the last five years. Of the ten largest airports in the UK, BIA has seen the highest annual rate of passenger growth since 2003. In 2009, the Airport served a network of 79 international and domestic scheduled destinations with a further 47 routes operated by charter airlines. In 2008 the airport handled 6.2 million passengers. BIA indicate that 6.2 million passengers per annum (mppa) resulted in an average of approximately 176 air traffic movements a day in the British summer-time season (a movement is defined as an arrival or a departure), and this could rise to approximately 268 movements per day at 10mppa, which could be reached in about 10 years time. This figure excludes cargo (mail) flights and non-commercial movements. It is estimated that the existing airport facilities could handle up to about 7.3mppa.

The application was submitted in June 2009. A 6-week consultation period followed which ended in August 2009. A member site visit was held on 1 October and the North, Central and West Area committees were consulted on the proposals during the autumn. In response to representations, amended plans and proposals were submitted in December.

Due to the complex and diverse range of issues raised by this application, the Council sought independent professional advice from York Aviation LLP, Bureau Veritas and Halcrow Transport Consultants. Collectively, these consultants provided advice in considering the following issues: highway impacts; noise, air quality; climate and economic issues and airport capacity. Their respective reports have been published as part of the planning file available on the Council's web site.

A glossary of abbreviations and acronyms used in this report is attached in Appendix 1.

BIA Master Plan

In 2005 BIA produced a draft Master Plan, which identified its aspirations for future development for up to 2030. The Master Plan indicated comprehensive new development would be needed to accommodate a projected growth in passenger numbers of up to 9 million passengers per annum by 2015 (Phase 1), with further development between 2016 to 2030 (Phase 2), by which time passengers number could increase to 12 million passengers per annum. The draft Master Plan was subject to extensive public consultation, including exhibitions at surrounding Parish Councils and various stakeholder workshop groups. Following the consultation on the Draft

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Master Plan, BIA made a number of changes to its proposals. The final Master Plan was submitted in November 2006.

The Master Plan was referred to the Council's Area Planning Committees, the Strategic Planning and Economic Development Policy and Scrutiny Panel and the Planning and Regulatory Committee, before being presented to Council on the 20th February 2007. At this meeting, members resolved:

"That the Bristol International Airport Master Plan be noted and the Airport advised of this Council's significant concerns regarding the following issues:

- *The absence of a viable and sustainable surface access strategy evidenced by the anticipated growth in private vehicle movements on local roads, proposed growth in on-site car parking spaces and proposed expansion outside the original airport perimeter and the lack of sufficient compensatory subsidised public transport services*
- *The need for independent environmental and biodiversity impact assessment prior to any new development being authorised to answer the anticipated growth in noise and pollution issues arising from aircraft and motor cars and also light pollution and water run-off from existing and planned hard surfaces together with an assessment of potential solutions*
- *The need to identify committed funding for works to overcome the above issues ahead of any new expansion of airport services; including Regional Assembly, Government and private funding allocations*
- *The need for an independent assessment into the economic cost and benefit impact on local and regional businesses as a result of the proposed retail expansion, on-site hotel and monopolised car parking and taxi services*
- *The need to consider any other detailed issues raised through the council's internal and public consultation processes and officers' conclusions*
- *We call for full consideration of the Stern Report relating to climate change effects of an expanded airport. We particularly note the apparent contradiction of expanding Bristol Airport while calling for reductions from Bristol industry in order to attain government targets within our Kyoto Treaty obligations and as outlined in the regional economic strategy of the South West Regional Authority.*

Site Description

BIA is located in the Parish of Wrington and is about 2½ miles (4Km) from the Village centre. It is approximately 1 mile (1.6Km) to the west of Felton and 2 miles (3.2Km) to the west of Winford village centre. BIA is approximately six miles (10Km) to the south west of western edge of Bristol. The airport's main road access is via the A38. Direct bus connections from the city centre are provided from Temple Meads Rail Station and the Marlborough Street Bus Station.

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

- Passenger terminal building;
- Runway and taxiway system;
- Main passenger aircraft parking apron;
- Short and long-term car parks, short stay, car hire, rapid pick-up and premium long-term car parking is located on the north side. The Silver Zone car park for pre-book customers is located to the south of the runway;
- Air traffic control tower;
- Fire station;
- Administration and operational offices in the Administration (Old Terminal) Building; and
- Ancillary facilities such as the fuel farm, flight catering, general aviation facilities, aircraft hangars and car hire.

Relevant Planning History

Bristol (formerly known as 'Lulsgate') Airport opened in 1957. Steady expansion of the airport took place during the 1960's including an extension to the runway and expansion of the terminal building. The 1980's saw a significant growth in passenger numbers with the expansion of tour and charter airline markets. During this period the passenger terminal building and car parks were subject to major expansion. At the end of the 1980's the projected growth in passenger numbers were forecast to outstrip the capacity of the terminal buildings. Due to the limited potential to extend the terminal building, plans were prepared for a new terminal approximately 400 metres to the west.

A planning application (Reference Number 1287/91) was submitted in 1991 for a replacement passenger terminal (the old terminal was re-used as an administration building and operations offices) and including the re-routing of a section of the A38. The application was 'called-in' by the Secretary of State in 1992, considered at a public inquiry in 1993 and planning permission was granted in 1995. Works to implement this permission commenced in the late 1990's and were completed in 2000. The new Terminal opened in March 2000 and the airport was re-named Bristol International Airport (BIA).

The airport has seen significant growth in passenger numbers over the last ten years (averaging 13.1% passenger growth per annum). In 2000, the airport handled under 2 million passengers, in 2003 this had increased to

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nearly 4 million passengers, and in 2008 the airport handled 6.2 million passengers.

There is an extensive planning history affecting the Airport. Some of the key recent developments are set out below.

<u>Year</u>	<u>Reference</u>	<u>Proposal</u>	<u>Decision</u>
1991	1287/91	New Passenger terminal and diversion of part of A38	Appeal allowed 1995
			Approved
1997	97/1190	Diversion of A38 to enable installation of CAT 3 Instrument Landing System	Approved
1998	98/0300	Additional basement area to new terminal	Approved
2000	00/0347	New control tower	Permitted
2005	05/2207	Extension to silver zone car parking	Development
2006	06/2701	Airport Master Plan 2006-2030	Noted
2008	08/2145	Replacement Fire Station	Permitted
			Development
2008	08/2149	Enclosed Passenger Walkways	Permitted
			Development

The Application

This application seeks outline planning permission for infrastructure and associated development to enable BIA to increase its passenger throughput to 10mppa by 2019. It is projected by BIA that this would amount to an average of 270 aircraft movements a day in the summer period (an increase of 96 aircraft movements a day compared to 2008 figures). A number of detailed elements (reserved matters) are submitted simultaneously with the outline application and will be considered at this stage. A description of the various elements of the application are set out below, followed by a table which clarifies which reserved matters approval are sought as shown as part of this application.

- Expansion of the terminal building. An extension to the east (approximately 6,700 square metres in footprint) and west (approximately 3,600 square metres in footprint) of the existing terminal to just over double its current overall floor area in two phases.
- Western Apron Walkway. A remodelling of and a two level extension to the Western Apron Walkway (which was confirmed as permitted development under planning reference number 08/P/2149/LDP and is under construction) providing access to a further six aircraft stands. The extension has a floor area of 1,765m² over two floors. It measures 129m long and generally 7.9m wide with an average height of 9.4m.
- A two level Eastern Apron Walkway including replacement of the existing single storey walkway to stands 1 to 5. The Eastern Apron

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Walkway will serve eight aircraft stands with passenger pre-board zones adjacent to each stand, including a central gate lounge serving two of these stands and have an area of 10,465m². The walkway is 495m in length and varies between 7.9m and 10.2m wide, with an average height of 11.1m. The stair core areas are slightly wider with a width between 12m and 15m.

- A two level Western Apron Pier serving 6 aircraft stands and containing spaces for offices and apron level storage. The pier has an area of 3,360m² and is 121m long, 18m wide and 11.25m high.
- Central Pier located adjacent to the terminal providing an apron level and first floor gate lounge. The pier is 55.9m long by 10.2m wide, with an average height of 9.3m
- A two level Eastern Apron Pier located at the end of the proposed eastern walkway serving four aircraft stands on the new eastern apron, with a floor space of 2,690m². The pier is 87m long, 18m wide and averages 11m in height.
- Expansion of the aircraft-parking apron to provide a total of 33 aircraft stands (compared with 26 aircraft stands available upon completion of the Western Walkway permitted development scheme). An extension to the Western Apron to provide six new stands; extension of the Eastern Apron to provide three new aircraft stands and reconfiguration of the existing Eastern Apron is proposed. The layout of the stands will be configured to maximise operational efficiency, whilst minimising ground noise.
- Erection of 5m high noise attenuation wall immediately to the north of the three new east apron aircraft stands.
- Erection of a 3m high acoustic fence around the extended western apron.
- Multi storey car parks. Two multi-storey car parks, one with four levels and one with five levels, will be located north of the terminal to provide short and long stay parking and facilities for the pick up and set down of passengers. These will have (together) a capacity for approximately 3850 cars. The uppermost floor of one of the car parks will accommodate a transport interchange for use by buses and taxis. The pick up and set down facilities and the transport interchange will replace the existing forecourt and pick up and drop off car park and will be configured to meet the latest security requirements for vehicle access to new airport developments.
- Upgraded north side surface car park. The north side surface car park will be reconfigured and resurfaced to suit the new buildings and road layout and to maximise the use of the area available. This will include the resurfacing of the car park to improve the drainage arrangements.
- Silver Zone surface car park extension. The Silver Zone car park will be redeveloped and extended to provide long stay car parking for approximately 12,000 cars, of which approximately half will be located in an extension to the airport operational boundary to the south of the airfield. Staff car parking will be located within a dedicated area of the Silver Zone car park. A new reception building will be provided in the centre of the car park and the existing reception facility will be

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demolished and removed. The building will be a single storey building ranging between 25-30m by 18-20m.

- New car parking, car valeting and reception facilities on southern side of airfield for the airport car hire operation. A building housing reception desk and offices is required which will be single storey, approximately 30-35m by 20-25m.
- A covered pedestrian link bridge will connect the transport interchange and multi-storey car park with the terminal building forecourt.
- Demolition of the existing administration building. The current building is considered to offer unsatisfactory facilities for the future operation of the airport, and is located in an area allocated for the eastern apron extension. This building is therefore scheduled for demolition following completion of the new administration building.
- New administration building. A new three-storey administration building, with a total floor area of 4,800 square metres will be constructed just to the north west of the expanded terminal. The building will be within 53-55m by 37-39m building lines and no part of the building will be higher than the eaves of the current terminal building.
- Landside to airside security control post. A new control post, to the west of the terminal is required to control access between landside and airside. This will replace the existing control post, which is to be lost to accommodate development. The building will be single storey with a floor area of 130m².
- Partial demolition of the existing aviation fuel storage facility. Three of the existing fuel storage tanks will be demolished and removed once the new fuel storage depot has been commissioned. The existing refueller vehicle parking area, fuel dispensing facilities and administration building will remain and will continue to be used by the aircraft refuelling operation. The existing fuel dispensing facility will be connected to the new fuel storage depot by an underground pipeline.
- New aviation fuel storage depot. A new underground fuel storage depot will be constructed within the vicinity of the western perimeter of the north side car park. This will include the provision of three tanks having a capacity of 1,200 cubic metres each and a single storey control building of 72m² in floor area. The building will be approximately 11.5m x 9.5m, and 4m in height.
- New landside ancillary building (Airport Services Support). A two storey building, with an area of 1,200m² (with potential for a further 600m² at mezzanine level) will be constructed between the new fuel depot and Downside Road, adjacent to the Downside Road entrance to the Airport. The building will provide accommodation for operations in support of airlines. The building will be approximately 63-65m by 19-21m, scaling approximately 6-7m to eaves from ground level.
- A new Motor Transport (MT) facility. This is a workshop for the servicing and repair of airport operation vehicles to replace the existing building, which lies on the site of the proposed flight catering building. The new MT facility will be located against the western boundary of the airfield, to the south of the new flight catering building. The building will be approximately 32-35m by 19-21m. It will be approximately 7m high to eaves.

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

Details for which permission is sought as part of the outline application are ticked.

Column Heading	Layout	Scale	Access	Landscaping	Appearance
Eastern and western extension to the existing terminal building	✓	✓	✓	x	✓

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Column Heading	Layout	Scale	Access	Landscaping	Appearance
A two level extension to the recently approved Western Apron Walkway	✓	✓	✓	x	✓
A two level Eastern Apron Walkway	✓	✓	✓	x	✓
A two level Western Apron Pier	✓	✓	✓	x	✓
A two level Eastern Apron Pier	✓	✓	✓	x	x
A two level Central Pier	✓	✓	✓	x	x
Expansion of the western aircraft parking apron	✓	✓	✓	x	x
Expansion of the eastern aircraft parking apron	✓	✓	✓	x	x
Multi storey car parks	✓	✓	✓	x	✓
A pedestrian link bridge	✓	✓	✓	x	✓
New administration building	✓	x	✓	x	x
Aviation fuel storage depot	✓	✓	✓	x	✓
New landside ancillary building (Airport Services Support)	✓	x	✓	x	x

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Column Heading	Layout	Scale	Access	Landscaping	Appearance
A new flight catering building for Gate Gourmet	✓	x	✓	x	x
Motor transport building	✓	x	✓	x	x
Amended northside access road layout and widening of the main airport access road	✓	✓	✓	x	x
Re-surfacing of north side surface car park	✓	x	✓	x	x
Reconfiguration and extension to Silver Zone surface car park	x	✓	✓	x	x
Silver Zone Reception building	x	x	✓	x	x
Energy Centre	x	x	✓	x	x
Chiller Compound	x	✓	✓	x	x
Erection of 5m high noise attenuation wall	✓	✓	NA	x	x
Erection of a 3m high acoustic fence around the extended western apron	✓	✓	NA	x	x
New car parking, car valeting and reception facilities on southern side of airport for car hire	✓	x	✓	x	x

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

The Application also includes an Environmental Impact Assessment, which includes the following key documents: -

Title	Location
Environmental Statement	Separate document
Transport Assessment	Appendix ES Vol 10
Health Impact Assessment	Appendix ES Vol 6

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Title	Location
Economic Impact Report	Appendix ES Vol 6
Rural Character Study	Appendix ES Vol 6
Design and Access Statement	Appendix ES Vol 1
Sustainability Statement	Separate Document
Car Parking Solutions Study	Within TA
Consultation Report	Separate document
Aviation Economics Passenger Forecast	Appendix B to Planning Statement

Amended Plans received 16 December 2009.

Amended plans detail a number of changes to the scheme and respond to criticism of the design and layout made by CABE and the Council's urban design consultant. The following changes are incorporated;

1. Landscaping to the Eastern Walkway area. The plans indicate additional vertical planting on the face of the walkway with clusters of green to break up the long elevations.
2. Acoustic Wall; Amendments to the positioning of the 5M high acoustic wall around the easternmost aircraft stands to offer more screening of an existing electricity sub station and changes to the design (additional gabion walling) to facilitate additional planting.
3. Multi-Storey Car Park; Amendments to the southern elevation to correspond to the northern elevation including 'green wall' treatment and back lighting.
4. North Side Car Park; Additional planting to define walk way routes and deletion of some isolated trees; submission of kerb detailing intended to segregate pedestrians and cars.
5. External area to front of terminal; Introduction of an external seating area with areas of refreshment in the area to the west of the bridge link to the multi storey car park.
6. Finished floor and roof levels information added to the drawings.
7. Snow Base; Reduction in height of building by 1M, allowing the ridge height to be reduced to 6.9M.
8. Terminal walkways; Amendments to the design involving a reduction in height of elements of the East Walkway by 570mm.
9. Terminal building extensions; Solid elements of building to be clad in stone in place of pre-cast concrete.

The above package also includes an amended Design and Access Statement, a revised draft section 106 planning agreement relating to

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transport matters and a revised list of suggested conditions. In addition a further technical note has been submitted including additional information on the Airport's approach to car parking provision including off site car parking options.

Timescale for reserved matters applications

For those parts of the scheme for which detailed elements are reserved for subsequent approval, work cannot proceed until the subsequent reserved matters applications are approved. The standard period for the submission of reserved matters is three years from the date of the grant of the outline planning permission. However on large-scale complex developments longer periods can be given. Given the complexity of the development proposal, BIA request the period for submitting reserved matters application is extended to eight years from approval. *Notwithstanding judgment on the application, this is considered reasonable.*

Phasing of development

Given the nature of the proposals and the fact that significant amounts of the development are dependant on passenger numbers, BIA seek flexibility with regards to the implementation of development to have the ability to bring forward development in accordance with, or slightly in advance of passenger demand. The proposed facilities will be developed in phases to match forecast growth. The various elements of the development are inter-related and the construction activities are to be phased to ensure continuous operation of the Airport at all times. A phased programme of relocations is required in advance of this in order to make the site available. The core elements of the phasing are:

Terminal extension, Walkways and Piers

The extension to the passenger terminal building and the associated piers and walkways are expected to be constructed in the following main parts:

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

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- A second phase east terminal extension, extending check in and outbound baggage facilities, and the departure lounge;
- The Eastern Apron Pier.

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

Expansion of the aircraft-parking apron –

The apron would be developed in phases to suit the growth in demand for aircraft stands. Work would commence with the first phase of the western extension in 2011 comprising the three stands adjacent to the existing apron, phased for completion at the same time as the initial phases of the terminal building extension. The second phase of the western apron extension is to be completed in 2013. Prior to construction commencing it is proposed to relocate the existing Royal Mail Air Hub and the Snow Base, which are located on the site of the proposed apron works.

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

New Administration Building

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

Car Rental facilities

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

North Side Car Parks

The redevelopment of the north side car parks will take place in stages to correspond with the growth in demand for car parking. The development will be co-ordinated with the reconfiguration and extension of the Silver Zone Car Park to the south of the airport. The eastern half of the multi-storey car park would be constructed first, in 2011/12. The western car park will follow,

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with construction in 2015/16. A phased redevelopment of the north side car park will be undertaken following completion of the multi storey car parks

South side long stay car parking

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

Aviation fuel storage depot

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

Airfield works

The airfield works including the runway and taxiway amendments and the regrading of the airfield will be undertaken in 2011 and 2012.

Landside Ancillary Buildings (Motor Transport, Flight Catering and Airport Support)

The landside ancillary building will be constructed from 2011 onwards in line with the requirements of the proposed phasing for the western terminal extension.

Royal Mail Air Hub

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

Snow Base

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

Construction compounds

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

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Temporary stockpiling and re-use of material

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

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

Working hours

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

Construction traffic

The majority of material and equipment necessary for the construction works will be delivered to BIA by road (via the A38). BIA indicate that a construction transport management plan will be developed to minimise the number of vehicle movements, agree routings for construction traffic, and hours of activity. Access to the Airport for construction vehicles is proposed by the A38 only. During the peak construction period it is estimated that there could be up to 40 deliveries per day, in addition to the workforce transport. Construction waste removed from site is unlikely to exceed one vehicle per day.

Policy Framework

AIR TRANSPORT WHITE PAPER (ATWP)

National Policy on Aviation is set out in the Government's White Paper, 'The Future of Air Transport (ATWP)'. This was published in December 2003 and sets out a strategic framework for the development of airport capacity over the next 30 years. The White Paper does not authorise development, but its

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purpose is to set out policies, which will inform and guide the consideration of planning applications.

The Government's approach to airport expansion is to follow a balanced approach which: -

- Recognises the importance of air travel to our national and regional economic prosperity;
- Reflects people's desire to travel further and more often by air, and to take advantage of the affordability of air travel and the opportunities this brings;
- Seeks to reduce and minimise the impacts of airports on those who live nearby, and on the natural environment;
- Ensures that, over time, aviation pays the external costs its activities;
- Minimises the need for airport development in new locations by making best use of existing capacity where possible;
- Respects the rights and interests of those affected by airport development;
- Provides greater certainty for all concerned in the planning of future airport capacity, but at the same time is sufficiently flexible to recognise and adapt to the uncertainties in long-term planning.

In respect of regional airports, the White Paper encourages growth to serve local and regional demand, but this is subject to environmental considerations.

The summary document to this White Paper stated that for the South West

"We support the development of Bristol International Airport, including a runway extension and new terminal when needed, but we do not support the option of a new airport north of Bristol. The airport faces some complex constraints. The existing terminal site should be able to cope with up to 8mppa, provided additional aircraft stands can be accommodated. Beyond about 8mppa, a second terminal south of the runway would be required, together with a runway extension to the east and extended parallel taxiway.

However, the White Paper indicates that strategic access to the airport is not good and encourages BIA to improve public transport access to urban centres. It also indicates that land acquisition may be needed to provide a runway extension and that development would affect the integrity of the Green Belt and airport expansion could increase the number of people living within the 57-decibel noise contour. However, the White Paper goes on to say these consequences could *"be justified by the importance of the airport's growth to the region"* (paragraph 10.12). A key element of this Paper placed a requirement on airport operators to produce a Master Plan outlining future

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development proposals to meet projected growth in passenger numbers. This has been covered in the Planning History section.

The ATWP provides guidance on how the aviation industry should grow in line with the policy recommendations for future runway capacity and the UK's wider climate change policy. Specifically the ATWP states:

"Reduction in greenhouse gas emissions across the economy does not, however, mean that every sector is expected to follow the same path. The Government is committed to a comprehensive approach, using economic instruments to ensure that growing industries are catered for within a reducing total. The use of emissions trading allows coverage of environmental costs through a mixture of emissions reduction within the sector and purchase of reductions that can be produced more cheaply by other sectors."

The ATWP proposed the following policies to address aviation's impacts on climate change including: -

- Aviation emissions to form part of an European Union emissions trading regime from 2008 onwards;
- Actions in the aviation industry to improve the efficiency of its operation through development and adoption of new technologies and operational procedures; and

Options for other economic instruments continue to be pursued although these must take into account their effects on the competitiveness of UK aviation and the impacts on consumers.

After the White Paper was published, the findings of the Stern Review (The Stern Review 2006 "The Economics of Climate Change" published 30 October 2006) and Eddington Study (The Eddington Transport Study 2006 "Transport's role in sustaining the UK's productivity and competitiveness: The case for action") were published, which, taken together, demonstrate that sustainable economic growth requires recognition of environmental responsibilities and the aviation sector must fully meet its environmental costs.

In December 2006, the Government also published a progress report on the White Paper, which picked up on the conclusions of Stern and Eddington and reported on the progress of the policies set out in the ATWP.

The key messages from the Progress Report (PR) can be summarised as: -

- The Government supports the expansion of regional airports, subject to environmental constraints with an overarching commitment to sustainable development.

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- The White Paper does not authorise or preclude any particular development
- The Government sees regional airports as supporting growth of the regional economy and relieving congestion at South East airports, making better use of capacity.
- Having regard to climate change, the ATWP relies on including aviation in the EU Emissions Trading Scheme – the delivery of which is beyond UK control. Furthermore, changes to the EU Trading Scheme, if agreed, might not become operational until 2012 or later. ATWP PR outlines that at local level, decisions about the amount and location of future airport capacity must “properly reflect environmental concerns. Local controls should ensure that: -
 - Noise impacts are limited, and where possible reduced over time
 - Local air quality is maintained within legal limits
 - Unavoidable loss of landscape and built heritage is minimised or mitigated
 - Water quality and other mandatory environmental standards are met
 - Impacts on biodiversity are minimised”
- For surface access, new airport capacity must ensure easy and reliable access for passengers, which minimises environmental, congestion and other local impact. Airports should seek to increase proportion of passengers arriving by public transport.

The Council is aware of the Depart of Transport's research document 'Assessing The Future of Air Transport White Paper as a strategic framework for sustainable airport development', published in February 2010. This assesses the perceived effectiveness of the ATWP and investigates the influence of master plans on local airport development processes.

However, the report does not supersede the ATWP (2003) or Progress report (2006).

Climate Change Act 2008

This targets an 80% reduction in CO₂ emissions (based on 1990 levels) by 2050. The Government subsequently announced it "will establish a new target to get aviation emissions in 2050 below 2005 levels".

The Committee on Climate Change on 9 September made several relevant points in a letter to Government in which it suggested that cutting gross aviation emissions in 2050 to 2005 levels together with 90% emissions cuts in other sectors would achieve the required economy wide 80% emissions reduction in the UK. A further report from the Committee on Climate Change was published in December 2009.

SECTION 1**Committee on Climate Change December 2009**

The Committee is charged with looking at options to meet the UK aviation target for reducing emissions to 2050 taking into account the planned for expansion of the sector to 2020. Its December report suggests potential for aviation to increase and still meet the Government target; that in 2050 CO2 emissions should not exceed 2005 levels. For this target to be achieved, a 60% expansion in passenger traffic is considered feasible. The Committee however noted that the allowable demand increase is far below that which would result if demand were unconstrained by carbon pricing or limits on airport capacity.

The Committee intends to publish further analysis of the role of aviation in carbon budgets, and an assessment of any global aviation deal coming out of the Copenhagen Conference in their progress report to Parliament in June 2010.

House of Commons Transport Committee report "The Future of Aviation" December 2009

The House of Commons Transport Committee concluded in December that the ATWP "continues to provide a sound basis for aviation policy" and that the "sensible" development of air transport in the UK is the correct approach. It noted the work being done by the Committee on Climate Change and concluded that the following principles should apply to future UK policy on aviation emissions:

- *"Aviation and climate change are global in nature, and global solutions are the only realistic response;*
- *Aviation should be treated equitably in climate change policy - it should not be demonised or assigned symbolic value beyond its true impacts, and*
- *Carbon reduction measures should be cost-effective and take account of the economic value of aviation"*

It points out that as aviation has grown, planes have become quieter and noise levels have reduced. However, it recommends that the Government Acts decisively to ensure that older, noisier aircraft are taken out of use as soon as possible. It also urges the Government to bring forward measures to improve air quality around airports.

National Planning Guidance and Statements

National planning guidance is contained within Planning Policy Guidance Notes (PPG's) or Planning Policy Statements (PPS's).

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Planning Policy Statement 1: Delivering Sustainable Development

Paragraphs 33 to 39 refer to design and stress that good design ensures usable, durable and adaptable places, which is a key element in achieving sustainable development.

The Climate Change Supplement to PPS1 sets out how planning should contribute to reducing emissions and take into account the consequences of climate change. Paragraph 42 states that new development should:

- Comply with adopted Development Plan Document (DPD) policies on local requirements for decentralised energy supply and for sustainable buildings;
- Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption, including maximising cooling and avoiding solar gain in the summer; and, overall, be planned so as to minimise carbon dioxide emissions;
- Deliver a high quality local environment;
- Give priority to the use of Sustainable Drainage Systems, paying attention to the potential contribution to be gained from water harvesting from impermeable surfaces and encourage layouts that accommodate waste water recycling;
- Provide for sustainable waste management; and
- Create and secure opportunities for sustainable transport.

Planning Policy Guidance Note 2: Green Belts

Paragraph 3.1 establishes that there is a general presumption against inappropriate development within Green Belts. Such development will not be approved unless there are very special circumstances, which clearly outweigh Green Belt Policy. Paragraph 3.2 identifies that very special circumstances will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. The erection of new buildings, for example, within the Green Belt is considered to be inappropriate unless it is for the following purposes:

- Agriculture or forestry;
- Essential for outdoor sport and outdoor recreation and for other uses which preserve the openness of the Green Belt;
- Limited extension, alteration or replacement of existing dwellings;
- Limited infilling within existing villages; or
- Limited infilling or redevelopment of major developed sites.

Planning Policy Statement 4: "Planning for Sustainable Economic Growth"

PPS4 was published in December 2009. It applies to all development (with the exception of housing), which provides employment opportunities; generates wealth, or produces or generates an economic output or product.

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In this respect, as the proposal will provide job opportunities, it is regarded as 'Economic development'.

Policy EC10 sets out the approach to determining planning applications for economic development. It states that local planning authorities should adopt a positive and constructive approach towards proposals for economic development. Proposals should be assessed against the following impact considerations:

- Whether the proposal has been planned over the lifetime of the development to limit carbon dioxide emissions, and minimise vulnerability and provide resilience to, climate change;
- The accessibility of the proposal by a choice of means of transport
- Whether the proposal secures a high quality and inclusive design
- The impact on economic and physical regeneration in the area
- The impact on local employment.

Planning Policy Statement 9: Biodiversity and geological conservation

PPS9 provides guidance on how the planning process should protect, maintain and enhance biodiversity. It states that the aim of planning decisions should be to prevent harm to biodiversity and geological conservation interests and that where granting planning permission, local planning authorities will need to be satisfied that the development cannot reasonably be located on any alternative sites that would result in less or no harm. In the absence of any such alternatives, local planning authorities should ensure that, before planning permission is granted, adequate mitigation measures are put in place. Where a planning decision would result in significant harm to biodiversity and geological interests, which cannot be prevented or adequately mitigated against, appropriate compensation measures should be sought. If that significant harm cannot be prevented, adequately mitigated, or compensated for, then planning permission should be refused.

Planning Policy Guidance 13: Transport

PPG13 sets out the Government's advice with regard to transport. It encourages development, which seeks to reduce the need to travel, especially by car. New development should be in close proximity to local facilities and amenities, easily accessible to jobs, shops and accessible to modes of transport other than the private car.

With regards to the provision of car parking, the guidance establishes the following principles;

- The provision of car parking should be considered as part of planning and transport measures to promote sustainable transport choices;
- Car parking charges should encourage the use of alternative modes of transport (to the car); and

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- Airport operators should be partners (through an Airport Transport Forum) in implementing surface transport initiatives to ensure that access to airports by public transport is enhanced;

Annex E of PPG13 provides advice on park and ride developments within Green Belts. The guidance identifies park and ride sites in the Green Belt is not inappropriate, provided that:

- A thorough and comprehensive assessment has been carried out of potential alternatives (including non Green Belt sites);
- The assessment shows the Green Belt site to be the most sustainable;
- The proposal is contained within the local transport plan; and
- Any buildings are essential for the operation of the facility.

Planning Policy Statement 23: Planning and Pollution Control

PPS23 has been developed taking account of a number of national and international obligations related to controlling pollution and land contamination. The overall aim of Government policy in relation to pollution is to ensure that polluting activities that are necessary for society and the economy are sited and planned such that their adverse effects are minimised and contained to within acceptable limits.

Planning Policy Guidance Note 24: Planning and Noise

PPG24 provides guidance on considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities that will generate noise. It introduces the concept of noise exposure categories for residential developments and advises on the use of conditions to minimise the impact of noise. Annex 3 provides detailed guidance on the assessment of noise from different sources including aircraft.

Planning Policy Statement 25: Development and Flood Risk

PPS25 states that flood risk should be taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding and to direct development away from areas at highest risk.

Development Plan

Regional Planning Guidance (RPG)

Regional Planning Guidance Note 10 (RPG10) was published in September 2001. It was subsequently renamed as the South West Regional Spatial Strategy (RSS), although this is not the same document as the draft RSS which is explained later in this section. The RSS provides a broad development strategy for the South West region until 2016. Policy TRAN9 identifies that BIA, local authorities and transport operators should work

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together to support existing airports and encourage their sustainable development to develop their respective roles to serve air travel needs. Policy SS8 refers specifically to the Bristol area and seeks to achieve the most effective use of BIA as an important airport for the both the local area and wider region. Policy SS4 deals with the Green Belt and identifies the need to critically review boundaries and remove land from the Green Belt if it represents the most sustainable location for development.

Joint Replacement Structure Plan (JRSP)

The Joint Replacement Structure Plan (JRSP) was adopted in September 2002 and provides strategic policies for the former County of Avon. It remains part of the development plan, but given its age and impending replacement by the emerging RSS, its policies have limited weight.

Policy 61 supports improvement of BIA, subject to better public transport usage, minimisation of environmental impacts and provided development respects the integrity of the Green Belt.

The North Somerset Replacement Local Plan (NSRLP)

Most of the site, including the runway, airfield and Silver Zone car park is in the Green Belt. However, a Green Belt "inset" (which means land that has been taken out of the Green Belt) was allowed when the NSRLP was adopted in 2007. This lies north of the runway up to the Downside Road boundary and includes, amongst other facilities, the passenger terminal, control tower and north side car park. This area of the Green Belt inset is shown in Appendix 3.

Policy T/12 of the NSRLP supports development in the inset. It states that planning permission for development at BIA will be granted provided proposals are

- Required for air travel;
- Will not harm environmental conditions or amenities of local residents;
- Minimise landscape impact; and
- Suitable surface access exists with an emphasis on improvements to public transport.

Any development outside this inset (in the Green Belt) would constitute inappropriate development and the applicant would need to demonstrate the existence of very special circumstances that would clearly outweigh the harm to the Green Belt and any other harm.

Policy T/13 relates to Air Safety and states: Planning permission will only be granted for development that would not prejudice the safe operation of Bristol International Airport and other safeguarded aerodromes.

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General Development Principles

Policy GDP/2 refers to environmental and public protection and, identifies that development, which on its own or cumulatively, would result in air, water or other pollution or harm, will only be permitted if the potential effects can be mitigated to acceptable levels.

Policy GDP/3 relates to design and sustainable construction, and identifies that a high standard of planning and design of all development is required, and that poorly designed proposals will be rejected.

Policy GDP/4 refers to sustainable water management and identifies that development will be permitted provided adequate, environmentally-acceptable measures are incorporated which provide suitable protection and mitigation, so long as they do not affect the availability of water sources; create a demand for water that cannot be met; alter the water table; cause silt deposition; prevent maintenance of a water body/course; or preclude the solution to existing flooding problems. Development proposals will normally be required to incorporate Sustainable Drainage Systems (SuDS) for the disposal of surface waters.

Policy GDP/5 states that development will only be permitted where adequate provision has been made for the infrastructure necessary for the proposal to proceed. The policy also identifies that appropriate provision will be sought for mitigation or compensation measures to offset any significant environmental harm resulting from the development.

Rural Development

Policy RD/3 states that development in the Green Belt is inappropriate unless for a limited range of uses that do not compromise its openness. New building for any other purpose will not be approved other than in very special circumstances.

Landscape and Visual

Policy ECH/8 identifies that development within Landscape Character Areas will be permitted if it will not adversely affect significantly the particular character of the landscape.

Policy ECH/10 identifies the extent of the Forest of Avon. BIA is identified as falling within the extent of the Forest. Within the designation, landowners and developers will be encouraged to promote its aims and objectives. Where development is permitted conditions and other planning obligations may be imposed in order to reflect the developing woodland setting and assist it in establishing the forest or otherwise not conflict with community forest projects.

SECTION 1**Biodiversity**

Policy ECH/11 states that development will not be permitted which is likely to have a significant impact upon biodiversity, unless there is an overriding need for the development or appropriate mitigation measures can be introduced. In relation to protected species and their habitats,

Policy ECH/12 states that development which would directly or indirectly harm national, international species, will not be allowed, unless the particular harm can be avoided through mitigation.

Policy ECH/13 relates to wildlife sites of international importance and **Policy ECH/14** relates to SSSIs. When considering proposals for development or land use change in or near to a Local Nature Reserve, Wildlife or Geological Site, that is likely to have a direct or indirect affect on them, **Policy ECH/15** states that the council will seek to ensure that the biodiversity or geological value of the designated area is not lost or unacceptably harmed.

Transport

Policy T/5 relates to car parks and identifies that planning permission will be granted for the use of land for public car parking provided that the proposal does not conflict with the implementation of the Local Transport Plan (in particular with park-and-ride) and that the traffic generated can be accommodated on the local highway network. Planning Permission will only be granted for private car parks subject to planning conditions and planning obligations.

Policy T/10 refers to highway safety, traffic and the provision of infrastructure. Development will only be permitted if it would not prejudice highway safety or emergency vehicle access. Developments that give rise to significant traffic movements will only be permitted where it will not lead to an unacceptable degree of traffic generation or generate traffic that cannot be accommodated without seriously affecting the character of the surrounding area, and can be readily integrated with public transport. If necessary, appropriate funds to seek improvements will be sought through legal agreements.

Policy T/11 requires all proposals that are likely to generate significant transport implications to prepare Travel Plans, which will have the objective of reducing car use and the delivery of other sustainable transport objectives.

Emerging Policy**Draft Regional Spatial Strategy (Draft RSS)**

A revised draft South West RSS for consultation was published in June 2006 and will eventually replace the existing RSS (RPG10) described above. The draft RSS is designed to look forward to 2026 and manage the change and development of the South West. The Secretary of State published 'proposed

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changes' in July 2008. The final version of the South West RSS was due to be published in June 2009, but has been delayed by the Secretary of State to conduct further sustainability work as a result of a High Court judgement concerning the East of England RSS.

In July 2009, the Government Office for the South West (GOSW) advised the Council that the draft RSS should be given 'considerable weight' in deciding planning applications. However, the Council responded to GOSW in August 2009 advising that they did not agree with this position as many of the 'proposed changes' are not properly reasoned and are the subject of continued objection. In December 2009, GOSW subsequently confirmed that a report on the additional Sustainability Appraisal work is expected in March 2010 following which ministers would decide how to progress the RSS, which may include additional consultation. In relation to individual planning decisions, GOSW confirmed, *"the Proposed Changes to the RSS are likely to be material considerations for any planning decisions bearing on development envisaged in the Areas of Search or otherwise covered by RSS policies. How much weight to give each policy or proposal is a matter for decision-makers"*

The reference to 'considerable weight' has therefore been replaced by 'material consideration', which represents a significant change.

Notwithstanding this, a summary of the key draft policies from the Draft RSS is set out below:

Airport

Policy RTS6 deals specifically with airports and states that they should meet the increasing proportion of regional demand for air travel and to reduce leakage to other regions and London airports. With regard to BIA, the policy stipulates that proposals should support the airport's development within the agreed levels of growth set out in the ATWP and to minimise the environmental impact of surface access and promote public transport.

BIA is recognised as being of considerable importance to the economy but with a need to improve runway and passenger facilities to accommodate future growth. **Policy HMA1** indicates the extent of the Green Belt will be maintained, subject to alterations, which include: *"removal of the Green Belt at Bristol International Airport, having regard to the development needs of the Airport."*

The Council had objected to an outright removal of further land at the airport from the Green Belt (following the provision of the Green Belt inset), but accept that, in accordance with Planning Policy Guidance Note 2, development proposals in the Green Belt should (1) be considered that on the grounds of whether 'very special circumstances' are proven to exist for the development and (2) whether they clearly outweigh harm to the Green Belt.

SECTION 1**Sustainability Issues**

Policy SD1 identifies a number of measures for stabilising and reducing the Region's carbon footprint including achieving development that respects environmental limits; building a sustainable, low carbon and low resource consuming economy; encouraging sustainable design and construction; minimising the need to travel; and securing a shift to the use of more sustainable modes of travel. With specific regard to climate change, Policy SD2 sets out the Region's target to reduce greenhouse emissions to at least be in line with current national targets of 30% by 2026 compared to 1990 levels as part of a longer-term reduction of 60% by 2050. Policy SD3 states that the Region's environment and natural resources will be protected and enhanced including by ensuring that development respects the landscape and ecological thresholds of settlements; reducing the environmental effects arising from the economy, transport and development; positively planning to enhance natural environments through development; planning and design of development to reduce pollution and maintain tranquillity; and contributing to regional biodiversity targets through the restoration, creation, improvement and management of habitats.

Environmental Issues

Policy ENV1 requires that the quality, character, diversity and local distinctiveness of the natural and historic environment in the South West be protected and enhanced and that development, which support their positive management, are encouraged.

Air Quality

Policy RE9 deals with air quality and states that new development should not exacerbate air quality problems and should consider impacts on internationally designated nature conservation sites and adopt appropriate mitigation measures to address these impacts.

Waste

Policy W4 requires all proposals for major developments to include as part of their planning application, a report comprising an audit of waste materials on site and proposals for how waste will be managed over the lifetime of the development.

Design

Development Policy E requires all development to deliver the highest possible standards of design, in terms of their built form and sustainability criteria.

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North Somerset Local Development Framework (LDF): Core Strategy Consultation Draft

The Council published its Core Strategy Consultation Draft in November 2009. The Consultation Draft forms part of the public participation phase of the Core Strategy process and is therefore a key step towards final adoption. The Consultation Draft is subject to public consultation between 30 November 2009 and 19 February 2010. This will be followed by the Examination in 2011 and final adoption in 2012.

The document contains a number of 'Visions'. Vision VIS 1 states that the future planning of Bristol International Airport will be guided by the need to balance the advantages of economic growth with control over environmental issues.

A number of 'Priority Objectives' are also listed amongst them Priority objective 5 which states that the Strategy will support and promote major employers in North Somerset such as the Airport, to ensure continued employment security and economic prosperity.

Policy CS23 of the Strategy relates specifically to BIA. The policy states that proposals for the development of BIA 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 states that planning applications that are considered up to 2011 will be considered having regard to Policy T/12 of the NSRLP, even if the approved development is implemented after 2011. However, planning applications after 2011 will be considered having regard to an Action Area Plan or other development plan document, such as a subject based plan for aviation.

Other Material Policy Considerations

A Joint Local Transport Plan (JLTP) was adopted in March 2006 and sets out the strategic transport objectives and measures to address transport issues for the period 2006-2011. It also sets out the vision for the next 20 to 30 years. It identifies eight major schemes for which funding has been identified in the South West Regional Funding Allocations for transport. This includes investment for the Greater Bristol Bus Network and both phase 1 and 2 of the South Bristol Ring Road.

BIA was required to set up an Airport Transport Forum and prepare an Airport Service Access Strategy (ASAS), to set out short and long term targets for decreasing the proportion of journeys to the airport by car, along with increasing the proportion by public transport for all users of the airport, both passengers and workers. An ASAS was produced for the Local Transport Plans of Bristol and North Somerset back in 2000, but a revised scheme has been prepared in conjunction with the JLTP.

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This refers to a need to improve public transport access to BIA through increased use of the Bristol Flyer service and public transport services to the airport from transport interchanges. The JLTP takes a positive role towards the development of a network of Park and Ride sites and Bus Lanes as a means to reduce congestion. It does not provide any advice that Park and Ride sites should also provide a parking or access strategy for BIA

The Greater Bristol Transport Study (GBTS) was produced in 2006. It was commissioned by GOSW to help inform the transport components of the Draft Regional Spatial Strategy. It highlights a number of transport strategies for the Greater Bristol sub-region and covers the period up to 2031, with intermediate targets in 2011, 2016 and 2021. The study has made recommendations on transport policy and infrastructure provision across all modes and networks.

BIA is identified as a particular area of growth for future travel in the sub-region. The Study identifies that public transport to the airport must be enhanced to accommodate the growth in both air passengers and staff working at the airport. The Study highlights the current Bristol Flyer bus service as being the foundation for future improvements, and recommends increasing frequency on existing routes, together with new routes to serve north Bristol and Worle Interchange. With regard to employees, a demand-responsive or shared taxi operation is considered to be the most appropriate.

National Policy Statements

Following the changes made in the Planning Act 2008, new National Policy Statements will be published for major infrastructure projects. A National Policy on Aviation is unlikely to be published before 2011.

Consultations

The Council has undertaken comprehensive consultation on this application. This has involved consultation with:

- 9 other adjoining / regional Local Authority's (who had discretion to undertake their own consultation with their Members and Parish Council's);
- All Town and Parish Councils in North Somerset and elected Members of North Somerset Council via the North, Central and West Area Committees (see below)
- All Members of the Parish Council Airport Association, which includes Parish Council's outside North Somerset,
- MP's,
- Government Office for the South West

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- Statutory and Non-Statutory Consultees: and
- Occupants of over 400 of the closest dwellings;

Further publicity of the application has been made through the North Somerset Council Web Site and various media reports. Further consultation was carried out following the receipt of amended plans and an addendum to the Environmental Statement received in December 2009

The initial consultation period ran for 6-week period, which expired in August 2009 and the revised consultation allowed a further 3-weeks for additional comments. Further consultation has taken place via letter, site notices and through the Council's Web Site.

Comments received outside of these periods have still been considered. To date over 5500 comments have been received. Approximately 5,180 raise objection to the application. The majority of objections (over 4,600) came in the form of a pre-printed 'postcard' type objection where respondents ticked from a range of different points of objection, with scope to add further comments. There are approximately 320 letters of support.

A summary of representations is set out in Appendix 2. Full copies of all responses received can be viewed on the Council's website.

The comments from Wrington Parish Council (BIA is located in Wrington) are quoted below.

Wrington Parish Council:

"Wrington Parish Council objects to the proposed expansion of Bristol International Airport contained in the current planning application and wholeheartedly endorse the comments made by the Parish Councils Airport Association.

In addition, Wrington Parish Council wishes to draw attention to areas of particular concern that it believes will have an adverse effect on the residents of the Parish. These are detailed below:

Planning Policy

This application should be determined by reference to the North Somerset Replacement Local Plan, and not the Regional Spatial Strategy, which has not yet been approved.

The existing national policy in relation to Green Belt land should be adhered to. The proposed expansion would result in the loss of 12.4 hectares of Green Belt outside the operating boundary of the airport for car parking. Wrington Parish Council does not believe this is justified.

SECTION 1**BIA Master Plan**

The current application is not in line with the Master Plan produced by BIA in 2006, which envisaged an increase in passenger numbers to 9m per annum. The Master Plan was widely consulted on at the time, and Wrington Parish Council does not believe that a case has been made for the additional increase proposed. The absence of an Area Action Plan with reference to BIA means that the current application is being considered in a vacuum.

Landscape

Wrington Parish Council believes the proposed development will result in an unacceptable impact on the Mendip Area of Outstanding Natural Beauty (AONB). This will include visibility at night from the AONB, and a negative impact on local tourism, through congested roads and an 'urban blight' effect in the vicinity of the airport.

The proposed incursion into the Green Belt on the south side of the airport for car parking is considered unacceptable, especially as other local landowners have been required to close down car parks due to Green Belt location.

The visual impact of the proposed buildings, particularly the multi-storey car park, would completely eradicate the open and rural character of the surrounding area. This will have most effect on the Downside Road and Hyatts Wood Road area and the properties located there.

Building and Design

The design, and in particular the height of the proposed multi-storey car park is considered unacceptable. The building itself would have an overwhelming visual impact on local residents in Downside Road, being located very close to their properties. In addition, the 24-hour operation of the car park would be intrusive, with the inevitable noise from car engines and alarms, increased light pollution, and impaired air quality, resulting in continuous disturbance to local residents.

Fuel Store

The proposed location of the fuel store on the north side of the airport and therefore close to dwellings in Downside Road is undesirable and potentially a safety hazard. In the event of a fire, the risk assessment states that flames could be over 14 metres high and with a prevailing south-westerly wind this would be likely to threaten local properties. It is also understood that the likeliest cause of a fire could come from the delivery of the fuel – an increasing risk as the number of deliveries grow. Its close proximity to the road could make it an easy target for terrorist attacks, with potentially devastating effects on much of the local community. Currently there is no proposal for any secondary line of protection, as exists at other airports

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In addition, this location, with its access from Downside Road, will inevitably result in increased traffic movements by fuel tankers. Downside Road is a narrow, rural road with no footway, and any increase in heavy goods vehicle traffic will have a negative effect on the day-to day activities of residents.

Wrington Parish Council recommends that the fuel store be located away from local housing and nearer to the runway, closer to its point of use

Wrington Parish Council is also very concerned about the proposal to place the fuel store underground, on the basis that this will make it more difficult to monitor potential leaks. Any leakage from the fuel store could result in pollution of the groundwater, and importantly, the aquifer, which supplies drinking water to 50,000 people.

Hotel

Wrington Parish Council doubts whether this aspect of the proposed development is justified. There are significant numbers of hotels, guesthouses and bed & breakfast establishments within a few miles of the airport, and the Parish Council questions whether any bed survey has been carried out to ascertain the need for additional provision.

The area occupied by the proposed hotel could otherwise provide car parking space, reducing the need for incursion into the Green Belt. Wrington Parish Council believes that the hotel would represent over-development of the site, and notes that the inclusion of the hotel is additional to the plans provided during the pre-application consultation.

Transport

Any increase in traffic on the area's already congested roads is considered unacceptable by Wrington Parish Council, until such time as improvement in local roads and greater provision of public transport is in place. Any major improvements to the road system, such the South Bristol ring road and an A38/A370 link road, are unlikely to be in place within the timescale envisaged by BIA for expansion to 10m passengers per annum. The aim of between 8 and 15% of passengers traveling to the airport by public transport is considered much too low.

It is noted that the proposed supermarket development in Ashton Gate would result in at least an extra 10,000 car movements per day in the Parsons Street/Winterstoke Road area. It is likely that the extra traffic generated will force airport traffic to seek alternative routes via the A370, using either Downside Road or Barrow Gurney to gain access to the A38.

The existing local roads, particular Brockley Combe/Downside Road, and the roads through Wrington village, are not capable of absorbing further traffic without resulting in a negative impact on the health and quality of life of the communities concerned. Residents of Downside Road have already observed an increase in traffic accidents, and there are currently unresolved

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issues with speeding taxis, car transporters and hire cars. Wrington Parish Council therefore questions the ability of BIA to exercise proper control over its sub-contractors, a situation that would be likely to worsen during any development phase.

Car Parking – off-site

Unauthorised off-site car parks located in the Green Belt are contrary to the North Somerset Replacement Local Plan and Wrington Parish Council believes that the current policy of closing such car parks must continue.

Noise

Wrington Parish Council is very concerned at the prospect of increased noise resulting from the proposed expansion, both on the ground and in the air. The noise of aircraft engines on the runway and during taxi-ing, plus noise emitted by reversing vehicles, would inevitably increase, leading to further impact on residents in the immediate vicinity of the airport.

The issue of night flights is of particular concern. Wrington Parish Council recommends that a cap on the number of flights per night should be set, with no provision for rollover of 'unused' flights. The present proposal for an annual figure of 4,500 night flights per annum could result in an excessive number during the summer months, when residents' windows are open and the noise is most disturbing. This would also have the effect of increasing traffic on local roads during the night.

Pollution

Any reduction in air quality is considered by Wrington Parish Council to be a threat to the health and quality of life of local residents. The Parish Council therefore questions what testing has been or will be done on unburned fuel vapour in the atmosphere in the immediate vicinity of the airport, taking into account the effect of the prevailing wind. In addition the location of the fuel store would bring additional odour and health risks during the increasingly frequent fuel deliveries.

It is also noted that North Somerset Council are required to reduce Carbon Dioxide levels, and the Parish Council questions how NSC will counter the effects of the higher number of flights and increased levels of road traffic.

Water

The potential for pollution of the aquifer has already been referred to, and is a major concern. The comments of Wessex Water on the inadequacy of the public foul sewerage system are also a cause for concern, with the consequent increased risk of sewer flooding to properties downstream. The proposal for drainage into soakaways is considered inappropriate.

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Wrington Parish Council also questions whether Bristol Water has been asked to comment on the application. If not, this would be recommended, given their responsibility for the clean water supply.

Lighting

The increased levels of lighting which would result from the proposed expansion, in particular from the multi-storey car parks, the western walkway and additional aircraft stands, would further pollute the surrounding area and the Mendip AONB and adversely affect wildlife.

Biodiversity

Wrington Parish Council is a member of the Avon Biodiversity Partnership, and is concerned to minimise the effects of any development in the Parish on wildlife. Incursion into the Green Belt would result in loss of habitat for wildlife, and there is particular concern to maintain an appropriate environment for Greater Horseshoe bats, which is a protected species.

Impact on Local Residents

The unacceptable impact on local residents of the proposed expansion has already been highlighted in a number of areas. The 24/7 nature of BIA's operation will inevitably have a negative effect on the health and quality of life of residents of Wrington Parish, and on Downside Road residents in particular. The tranquillity of an otherwise rural environment will be further compromised, and is considered unjustified.

Emergency planning in the event of an incident at the airport, whether through accident or terrorism, currently appears only to consider the effect on the airport itself; no account has been taken of the potential adverse effects on local residents. This is an omission, which must be addressed, whether or not the current application is approved.

Economy

No convincing evidence or forecasts are provided to justify the proposed growth, especially when the Airport Transport White Paper only offers support for growth at BIA to 12m passengers by 2030. The rate of growth proposed by BIA therefore appears excessive and unjustifiable.

This apparently optimistic growth does not appear to be related to realistic economic circumstances, and Wrington Parish Council is doubtful whether the claimed local and regional economic benefits would materialise.

Conditions

Should the proposed expansion be approved, Wrington Parish Council believes that conditions for improvement of the Downside Road area are

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essential, and as a minimum the provision of a footway and traffic calming measures to allow for safe access by pedestrians.

Wroughton Parish Council also believes that a cap of 8mppa should be placed on the operations of BIA, to prevent expansion beyond the capacity of the local infrastructure.

It must also be recognised that any expansion of the airport is likely to have the effect of devaluing properties in the area, and Wroughton Parish Council believes that financial compensation must be provided for affected residents."

Area Committees

The North, West and Central Area Committees of the Council have been consulted and their comments are as follows:

Central Area Committee

On 8 October, the Central Area Committee resolved that the following issues and concerns be highlighted:

- Emerging legislation on carbon emissions and in particular the outcomes of the December Copenhagen conference and to seek appropriate advice on this issue
- Policy T/12 of the North Somerset Local Plan (NSLP) and in particular the environmental impacts, surface access arrangements and very special circumstances to justify development in the Green Belt
- The impact of night flying (including the "shoulder periods") and the possibility of introducing caps on night flying as well as a quota count system.
- If planning permission is granted, ensuring appropriate planning conditions and S106 controls are in place to control incremental growth;
- Ensuring that surface access arrangements are fully addressed and that proposed improvements are appropriate with particular focus on policies GDP/5 and T/9 of the NSLP.
- A full further audit of the transport impacts and proposals with particular focus on the base levels used for measurement; the impact on Barrow Gurney; peak hour impacts; the adequacy of the proposed financial contributions; and possible methods to limit passenger growth until road improvements are made;
- Ensuring that baseline data (e.g. for night flying) is clarified;
- The comments of the Parish Councils' Airport Association are given weight and its suggestion that passengers be capped at 8mppa should be examined.
- Full consideration is given to all the relevant issues and in particular those of drainage, water run off, security, and method of fuel delivery.

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North Area Committee

On 8 October, the North Area Committee resolved that the following issues and concerns be highlighted:

- The impact of the development on the Green Belt and the need for additional car parking in the Green Belt;
- The reasonableness of the predictions for employment growth
- The suitability of the local transport infrastructure and the relationship to the strategic transport infrastructure (such as the South Bristol Link Road) ensuring there is a significant improvement to both;
- The impact of the proposed Bristol City football ground on airport traffic predictions;
- Noise from night flying including consideration of whether curfews are possible;
- The deviation of aircraft from published flight paths creating noise and other disturbance to residents
- Ensuring that if permission is granted full controls are in place through planning conditions and legal agreements.
- Whether permitted development rights could be removed if planning permission was granted;
- The impact of construction traffic on the local road network and on residents;

West Area Committee

On 15 October, the West Area Committee resolved that the following issues and concerns be highlighted:

- The adequacy and phasing of transport links to the airport (especially from Weston-super-Mare) and the implications of the length of time it will be before the South Bristol Link Road and Rapid Transit route is provided
- Ensuring the proposed infrastructure improvements are appropriate and that everything has been done to reduce pressure on local roads (including Banwell) and maximise the use of the main roads;
- Ensuring climate change issues are addressed;
- The impact of the development on the Green Belt and the need to maximise parking on the north side to avoid the loss of Green Belt land;
- Future aviation industry improvements to make cleaner, quieter, more fuel-efficient aircraft;
- The claimed employment benefits;

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- The impact on features of archaeological significance.

The key Planning Issues raised above and summarised in Appendix 2 are addressed in the Key Issues section of this report.

KEY ISSUES

The consultation responses raise a wide range of planning issues. Most of these fall within the scope of: Climatic Issues; Transport and Car Parking; Noise (including night-time flights); Economic Issues; Development in the Green Belt and Landscape and Ecological issues. Some responses challenge some of the methodologies used by BIA in assessing various environmental issues, while others focus on very specific issues. Other miscellaneous issues raised include the comparison between the current proposals and 2006 Master Plan, control over flight paths, cumulative impacts having regard to the separate planning applications for a major urban development in North Somerset (known as South-West Bristol urban expansion) and new stadium for Bristol City Football Club, Drainage and Design. From this the principal planning issues are 1) The Master Plan; 2) Climate Change; 3) Airport Capacity; 4) Noise and Air Quality; 5) Traffic; 6) Public Transport; 7) Parking; 8) Green Belt; 9) Economic Impact; 10) Flooding and Drainage and 11) Design.

Issue 1: The Master Plan

The Air Transport White Paper (ATWP) recommended that airport operators should produce a Master Plan to outline future development proposals to meet projected growth. They are not a statutory planning document, but are intended to be a statement of intent on the part of the airport to enable future projected developments to be publicised and coordinated having regard to the local and regional planning process.

The BIA Master Plan (2006) identified a series of proposals to increase the capacity of the Airport to accommodate 9 million passengers per annum by 2015 (Phase 1), with a further capacity increase for 10 -12 million passengers per annum from 2016 up to 2030 (Phase 2).

The main developments that were set out to meet the projected passenger increase up to 9 million passengers per annum by 2015 included: -

- A substantial extension to the passenger terminal;
- A substantial increase in car parking provisions, which included multi-storey, decked and additional surface car parks for short and long stay parking. This included a car parking outside the airport boundary adjacent to the 'Silver Zone' car park in the Green Belt
- A new administration building, fire station, fuel farm and hotel were also proposed.

The planning application comprises a 10-year development programme up to 2019-20. By this time BIA project that it would, subject to its expansion, need

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to provide for up to 10 million passengers per annum. However, representations received contend the planning application should only plan for up to 9 million passengers per annum by 2015, as set out in the 2006 Master Plan. Furthermore, it is argued that because the ATWP projected growth to 10 – 12 million passengers per annum by 2030, allowing BIA to reach 10 million passengers per annum by 2019 will only encourage them to substantially extend capacity above 12 million passengers per year by 2030.

However there is nothing in the Airport Transport White Paper, or Progress Report, which prevents an airport from applying for planning permission for development beyond 2015. Whereas the ATWP mentions 9 million passengers per annum by 2015 and up to 12mppa by 2030, planning for 10 million passengers per year by 2019, is proportionate with this long-term growth forecast, albeit one that could fluctuate according to economic conditions.

A comparison between the 2006 Master Plan and current planning application identifies that a number of adjustments have been made. BIA explains these are in response to changes in the aviation industry that have taken place since the Master Plan was published. The key points are as follows:

- The original forecasting work carried out for the Master Plan shows a projected throughput of 9mppa by 2015, with a total of about 12mppa by 2030. BIA indicates the facilities needed for 10mppa have been reassessed and the passenger terminal building and associated facilities have been adjusted to accommodate this passenger throughput. A second terminal is not however proposed (despite being referred to in the ATWP) and all the terminal facilities are proposed to remain on the north side of the airfield.
- Changes in the passenger security search requirements have generated a need for a larger western extension of the terminal building to accommodate a larger security search facility. This now encroaches into the site occupied by the Gate Gourmet flight catering building, which is now proposed at the western boundary of the airfield. This in turn relocates the existing Motor Transport maintenance facility to the south of its present site.
- BIA explain that the phasing out of the smaller aircraft and the increased use of Boeing 737 means that the airside coaching of passengers to aircraft is no longer favoured by airlines. The development proposals therefore include more extensive walkways and piers so that most passengers can walk to the aircraft. The airside coaching facility previously proposed at the east end of the terminal building has been deleted from the scheme.
- Increased passenger throughput requires additional aircraft parking stands which have been provided at the west end of the western apron. As a result the facilities required for the Royal Mail operation have been

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reassessed and a new location within the general aviation area to the south of the runway is now proposed.

- Car parking proposals for the north side of the site have been reassessed, in the light of comments from the Commission for Architecture and the Built Environment (CABE). The capacity of multi-storey car parks are increased and replaced 'decked car parks' and the rest of the north side car park is resurfaced.

While these elements are different to those set out in the 2006 Master Plan, they do not render the Master Plan invalid, particularly since it is a long-term plan, which will evolve over time. The key point is that all aspects of the current planning application, including phasing and capacity require comprehensive consideration as part of the application.

Issue 2: Climatic Issues

Since the Rio Summit in 1992, there has been increasing international consensus that human activities exacerbate climate change. To that extent an International Treaty has been signed and ratified (the Kyoto Protocol) providing legally binding commitment for countries to reduce emissions of greenhouse gases. The creation of binding targets on global emissions was first achieved through the Montreal Agreement on ozone depleting chemicals. This created the basis for setting of binding targets through the Kyoto Agreement. However, International aviation lies outside the terms and reference for the Kyoto Agreement.

At a national level, ATWP sets out the strategic framework for the development of the air transport industry and airport capacity in the United Kingdom until 2030. It establishes a policy framework against relevant airport operators; airlines and public bodies can plan ahead and acts to guide decisions on future planning applications.

The ATWP discusses the challenge confronting the UK to balance travel needs against economic benefits and environmental protection and emphasises the key role air transport plays in supporting the UK economy. It illustrates that many airports in the UK are rapidly approaching capacity and therefore need to plan and respond effectively to capitalise on the economic benefits provided by air transport, whilst affording appropriate protection to the environment. Particular reference is made to the growing contribution of aircraft emissions to climate change and the significant impacts that airports have on local communities. The White Paper indicates that reductions can be made by the aviation industry through fleet replacement and technological advancement that could produce fuel efficiency gains and as a result possible contribution to the reduction in CO₂ emissions. Nevertheless, it advocates the optimisation of existing airports and their operations in preference to development of new airport sites in the UK.

In respect of BIA it states:

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"We believe there is significant potential for growth at existing airports in the South West of England. The main potential for growth in the South West will be at Bristol Airport. Having due regard to the environmental impacts that would accompany its expansion, we support its development to around 12 mppa by 2030, to include a runway extension and new terminal south of the existing runway when these are required".

In 2006, the Eddington review of 'Transport Policy and Economic Development' proposed that transport users should pay the environmental costs of their journey. The Stern Review on the Economics of Climate Change published in 2006, assessed the nature of the economic challenges of climate change and how they can be met, both in the UK and globally. It concluded that transport is amongst the fastest growing carbon-emitting sector and also has the highest abatement costs. However, it suggested that transport should be amongst the last sectors to experience absolute levels of emission cuts because it would be more efficient to focus first on those sectors that can abate more cheaply.

The Air Transport White Paper Progress Report (ATWP PR) issued in December 2006 focused strongly on the issue of climate change, the need for sustainable growth in air transport and the key role that this growth will play in the future economic development of the UK, taking cues from the Stern Report (and Eddington Report). This identifies climate change is a problem, but one that can only be effectively dealt with on an international basis.

It sets out commitments to reduce the carbon emissions associated with aviation including:

- Continuing to pursue the inclusion of aviation emissions in the EU emissions trading scheme (ETS) as soon as practicable, and to do so for all flights departing from EU airports, whatever their destination.
- To consult on the development of a new emissions cost assessment to inform Ministers' decisions on major increases in aviation capacity. This assessment would consider whether the aviation sector is meeting its external climate change costs.
- To bring forward proposals which will make it simpler for air passengers to offset the carbon emissions arising from the flights that they take by setting out a Government standard for how such schemes should operate.
- Increase the rates of air passenger duty (APD) with effect from 1 February 2007.

In terms of regional airport development, the progress report states:

"A key priority of The Future of Air Transport White Paper was to increase the choice of routes and services at airports outside the South East, to promote

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regional development, relieve pressure on the more overcrowded airports, and cut down on the need for long-distance travel to and from airports, thereby reducing emissions."

The Climate Change Act 2008 set ambitious targets to reduce greenhouse gases. Some key provisions of the Act included a legally binding target of an 80% cut in greenhouse gas emissions by 2050, to be achieved through action in the UK and abroad. Also a reduction in CO₂ emissions of at least 26% by 2020 (both targets are against a 1990 baseline). However, emissions from international shipping and aviation are not currently included in the UK's carbon budgets or in the 80% reduction target. The Committee on Climate Change is required to advise the Government on the consequences of including emissions from international aviation in the Act's targets and budgets. Their report was released in December 2009. The report finds that there is potential for aviation to increase whilst still meeting the Government target that in 2050 CO₂ emissions should not exceed 2005 levels. For this target to be achieved a 60% expansion in passenger traffic is considered feasible under the most likely scenario. The Climate Change Committee however noted that the allowable demand increase is far below that which would result if demand were unconstrained by carbon pricing or limits on airport capacity.

In December 2009, the United Nations climate change conference took place in Copenhagen. The purpose of the conference was try to agree a new climate treaty as a successor to the Kyoto protocol, the first phase of which expires in 2012. The Committee on Climate Change intends to publish further analysis of the role of aviation in carbon budgets, and an assessment of any global aviation deal coming out of the Copenhagen Conference in their progress report to Parliament in June 2010.

The House of Commons Transport Committee report issued in December 2009 on 'The Future of Aviation' makes clear that whatever the debate about technological development in aviation and use of biofuels, the UK's share of international aviation (and shipping) will have to be accounted for in the UK's carbon budget and that reducing green house gas emissions has to be a fundamental part of future aviation business plan. It makes clear though that as aviation and climate change are global in nature, and global solutions are the only realistic response.

Climate change issues have been addressed in other airport planning decisions. In 2007, Uttlesford District Council refused a planning application to increase flight numbers at Stansted Airport from approximately 241,000 to 267,000 flights per annum. The refusal included reasons, which opposed the development because more flights would add to carbon and other emissions with harmful environmental impacts. The refusal became the subject of an appeal at a Public Inquiry, which was held in 2007.

The matter of airport development and climate change was one of the main issues examined at the Inquiry. Central to this was the incompatibility between policy support for expansion of aviation as set out in ATWP and the

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Progress Report against the acknowledged need to address greenhouse gas emissions.

The Secretaries of States decision letter dated 8th October 2008 makes it clear that they agreed with the Planning Inspectors' views on Government Policy on Climate Change (Paragraphs 14.72 – 14.80 of the Inspectors report – see extracts below). Specifically, he concluded that while the ATWP seeks to reconcile growth in aviation with action to address climate change, Government policies on aviation and climate change are matters for debate in Parliament and elsewhere, rather than through this appeal.

The following extracts from the Planning Inspector's Report demonstrate how of the role of individual planning decisions in dealing with emissions from aviation were addressed.

"14.75 To my mind the Government's policy on aviation as set out in the ATWP cannot legitimately be said to have ignored the issue of climate change. On the contrary, as BAA points out, it explicitly addresses the matter including consideration of how aviation contributes to climate change and the Government's approach to it generally and with particular reference to aviation. Here and elsewhere, the Government makes clear that it does not consider it necessary for every sector in the economy to follow the same path with respect to greenhouse gas emissions. Thus, increases in emissions in one sector do not necessarily conflict with the overall approach, though I recognise that this depends on commensurate reductions being made elsewhere.

14.76 The ATPR further addresses climate change issues, and expressly takes into account the findings of the Stern Review and the Eddington Report which have been published since the ATWP and other developments in national, EU and international policy since the end of 2003. Having taken all these developments into account, the ATPR reaffirms the Government's commitment to the ATWP strategy and that the Stern and Eddington reports have reinforced the logic of the 2003 White Paper approach that sustainable economic growth requires recognition of environmental responsibilities.

14.77 I am on record as having stated before the Inquiry that I recognise that 'many people hold strong and sincere views on issues concerning climate change and the part that development here and aviation generally may play in that'. The evidence and submissions at the Inquiry have reinforced that. In the light of the matters I have outlined above, I am in no doubt that Government policy seeks to reconcile growth in aviation to meet the needs identified in the ATWP with action to address climate change. It is clear that SSE (Stop Stansted Expansion) and others do not believe that the correct balance has been struck, and/or question the likely effectiveness of the proposed mechanisms to address

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the issue of climate change, but that goes to the heart of Government policy. I do not question or seek to curtail the legitimacy of debate on the matter, but I maintain my view that such debate lies outside the scope of the present appeal.

14.80 In conclusion on climate change policy, I consider that questions of the appropriateness and effectiveness of Government policies on aviation and climate change and their compatibility, while undoubtedly of great importance, are matters for debate in Parliament and elsewhere rather than through this appeal. I respectfully suggest that the Secretaries of State should not consider such questions in this context."

The Secretaries of State agreed with this view.

The appeal decision to grant planning permission was subject to challenges to the Court of Appeal by "Stop Stansted Expansion" (SSE), which challenged 3 aspects of the appeal decision:

- That the increase in carbon dioxide (CO₂) and other greenhouse gas emissions, however substantial, can be dis-regarded in the decision to approve the extra flights.
- That the economic impact on the UK trade deficit, however adverse, can be dis-regarded.
- That the adverse noise impacts upon local residents and people living further afield cannot amount to a reason for refusal because to do so would frustrate Government policy.

The challenges were rejected.

In July 2009, Newham Borough Council granted a planning application to increase flight numbers at London City Airport from 73,000 to 120,00 movements a year. This decision is currently being challenged through the Courts by 'Fight the Flights', which is a community group represented by Friends of the Earth on the grounds that the Council failed to properly consider the Government's intention to reduce aviation emissions. At the time of preparing the report no court ruling has been made on this matter.

BIA sought a legal opinion on whether the wider aspects of climate change, such as emissions from aircraft, should be considered as a material consideration for the determination of this planning application. The opinion given concludes that the mechanism to address the impacts of aviation development on climate change is through Government Policy.

Notwithstanding this, the Council has sought its own independent view on the issue of climate change by the appointment of an independent specialist consultant. The consultant has undertaken an extensive review of the air quality assessment work and climate change impacts associated with the expansion plans at the airport. The review encompassed a comprehensive assessment of the technical aspects of the work to test whether the scientific

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approach is sound, whilst benchmarking the assessments against other airport expansion plans nationally.

In respect of climate change, the consultant advises there is no nationally or internationally agreed methodology of assessing the contributions made by individual development proposals to likely outcomes of climate change such as increases in global temperature, rising sea levels, melting polar ice caps etc. As such the Assessment does not consider such outcomes, which is understandable given the lack of accepted methodology. It reinforces the view that within the EU, aviation emissions will be managed through its inclusion in the Emissions Trading Scheme.

The work done by the airport has given consideration to a number of measures intended to reduce emissions (and hence adverse effects) on local air quality and in respect of increases in CO₂ emissions. There is a high degree of reliance upon technical advances for the reduction of emissions in future years, the risks to achievement of which are not explicitly recognised. For local air quality the main impact relates to transport to and from the airport and it is considered that further effort could be placed upon the uptake of the Travel Plan for staff and passengers in order to reduce reliance on private vehicle use.

The assessment on climate change has shown that changes in emissions of CO₂ are broadly commensurate with the increase in passenger numbers and aircraft movement indicating that more provision could be made in respect of carbon management for the expansion plans. In order to ensure that the maximum numbers of measures are employed to reduce impacts the consultant recommends that the Council impose a planning condition upon on any permission granted. The condition should include an obligation to produce an annual report to the Council in respect of progress made, with a third party independent audit to assess progress to the Council. Such a condition is included in the recommendation below.

Summary and Conclusions

Climate change and aviation's contribution to it is clearly an important issue, but it is a global problem that requires a global response. Thus, as has been seen in recent planning appeals, it is not the role of local planning controls to managing emissions from aircraft. However, a local planning authority can influence the emission arising from ground operations and many planning authorities have resolved to condition the expansion plans submitted by airports for the delivery of carbon management plans.

Taking the above into account, together with the comments made in the Stansted appeal and the House of Commons Report in December 2009, there is no basis to refuse this application on the effects of the development on climate change. However, the Section 106 planning agreement and / or planning conditions should be applied to ensure that CO₂ pollution from ground-based activity at the airport is strictly managed.

SECTION 1**Issue 3: 'Leakage' and Capacity Controls****Leakage**

The ATWP 2003 estimated that 70% of the flights undertaken by residents of the southwest were from other regional or national airports. The reasons for this 'leakage' were not stated, but it highlights the demand for air travel from people living in the southwest and that leakage (or longer commuting distances) to other UK airports adds to carbon emissions. While some representations welcome increased flights from BIA, others contend this will not necessarily reduce leakage, as some passengers will continue to use other airports for a greater choice of flights including long-haul flights.

The ATWP support for the growth of regional airports is clearly influenced by a desire to relieve pressure on south-east airports. However, it is also a response to peoples' desire to travel further and more often by air. It is uncertain what impact the growth of low-costs airlines has had on leakage to other airports since the ATWP was published in 2003. However, since 2003 there has been a considerable increase in passenger numbers using BIA, which coincides with low-cost carriers becoming increasingly popular.

With passenger forecasts suggesting a long-term increase, a 'no-development' scenario at BIA is more likely to exacerbate leakage than reduce it (with demand being met elsewhere). This is contrary to the ATWP, which supports the growth of regional airports subject to environmental considerations.

Capacity Controls

At the time of the opening of the new terminal (in 2000) BIA served approximately 2 million passengers per annum (mppa) and had a projected capacity of around 3 mppa. However, by 2005, following an extension to the passenger terminal and further airport car parking, passenger numbers had reached about 5.2 mppa and by 2008 this had increased to 6.2 mppa. The current terminal is estimated to be capable of handling 7.3 mppa. 10mppa represents a 61% increase on 6.2mppa (in 2008), or a 37% increase on the current projected capacity of BIA of 7.3 mppa.

The Parish Councils' Airport Association (PCAA) argues that growth at the Airport should not be allowed, but if the Council is minded to grant permission, then the capacity of the airport should be capped at 8mppa. Notwithstanding this, they doubt that the scale of the proposed development would limit the capacity of the airport to 10mppa and make reference to the York Aviation report that considers the capacity of the new facility could exceed 10mppa.

On this matter, advice from York Aviation indicates that the assessment of capacity is not an exact science and that the airport could, by permitting a lower 'customer experience' achieve a greater passenger throughput. Given

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these comments and the fact that the application is presented to assess the affects of a proposal at 10mppa, there is clearly a case to limit the development at 10mppa through a planning condition to enable the Council to assess and mitigate the impact of growth beyond this level.

Such a limit should not be taken as an insurmountable barrier that would preclude further passenger growth at the airport. Rather, it would be a point at which any proposed further increase in passenger numbers would be subject to consideration under a separate planning application. As such it represents a 'gateway' to future growth rather than a fixed ceiling beyond which further growth would be prohibited.

This process is however, quite different to permanently limiting the development to 8mppa, which is not consistent with what has been applied for in this application. Indeed, the environmental statement that is a fundamental element of this application specifically examines the impacts and mitigation that is needed to serve up to 10mppa and the Officers examination and recommendations is based on this level of passenger throughput. To impose a condition limiting passenger throughput to 8mppa would be tantamount to refusing permission.

However, as will be seen in the following sections, this does not mean that certain works or development contributions should not be forthcoming before 10mppa is reached. Indeed, the sections dealing with Highway Impact and Public Transport in particular stipulate certain highway improvements and contributions will be required when certain lower passenger thresholds is reached.

Conclusions

It is difficult to quantify what effect previous growth at BIA has had on reducing the substantial out-coming (as reported in the 2003 ATWP) from people living in the south-west to other UK airports. However, a 'no-development' scenario at BIA is more likely to exacerbate 'leakage' than reduce it, as increasing demand for flights from people living in the south-west will be met elsewhere. This is against the objectives of the ATWP.

In terms of capping, there is a sound case for limiting passenger numbers at 10mppa to enable future growth to be assessed, with 'trigger points' for new highway works and public transport improvements for example, being required earlier when certain passenger thresholds are reached. However, this is quite different to limiting the capacity of the airport growth to 8mppa period, which is not what the application proposes and would be an unreasonable practice having regard to guidelines on the use of planning conditions.

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Issue 4: Noise and air quality issues

Policy Analysis

Planning Policy Guidance Note 24 'Planning and Noise, provides national guidance on considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities that will generate noise. This includes noise exposure categories for noise sensitive 'receptors' such as residential properties. It advises that the use of planning conditions as one possible means to minimise the impact of noise. Annex 3 of the guidance contains detailed guidance on the assessment of noise from different sources including aircraft.

Paragraph 2 states that the impact of noise can be a material consideration in the determination of planning applications. Guidance is given on noisy development and noise sensitive development. With regard to noisy development, paragraph 10 advises that the planning system should not place unjustifiable obstacles in the way of such development. Nevertheless, local planning authorities must ensure that development does not cause an unacceptable degree of disturbance.

Policy GDP/2 of the North Somerset Replacement Local Plan deals with Environmental and Public Protection. It stipulates development that would result in noise (amongst other environmental issues) will only be permitted if the potential adverse effects can be mitigated to an acceptable level by other control regimes, or by measures included in a proposal or by the imposition of conditions

The ATWP requires the airport to do more to reduce and mitigate the environmental impacts of air transport and of airport development. Paragraph 3.5 of the ATWP states: *"At the local level, decisions about the amount and location of future airport capacity must properly reflect environmental concerns. Adverse impacts should be controlled, mitigated and, where relevant, made the subject of suitable compensation."*

Paragraph 3.6 identifies that local controls should operate to manage the environmental impact of aviation and airport development so that noise impacts are limited, and where possible are reduced over time;

The ATWP recognises that there are a variety of measures that are available to help reduce noise impacts at source but that there is a limit to how far noise nuisance near airports can be reduced. The Government expects airport operators to:

- Offer to purchase those properties suffering from both a high level of noise (69dB(A) or more) and a large increase in noise (3dB(A) or more);
- Offer acoustic insulation to any residential property, which suffers from both a medium to high level of noise (63dB(A) or more) and a large increase in noise (3dB(A) or more).

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Based on research the Government has used 57dBA L_{eq} as the level of day-time noise marking the approximate onset of significant community annoyance. The relationship between noise and annoyance is however not an exact one, and varies according to individuals and locations.

The Progress Report on the ATWP updates the Government's position and identifies that the Civil Aviation Act 2006 gives airport operators statutory powers to introduce noise control schemes and fine aircraft that breach noise controls.

Applicant's Noise Assessment – Summary

Chapter 9 of the Environmental Statement (ES) examines 'Noise' considerations. This includes an assessment of air noise and ground noise impacts. It acknowledges noise as a highly important environmental issue, which can be intrusive for people living next to airports. The ES advocates steps to reduce impacts on people living within the high noise contours. These include the following:

- Use of new structures, including terminal walkways, piers and the noise barriers along eastern and western aprons to reduce the outbreak of noise;
- The development of a noise action plan setting out measures to be adopted to control and manage the noise impact of airport activities, including penalties for aircraft breaching noise limits with funds raised incorporated into the Community Fund;
- A phased introduction of fixed electrical ground power to reduce the need to run aircraft auxiliary power units;
- No change to the current night flying restrictions and extant planning conditions relating to night flying; and
- Provision of a 2m high overlapping wooden northern perimeter fence in the landscape mound adjacent to Downside Road

BIA also propose a number of draft conditions regarding the use of the proposed new stands on the western apron nearest adjoining houses, as follows:

- Mobile diesel ground power generators and aircraft auxiliary power units shall not be used on Stands 37 and 38 as shown on drawing P1-01. Aircraft using these stands will be towed on to and off the stand without the use of aircraft engines.
- Auxiliary Power Units shall not be used on stands 33 to 36 as shown on drawing P1-01 between the hours of 23:00 and 07:00.

They also propose a further restriction identifying that the total number of take offs and landings between the hours of 23:30 and 06:00 in a calendar year shall not exceed 4000 with further controls offered restricting the summer season to a maximum of 3000 movements and allowing 1000 movements of the winter season.

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The analysis within the ES indicates that environmental measures incorporated into the scheme would reduce the ground noise effects that are likely to be experienced by people living and working in the area surrounding the airport. They contend there will be no significant air noise effects from the scheme, since air noise levels have been shown to increase by only a very small amount. Similarly, there will be no significant traffic noise effects. The ES concludes that the noise effects associated with the development are predicted to be:

- Air noise – increase in population within the 57 dB (A) contour when compared with the 7.3 million passengers per annum baseline and further increases when compared with existing conditions;
- Ground noise – perceptible increases in noise level for locations in the vicinity of the western apron and north of the western apron pier. Changes at other receptors in the vicinity of the airport are unlikely to be perceived;
- Traffic noise – similar or slight decreases predicted for receptors near Downside Village and Lulsgate Bottom with increases of <1dB(A) predicted for other receptors;
- Car parking and Interchange – an increase in noise levels at receptors north and west of Downside Roads. Receptors in close proximity of Downside Road would experience small reductions in noise level.
- “Shoulder Period” (the period 30 minutes either side of the night-time hours) - increase in the maximum shoulder period movements is 4 departures each morning and 2 arrivals each evening. On average an increase of 1.5 shoulder periods movements will occur during the morning and 1 in the evening

Notwithstanding the above, residual effects due to ground noise are considered to be significant at isolated dwellings to the north west of the airport. Residual significant effects due to car parking and the proposed interchange have also been identified at some dwellings to the north and west of the airport. No other residual significant effects have been identified.

BIA concludes that there is the potential for noise impacts to occur, but only at a limited number of properties. It therefore concludes that the proposed development accords with the aims of the Development Plan.

Third Party Representations

A recurring point of objection is that a growth in flight numbers coincides with an increase in noise disturbance to those who live close to the Airport. More residents within North Somerset cite noise as an objection than those outside North Somerset.

It is less clear whether there is a direct correlation between more flights and louder noise or more flights meaning longer periods of the same volume of noise. However, some concerns raised suggest the 57 dB (A) noise contour now extends to a greater area than established when consent was granted by the Secretary of State for the new terminal, such that unacceptable noise affects a greater number of residents. Concerns have also been raised that

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BIA's own noise monitoring, including measuring the 'night-time quota' is not an independent measure of noise, and an independent review should be undertaken. The implication of this is that the night time quota restriction is frequently exceeded, but without any means of planning enforcement to stop this from happening.

Letters from regional Health Trusts express concern that there would be a significant impact on a small number of residents, regardless of the overall conclusion that the impact on noise was not significant. It was also noted that the Health Impact Assessment did not reflect on noise for people not in close vicinity of the airport but along the flight paths. In terms of air quality it was noted that pollutants have adverse effects even below legal limits and that an increase in pollutants could have an adverse effect on health even though they continue to remain below the legal limits.

Consultant's Analysis

The Council has engaged specialist consultants to advise on noise issues arising from the development. They have undertaken a comprehensive analysis of the noise elements of the Environmental Statement (ES) produced by the Airport.

The noise magnitude criteria chosen by the authors of the ES were found to reflect the advice given in the Air Transport White Paper, Planning Policy Guidance 24, the Design Manual for Roads and Bridges, BS4142 (1997) – Rating industrial noise affecting mixed residential and industrial areas, and WHO World Health Organisation (residential) standards. It is therefore considered to be sound.

A review was undertaken of the likely effectiveness of the mitigation measures listed within the ES and the Draft Noise Action Plan, which have been proposed to reduce noise impact to acceptable levels. Reference has also been made to the existing measures in place at the airport in this regard. In respect of air noise they have concluded that the proposals are not likely to result in significant impacts. This conclusion was reached after further details were required from BIA to enable a full understanding of the potential impact to be obtained. The Airport has produced a further addendum to the Environmental Statement (ES). This includes:

1. Additional noise contours factoring in General Aviation movements (includes all 'non fare paying' flying activity such as private jet hire, training, air taxi flights etc.),
2. A justification of not providing 'single mode contours' (reflecting all day westerly or easterly operations),
3. Information about L_{Amax} levels of a representative selection of aircraft types
4. A figure showing the arrival and departure routes used in the noise assessment model

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5. A calculation of the numbers of dwellings exposed to various contour levels taking into account any anticipated development proposals around the airport.

The information produced has satisfied the Council's consultants that the effect of the proposed development on the air noise environment surrounding the airport will not be excessive. They do however conclude that a number of additional properties should be eligible for inclusion in the Noise Insulation Grant scheme based upon the 90 dB (A) SEL noise contour of a departing Boeing 737-800. This conclusion is reached on the basis that the operators of this particular aircraft type are projected to expand in the period up to 2019.

For ground noise, increases in noise level were generally predicted to occur, but benefits were likely for some to the north of the Airport due to the proposed noise attenuation walls and passenger walkways / piers. No likely significant effects are reported.

The initial assessment work was however criticised for not considering shorter-term periods, i.e. peak hours, and the night-time, which could result in potentially significant effects being masked. This criticism has been addressed in the Addendum to the ES. However, the consultants consider that there will be a significant ground noise impact at properties in the vicinity of the west apron where $L_{Aeq,16h}$ noise levels are predicted to increase by more than 3 dB for some residents and new noisy sources have been introduced. However, they suggest that a significant benefit could be achieved by constructing the proposed noise barrier around the new eastern stands, which is referred to in condition 4 of the recommendation.

In respect of road traffic noise the additional information submitted in the Addendum ES demonstrates that noise emissions would increase by no more than 1dB(A) over the wider network across all assessed periods, with the possible exception of the A368 through Churchill, although increases are still likely to be less than 3 dB (A). Increases in road traffic noise are therefore considered insignificant.

The general impacts from construction noise are not possible to predict given the lack of information on construction plant and methods. It is likely that for most adjoining dwellings, the impact of construction noise will not be significant. However for dwellings located close to the proposed multi-storey car park the Addendum to the ES concludes that there could be a significant noise impact at Lulsgate Farm and possibly to other properties along Downside Road during evening and night time periods and possibly daytime periods as well, unless construction hours are restricted.

Summary

Impacts arising from noise from airborne aircraft are difficult to assess as there are no nationally or internationally agreed mechanisms that provide a satisfactory method to quantify the effects of increasing numbers of air traffic movements. Figures produced by BIA indicate that the average number of air

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transport movements (ATM's) at the airport will rise by some 5.5 movements per hour as a result of the proposal to cater for 10 mppa when compared with the average numbers recorded in 2008. There is however agreement between BIA and the Council's consultants that the development will cause a measurable impact on some 100 additional persons as a result of the development. Whilst in national terms, this may be judged to be a small figure it is nevertheless considered that such an effect needs to be mitigated in order for the development to be acceptable. This can be achieved through an environmental improvement fund, which for example, may necessitate improvements to the sound insulation of properties.

Most annoyance from aircraft movements comes from night flying. In this respect the Airport have proposed that the present Night Quota count system that controls the number of aircraft movements between 2330h and 0600h be retained as they state that they can operate within it even at 10 mppa. However an analysis of the quota usage indicates that with the banning of noisier 'Chapter 2' aircraft in 2002, it has been possible for the Airport to expand the number of night flights significantly as the current planning permission (granted at the time of the new terminal) allow a much greater number of 'quieter' aircraft to land and take off and land at this restricted time. However the 'Stop Bristol Airport Expansion' group point out that it matters little to a person whose sleep is disturbed, whether this occurs as a result of a noisy or a less noisy aircraft passing overhead.

The Airport is offering to agree to a night-time movement limit of 4000 per annum (3000 in the British summer-time season and 1000 in the Winter) to offer some assurance that the above effect will not be exacerbated if consent is granted. This level of usage equates to the night movements that occurred in the summer season of 2003 and the winter season of 2003 – 2004, although this reduced in the following years, despite an increase in passenger numbers up to 2008. Whilst this is a welcome offer, it is considered that the quota scheme will need some review at a stage in the future to ensure that it remains an effective means of ensuring the night-time noise environment does not deteriorate as a result of the development. However, the data gathered for the purpose of monitoring the usage of the quota is derived from statistical data that the CAA requires the airport to submit to them. As such, it is a legal requirement for this to be accurate and it is not in the interests of the airport to risk 'managing' the figures. The form and wording of a condition regarding the quota count review is being considered and an update will be provided for the Committee.

On a related matter, an analysis of the daily pattern of aircraft movements indicates that a large number take place between 0600h and 0700h and comprise aircraft based at the airport taking off on the first of up to three flights per day to various short haul destinations. There is a case for the quota count scheme to be changed so that this additional hour is brought within the scope of the scheme. This would mean that the scheme would operate between 2330h and 0700h. However if this change were to be made the Airport could argue that it would need to agree a higher quota, particularly for the summer season given that present movements largely use up the

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existing quota. There is more flexibility in the winter season as only some 50% of the quota capacity is used. The disadvantage of this approach would be that it would allow the airport to schedule a greater number of flights before 06:30 hours, which would not be in the interests of neighbours.

The consultant's comments in respect of the potential for impacts arising from the use of Auxiliary Power Units (APU) and Ground Power Units (GPU) on the western apron are to be controlled by the imposition of conditions (nos. 31 – 34 below). These will have the effect of controlling the use of APU's and GPU's to the benefit of the nearest residents to the north-west.

The comments of the North Somerset Primary Care Trust in respect of public health are acknowledged. It is however considered that there is no potential reason for refusal based on their concerns. The effects of noise are to be mitigated by means of controls over night flying, movement caps and controls over the geographic spread of noise. Noise from aircraft flying at higher altitudes is not considered to be a significant problem. Noise from ground-based sources is either adequately mitigated or only affects a very small number of properties. Air quality issues are not considered so significant as to warrant concern as the Trust acknowledge that the likely levels are below maximum legal thresholds.

Conclusions

In respect of air noise, whilst the increases in flights to accommodate an increase in passenger numbers will result in an increased frequency of noise disturbance to some residents in the day time, this effect is unlikely to be of such significance as to cause significant nuisance to persons living in the vicinity of the airport. At night the quota count system will continue to operate and will be supplemented by a condition capping the total number of aircraft movements at a rate that is the equivalent of the movements that occurred in 2003 – 04. Further conditions are proposed limiting the geographic coverage of the 57dB(A) Leq16hr (0700-2300) contour, and specifying that additional dwellings will be offered noise insulation grants in the event the 63dB(A) Leq 16hr (0700h – 2300h) contour expands as a result of the development. These controls will ensure that the noise environment will not materially deteriorate as a result of the development.

In respect of ground noise, it is concluded that there will be some increases in noise but benefits are likely for some neighbours to the north due to the additional screening provided by the proposed arrangement of the terminal building and piers. The potential impacts arising from activity on the Western apron are mitigated by the use of conditions.

Road traffic noise based on the 18-hour assessment period is not considered likely to give rise to any significant effects. Some minor effects were identified from noise from the car park and traffic interchange during peak AM and PM periods. This is likely to impact on few properties to the north and for a limited period of time. The development is judged to be acceptable.

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The impact of noise from construction activities in connection with the implementation of the permission are judged to be insignificant in the light of the need for this temporary effect to be managed through the preparation of a construction environmental management plan and the small number of properties affected by such noise.

As such the development will comply with Policy GDP/2 of the NSRLP emerging Core Strategy policies in respect of environmental safeguarding, and guidance within PPG 24 'Planning & Noise'.

Issue 5: Traffic Implications

The projected capacity of the existing airport is 7.3 million passengers per annum (mppa), whereas the planning application seeks development to handle 10mppa (or a 2.7mppa increase). While the annual passenger capacity of the existing airport has yet to be reached, York Aviation have advised that an increase from 6.2 mppa achieved in 2008 to 7.3 mppa, could be achieved by 3 additional aircraft operating at the airport. This would not require planning permission.

The transport implications are considered on the basis of the extra traffic that would result from an additional 2.7mppa and the impact of this on the existing highway network.

Traffic generated from additional 2.7mppa

Best case Scenario	Worst case Scenario
Based on 15% of passengers arriving by public transport (see Planning Issue 6) the development would result in an average of approximately 9,000 additional vehicle movements per day in the Summer Period (April - October) and 5,400 additional vehicle movements in the Winter Period (November - March)	Based on a continuation of the current level of 8% of passengers arriving by public transport, the development would produce an average of approximately 10,036 additional vehicle daily vehicle movements in the Summer Period and approximately 6,021 additional movements per day in the Winter Period

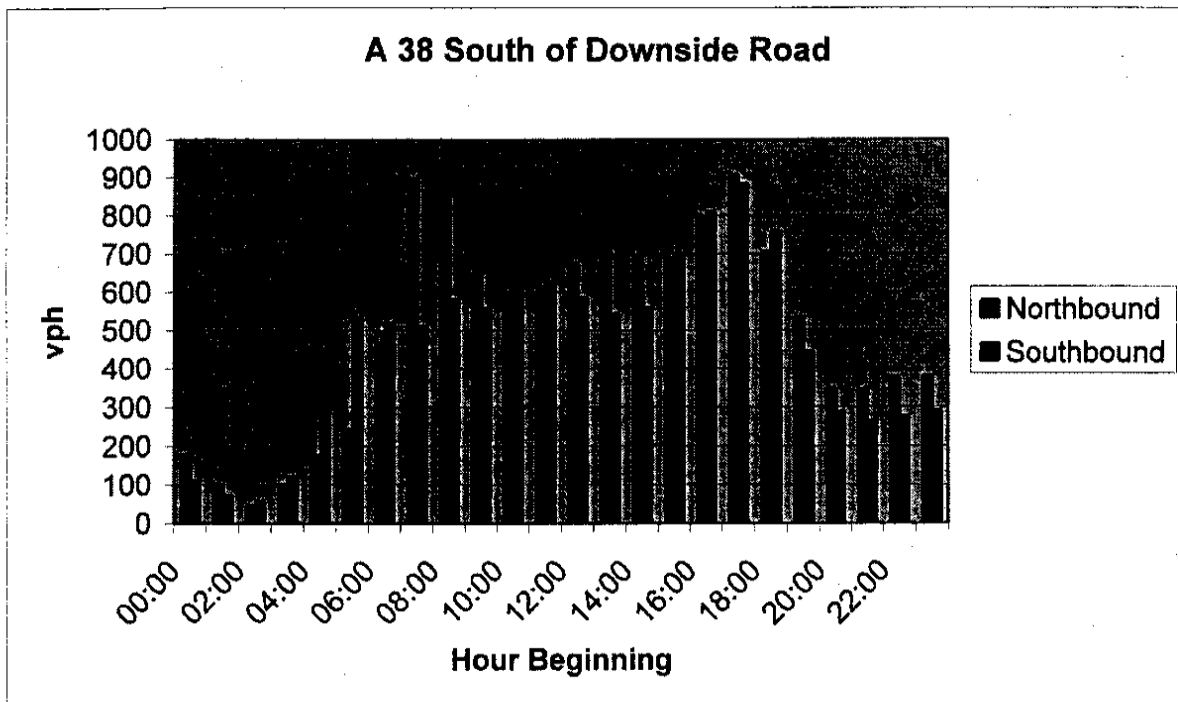
Note: A vehicle movement is a one-way trip to or from the airport

In order to consider what impact the 'extra' traffic will have on the existing road network, it is necessary to establish present traffic levels and peak periods. To assist with this assessment, a traffic count was undertaken by North Somerset Council in May 2009 (for a 7 day period) on the A38 between the Silver Zone roundabout and Downside Road junction. The length of highway between these 2 points is approximately 1200 metres and includes the main vehicle entrance to the airport. This revealed an average of just

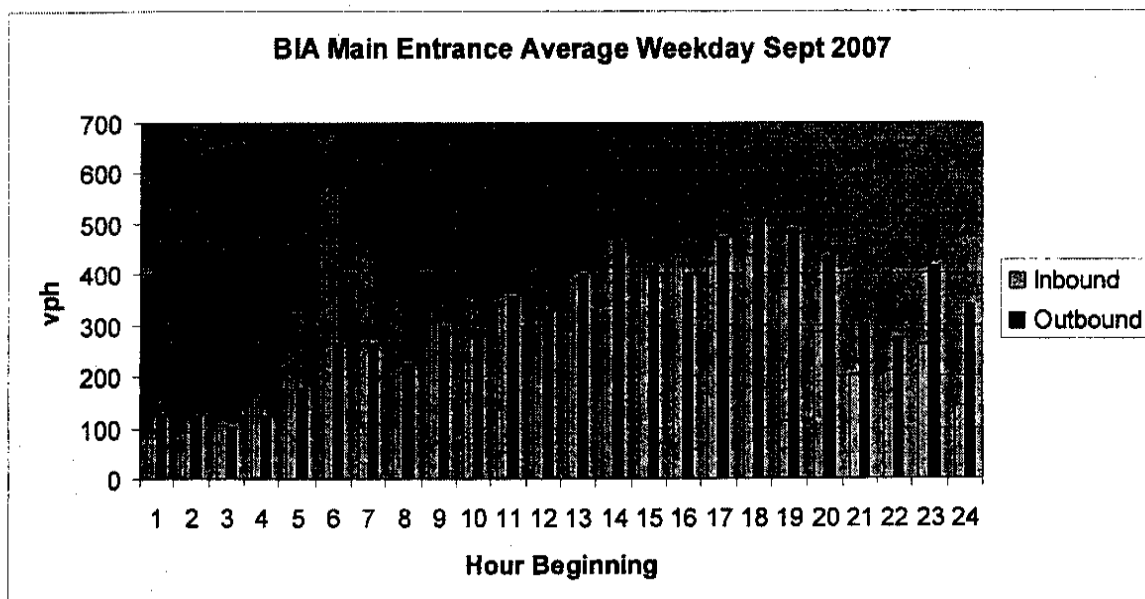
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over **23,000** vehicle movements per day. The influence of airport bound traffic appeared most marked in the early morning where the southbound flows between 4 and 5am are dominant. The peaks of northbound traffic between 7 and 9am are mainly a result of normal commuter patterns to Bristol. This is shown in the following bar chart below. The reference to 'VPH' is Vehicles Per Hour.

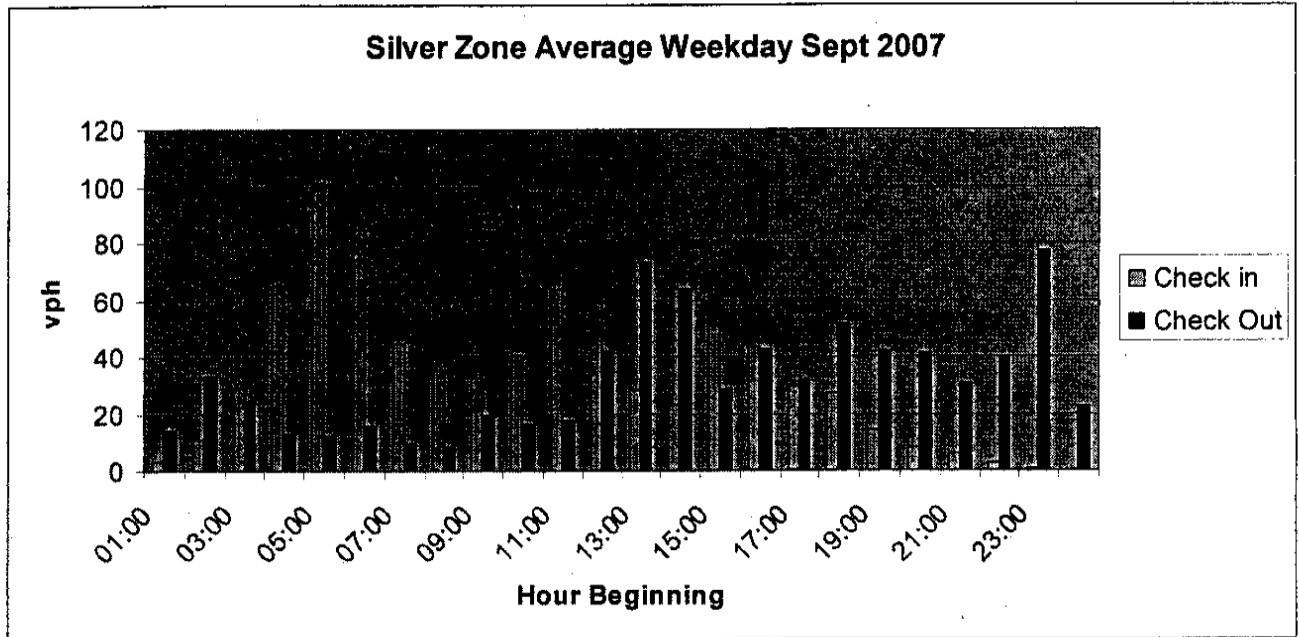
Results of Traffic Count carried out in May 2009



Separate traffic surveys of the main entrance to the airport and entrance to the Silver Zone undertaken by BIA in 2007 gave the following trip profiles.



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It can be seen that the peak arrival time is early morning (5 – 7am), whilst a smaller peak of departures occurs between 6 and 8pm. The arrival profile is a product of the flight patterns, hence the higher inbound figure in the early morning for the cluster of flights with early schedules.

The Transport Assessment (TA)

A Transport Assessment was carried out as part of the planning application. The area of study comprises a 'grid' from south-west Bristol along the A38 and A370, to Congresbury and Churchill. It assesses the highway capacity of critical junctions on the surrounding local highway network. These include Downside Road, Barrow Lane and Barrow Street. To give a 'robust' analysis the TA has not assumed the provision of strategic road infrastructure, such as the A38 – A 370 link road (Red Route), or the Bus Rapid Transit scheme. It has also modelled traffic generation on 8% of passengers arriving and departing the airport by public transport (which is the existing figure) as well as the projected increase of 15% of passengers using public transport (see Planning Issue 6 'Public Transport' for further analysis).

The TA examines peak hours for airport traffic (5:00-6:00am) and the traditional highway peaks of 8:00-9:00am and 5:00pm – 6:00pm based around commuter traffic. The modelling also looked at the period up to 2021, which is 1 –2 after the projected 10mppa figure is reached (albeit this could be dependant upon economic conditions)..

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Key Results and Issues

In relation public transport, the TA considers the best and worst case scenarios, for the percentage of passengers that would arrive and depart the airport by public transport. These scenarios are then expressed in terms of the number of inbound and outbound vehicle movements that would occur during 'peak' traffic times, and in relation to the following scenarios:

- i. 2008 figures when the airport served 6.2 million passengers;
- ii. 2021 projections with no new development at the airport, but with the existing projected capacity of 7.3 mppa being reached and with 8% of passengers arriving and departing via public transport
- iii. 2021 projections with 10mppa being reached and 8% of passengers arriving and departing via public transport
- iv. 2021 projections with 10mppa being reached and 15% of passengers arriving and departing via public transport

	AM peak hours (08:00 – 09:00)		PM peak hours (17:00 – 18:00)	
	Inbound	Outbound	Inbound	Outbound
<u>Year 2008</u> 6.2mppa (recorded figures)	513	374	599	710
<u>Year 2021 Projection</u> Based on 7.3mppa and 8% of passengers arriving / departing via public transport	561	504	614	908
<u>Year 2021 Projection</u> Based on 10mppa and 8% of passengers arriving / departing via public transport	676	702	1000	735
<u>Year 2021 Projection</u> Based on 10mppa and 15% of passengers arriving / departing via public transport use	672	697	993	730

The relatively small increase in vehicle trips between the 8% and 15% public transport use arises from an anticipated increase in the number of passengers being 'dropped-off' by family or friends, which cancels out some of the gains from the increased public transport use. The 6.2mppa to 7.3mppa traffic figure is not a straight-line relationship, as at 7.3mppa flight patterns differ, affecting passenger throughput. Notwithstanding this, the methodology used in the TA, (based upon the North Somerset traffic model) and the projected increase in vehicle movements is considered sound.

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Impact on 'local roads'

The main approach roads to the airport via the A38 are the A370 including Brockley Combe; Barrow Street; Barrow Lane; West Lane; Downside; Dinghurst Road and Bath Road. On the wider network airport traffic also arrives via the M5, A369, A4, A368 (Banwell) and others. However, as the entry to the airport is from the A38 and most traffic is to and from the north, traffic concentrates in the Potters Hill / Lulsgate Bottom area. The most significant effects of the increased passenger throughput are likely to be found in locations where traffic streams converge on routes to the airport and the entrances to the terminal and Silver Zone.

The full effects of traffic increases will not be experienced until passenger numbers reach 10mppa, which is anticipated to take 10 years. The annual increase in traffic (assuming an even growth pattern) will be in the order of 3.2% per annum (from 7.3mppa to 10mppa) or 4.8% (6.3mppa to 10mppa). Such growth in passenger numbers, over a 10-year period taking into account the enhanced public transport role may not be significant in traffic terms. However, the cumulative impact and desire to improve accessibility warrants the junction improvements. It is considered that improvements to relieve pressure on existing junctions will be needed at the following points: -

- Traffic signals at Downside / A 38 (this removes the right turn into Downside Road)
- Traffic signals at West Lane / A 38
- Improvements to the signals at Churchill cross roads
- Improvements to the traffic signals at Barrow Street / A 38 junction
- Improvements to the terminal roundabout on the A 38

The design of these works will need to be resolved and the works carried out before any extension to the passenger terminal is brought into use. Due to the dispersed nature of vehicle movements beyond these junctions, it is not considered that other junction improvements are justified, such as the traffic light junction on the A370 at Congresbury.

Impact on Barrow Gurney

Barrow Gurney is one of the routes to the airport. In response to concerns within the village, directional signs at the western end of the Long Ashton bypass route airport traffic to the A370 and then Brockley Combe and not through Barrow Gurney. However, for most people who know of the connection to the A38 and the airport, the lack of a dedicated sign is probably not sufficient to make a significant change to local habits. There has been a considerable debate as to the amount of airport bound traffic within the total flows. Local perception is that up to 40% of traffic is airport related.

In June 2009, the Council carried out a roadside interview survey of traffic passing eastwards through Barrow Gurney. This was a one-day survey from 07:00 hours to 19:00 hours. It identified that over the day 12% of vehicles were traveling to BIA (54 out of 440 responses). Naturally, the percentage of

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airport traffic will vary depending upon the total amount and will be likely to be a higher proportion in off peak hours, particularly late night and early mornings.

Nevertheless, it indicates that a substantial proportion of this traffic passing through the village is likely to be from other user groups such as commuters who might use this route as an alternative to the busy Winterstoke Road / Parson Street area of Bristol. More significantly, it is also likely that the proportion of airport traffic passing through Barrow Gurney is much less than 40% and there is little or no correlation between traffic passing through Barrow Gurney and passenger numbers at the airport.

The 'solution' to most of the problems in Barrow Gurney is in the proposed future link road between the A370 and the A38 (The Red Route). The 'Red Route' is currently the preferred option being pursued by North Somerset Council. The new route is estimated to lead to less traffic passing through the village, whether airport related or not. The route would offer the opportunity to reduce the capacity of Barrow Street to set a lower traffic threshold and allow the incorporation of long desired pedestrian facilities.

The Pinnacle Report

Barrow Gurney Parish Council commissioned a critique of the Transport Assessment (TA) submitted by the Applicant and the council response to the proposal. The report seeks to identify "deficiencies, inconsistencies and errors", but does not present any new facts or data.

The Pinnacle evaluation is founded upon a base of 6.2mppa using the airport, which was achieved in 2008. Therefore, its calculations are based upon an increase of 3.8mppa up to 10mppa. In contrast, the Applicant's contention is that as the existing terminal has a capacity of 7.3mppa this is a reasonable base for the TA. York Aviation agree that 7.3mppa is a justified base point for the TA even though this capacity has yet to be reached, a position which is also accepted by Halcrow, who were commissioned by the Council to give an independent view on the council's transport position.

The Pinnacle report also uses 'person trips' for analysis, which although a valid unit of measurement, does not take account of the effects of increased public transport and vehicle occupancy upon the projected number of vehicle trips. The report makes assertions in which it considers the public transport offer is "significantly worse than many other UK airports" and that "a significant proportion of the traffic in Barrow Gurney is airport related". Planning Issue Six (of this report) examines Public Transport implications including a comparison with other UK airports. The proportion of BIA traffic passing through Barrow Gurney is considered above.

In relation to the revised terminal roundabout, the Pinnacle report contends the plan outlining proposed improvements is incorrect in terms of its geometry. This is accepted, although it is not an engineering plan and changes to conform to design criteria would be made during the design and

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implementation process. With regard other junctions, the report appears to suggest that more significant mitigation works will be required to cater for the volumes of traffic placed upon them at 10mppa. However, Officers do not agree with this point and remain of the view that the scope of highway works are, subject to the final design details being agreed (refer to condition 24 in the recommendation), a proportionate response to the projected traffic that would occur from this development.

The main conclusion of the report is that the development should not proceed until such time as the A370 – A38 (South Bristol Link) is delivered. This is examined below.

Strategic Traffic Routes

Some representations contend that (1) no development should be granted at the airport unless BIA finance the costs of a new A370 – A38 link road (such as the 'Red Route') and (2) the road is constructed before passenger numbers exceed the current capacity of the airport (7.3mppa).

There is clear guidance on development contributions in the Government Circular 5/05 'Planning Obligations'. A key element of this is that development contributions should only be required to: (i) to make the proposed development acceptable; and (ii) any contributions sought (their sum or type) are directly proportionate to the scale and impacts of the proposal. However, development contributions should be used to resolve existing problems that are not the result of the airport.

The current estimated cost of the 'Red Route' is approximately £55 million. As it is unlikely that peak airport traffic will coincide with peak flows arising from commuter traffic (when there is likely to be greatest impact on approach roads), this would not justify BIA being expected to meet the full costs of the Red Route.

However, as BIA traffic will have some impact on road capacity and there is a need to improve surface access to the airport, it is reasonable to expect BIA to contribute a sum towards this route. £4.108 million towards the Red Route and £1.25 million towards Phase 1 of the Bristol Rapid Transport route have been offered and these sums are considered reasonable. However in the event that both or one of the strategic schemes may fail a 'fall-back' position has been secured, which will provide funding for other transport related mitigation.

This means that, if the 'Red Route' fails, 50% of the assigned payment would still be made to the Council for other highway works and if the Rapid Transport route fails 50% of the agreed contributions would be made to the Council for other public transport improvements.

In addition, BIA have confirmed following negotiations, that they would pay £200,000 as a one-off payment to carry out traffic calming measures (details to be agreed) specifically for Barrow Gurney. Traffic Calming would acts as a

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means to improve the environmental quality of the village, which is affected in chief by current traffic volumes. A further contribution for a maximum of £100,000 towards works in Bath and North East Somerset (BANES) has also been offered.

Other Issues

Winters Lane – North Hill

Winters Lane is a narrow lane that links Downside Road via Goblin Combe with Redhill. It runs around the west end of the airport runway. The verge adjacent to the airport fence is popular with plane spotters and as such the verge has become rutted and uneven as a result of the parking and the large number of vehicle movements. As part of the off site improvement works relating to the development the verge should be improved to cater for this parking. The developer will be required to construct the verge area in a road type construction to cater for this temporary parking that exists and will continue. In addition the airport should provide litterbins and commit to a regular (daily) collection and litter pick of the area.

Cycling

Due to the location and the topography, the airport is unlikely to see a significant modal shift to cycling as a means of transport. As such there are no off-site works, with the exception of the crossing at the Downside Road junction; that could be reasonably requested. However some secure and covered cycle parking will need to be provided in a location that is near to the main terminal building. Additionally, cycle lockers that can be used by either staff or visitors must be provided. The location and type of cycle parking can be dealt with through the imposition of a planning condition.

Motorcycle parking

Motorcycle parking for employees and passengers must be provided in advantageous locations. Again, location and type of cycle parking can be dealt with through the imposition of a planning condition.

Conclusions and Summary

The TA has used the North Somerset Traffic Model (NSTM) to predict the impacts of the increased traffic from the proposed expansion of the airport. The model has been re-based to 2008 to accurately reflect recent traffic volumes and scenarios have been worked to model three outcomes, so that comparisons can be made at –

- 2021 with 7.3mppa with 8% of passengers using public transport
- 2021 with 7.3mppa with 15% of passengers using public transport
- 2021 with 10mppa and 8% of passengers using public transport
- 2019 with 10mppa and 15% of passengers using public transport

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The 2021 scenario with 8% public transport use is a worst-case scenario and the TA is considered to be robust, allowing a comparison of two transport scenarios.

Whilst the traffic growth from 7.3mppa to 10mppa is significant, the peak traffic times for the airport differ to the morning peak that arises from commuter traffic. Therefore, the effect of the development is largely an increase in traffic in 'off-peak' periods, when there is capacity on the network. At certain points in the network (such as Barrow Gurney) there is a natural capacity restraint. In these locations the traffic will 'divert' to other suitable routes when the capacity of the link is reached. The result of this is that capacity at certain times will be exceeded and queues will form or lengthen. Local Plan policy T/10 refers to development being unacceptable if it results in 'unacceptable levels of congestion'. It is not considered that the proposed development, subject to the works proposed, is contrary to this part of the policy.

Issue 6: Public Transport

A key element of the surface access strategy is to improve public transport to and from the airport. Currently, public transport to BIA is by local bus services and longer coach journeys.

Coaches stop at BIA en-route to other destinations. However, a significant journey time penalty is incurred by routing these services to BIA. Despite this, CAA data for BIA for the first quarter of 2008 showed that 53% of passengers have an origin or destination outside the former Avon area. Somerset accounted for 12% of passengers and Devon accounted 8% of passengers. Exeter, Plymouth, Cardiff, Swindon and Taunton each account for 1-3%. BIA contends that the dispersed catchment area outside the former Avon area suggests greater potential for dedicated public transport services lies within the 'Greater Bristol' area. As a consequence, the number of passengers arriving by coach from outside the former Avon area is likely to remain secondary to localised bus services. This is a sound assumption and consistent with the Greater Bristol Transport Study (GBTS)

There are two bus services, which currently provide direct access to BIA. These are the 'Bristol Flyer' (which operate as the 330 and 331 services). The 330 runs between Clifton, Bristol Bus Station, Temple Meads Railway Station and BIA and the 331 between Bristol Bus Station, Temple Meads Railway Station and BIA. Each service runs every 30 minutes, albeit at staggered times, with a service approximately every 15 minutes from Temple Meads.

The other service is the 121, which operates between Weston-super-Mare railway station and Bristol city centre. This service links through Locking, Banwell, Winscombe, Sandford, Churchill, Langford, BIA, Felton, Winford, Bedminster, Redcliffe, Temple Meads and Bristol Bus Station. Although it is an hourly services, it stops at BIA every 2 hours.

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Despite improvements in the number of passengers accessing BIA by public transport, the current level of 8% is still low (the second lowest) in comparison to some other cities in the UK with airports (listed below), although Bristol also had the lowest percentage of people who travel to work on public transport compared to the other cities. The table below contains data provided by a CAA Survey for other airports in 2006. A number of the other referred airports have direct rail access to the airports.

City	% Travel to work by public transport -2006	% Airport passengers by public transport - 2006
Birmingham	24.7	22.3
Bristol	14.6	8.0
Liverpool	26.1	10.1
Manchester	26.5	10.1
Newcastle	27.2	11.2
Nottingham	23.7	3.5
Glasgow	34.5	11.0
Edinburgh	28.2	20.0
London	42.1	35.5

Strategy for Public Transport Improvements

In response to the requirements of Policy T/12 of the North Somerset Replacement Local Plan, BIA's public transport strategy is to:

- Assess the distribution of passengers using BIA within the catchment area, both now and in the future.
- Assess the likely growth in public transport use by passengers in the wider catchment area (outside the West of England) based on a projection of current travel patterns.
- Use the catchment area analysis to identify concentrations of passengers that might generate demand for new dedicated public transport services in the West of England.
- Use the current public transport behaviours to assess the likely usage of new bus services.
- Take forward into the public transport strategy those services that are likely to be sustainable.

The possibility of a direct rail link to BIA has also been considered, although no such provision is identified in future development framework documents. In the Officers' view, it is most unlikely that this will become a realistic option in the foreseeable future. However, even if it were, it would only ever be a spur from the mainline and would not avoid the need to change trains at Bristol Temple Meads. Thus, the commitment to public transport using Bristol

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Temple Meads as the primary rail interchange for the Airport bus is a sound basis for increasing public transport usage.

BIA's projected breakdown of Public Transport at 10 million passengers per annum is shown in the table below

Service	Percentage of Total Passengers at 10mppa	Number of passengers at 10mppa
Bristol International Flyer	12.5%	1,250,000
Long Distance (Coach) Services	1%	100,000
Weston-super-Mare	0.75%	75,000
Bath	0.75%	75,000
Total	15%	1,500,000

BIA has also provided a schedule of planning obligations that it would enter into under a S106 Legal Agreement to deliver improvements to public transport. These chiefly offer the following:

- An increase in the Bristol Flyer Service from 4 to 8 services per hour at 10 mppa:
- Improvements to the '121' service when 7.3mppa is reached and establishment of a separate hourly 'Weston Flyer' service at 8mppa.
- Improvements to public transport services between BIA and Bath including a direct bus service to be introduced when 9mppa is reached, together with a review of these services after a period of time to be agreed after their introduction, with options to improve or vary these services if deemed necessary.
- Proposals for a community concessionary fare system for residents within the BS40, BS48 and BS49 post code areas, which provide a discount of at least 50% on the published fare for the Bristol International Flyer.
- The continuation and enhancement of formal monitoring arrangements to enable the success of the Airport Service Access Strategy (ASAS) to be measured and the regular reporting of the outcome of such monitoring to the Council.
- The provision of a three-year report of the travel patterns of staff employed by BIA and other employed at the Airport and the findings of the report to be provided to the Council.
- Provision of staff 'Travel Plan' with incentives to, amongst other issues, encourage car sharing and reduce authorised taxis from using rural roads as short cuts

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Investment to increase the frequency of existing bus services and the introduction of new routes is the best way to increase the number of passengers traveling to and from the airport by public transport. It is also agreed that the projected percentages of passengers using public transport from Bristol and other locations shown in the table is realistic. In response to the service enhancements proposed by BIA, Officers have the following views:

Bristol Flyer Service

As this is the main feeder route for customers who will travel by bus to and from BIA, a doubling of the service from 4 to 8 services an hour by the time 10mppa is reached is essential. However, the services must be 'timetabled' to coincide with check-in times for peak flight times. An increase in the regularity and route of services should also be flexible and phased to coincide with the point at which 7, 8, 9 and 10 mppa is reached.

Services to / from Weston-super-Mare

The '121' service will be expected to stop at BIA on an hourly basis at the point when commencement of the development begins (should planning permission be granted) and like the Bristol Flyer services, it will be expected to operate at times to coincide with peak flight times for customers and staff shift changes.

At the point when 8mppa is reached, a separate 'Weston Flyer' hourly service should be introduced to include WSM railway station and Worle parkway. Increase service frequency at every 30 will also be expected at 10mppa. The route and timetable will need to be agreed.

Community Transport and Other Services in North Somerset

Officers support the provision of more localised bus services, such as the 'Dragon Flyer' or other local Community Transport initiatives. However, BIA will be expected to demonstrate that contractual arrangements are in place to provide localised feeder provision. 'Dial-a-ride' or scheduled service development plus detail of capacity, areas served and service frequencies must also be agreed. Officers support a 50% fare reduction of 'Flyer' services in the referred postcode areas

Services to Bath

Officers support the provision of an hourly service to Bath at 9mppa, subject to agreement of the route and funding being agreed with BANES.

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Overview

In order to secure the above a funding package of approximately £1.35 million is required which will:

At 7.0mppa

- Make the initial payment to the transport fund (so that the improvements can be in place at 7.3mppa)
- Improve the 121 service to hourly over the whole route, with extended hours of operation
- Investigate and secure linkages with local services
- Support significant discounts for community use of the Flyer from certain post code areas
- Provide marketing information and enhancements to stops within the airport and on the 121 route (real time displays etc)
- Introduce a Weston Flyer service to Weston Super Mare centre and train station (also serving Worle) at minimum hourly frequency, with modern buses to DDA spec, with timetable meshed with other services.
- Introduction of cross-ticketing arrangements.

The requirement in respect of the airport's own service (Flyer) is, in addition to the airport's commitment to 8 services per hour to Bristol and a Bath Flyer at 9mppa: -

At 10 mppa

- Weston Flyer improved to 30 minute frequency

Travel Plan

Notwithstanding the public transport initiatives, should the planning application be approved, BIA will be required to commit to a 'travel plan', with the express objective to reduce reliance on private vehicles including employees and deliveries. Currently, the scope and objectives of the draft Travel Plan require further work.

Whilst BIA directly employs only 202 people, the airlines or retailers employ most of the workforce. Although the draft Travel Plan refers to non-BIA employees, other employers make no commitments. The Travel Plan must apply to all businesses at BIA with clear commitments (initiatives, incentives,

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targets and penalties) of how they propose to reduce reliance on the use of private vehicles secured through a Section 106 Legal Agreement

Conclusions

A projection of 15% of customers arriving and departing from the airport at 10mppa is a challenging target, but one that is considered realistic subject to the initiatives set out above. While this figure is still comparatively low when measured against other airports, BIA's location and absence of rail access is a clear restraint. However, against this background, the ATWP makes it very clear that BIA will remain in its present location and is supportive of its growth.

The applicants offer to fund improvements through a Section 106 Legal Agreement should, subject to (1) early investment and (2) a review of the success of existing and new services, also allow flexibility to ensure the optimum patronage of bus services can be achieved.

The proposals to improve public transport access to the airport are sound and will deliver significant improvements.

Issue 7 Car Parking

As set out in Planning Issue 6, the surface access strategy set out in the applicants Transport Assessment is led by the improvements to the Public Transport Strategy, based on 15% of customers arriving and departing by public transport when 10mppa is reached. The achievement of this, allied to customers who will arrive / depart from taxis, coaches, and passengers who will be dropped off at the airport, will establish the balance of car parking.

Projected Car Parking Demands

At present there is approximately 13,750 parking spaces within the airport perimeter. Under the proposals, the number of spaces is set to increase to 21,659, with 19,845 for public use, 1114 for staff, 90 for the drop off and 610 for car hire.

Analysis of traffic and car parking demands by BIA is derived from traffic and parking surveys carried out in September 2007. September was chosen because (1) the level of on-site car parking is very similar to peak demands in the summer and (2) the level of traffic on approach roads is usually at its highest. Peak airport (long stay) car parking was shown to be between 11,000 and 11,300 cars parked on site, although BIA contends the demand has been known to exceed this level outside this month. This level of car parking translates to approximately 19 cars for every 1000 air passengers per month. The modal split for September 2007 has been calculated from car park and public transport transaction data, CAA survey data and BAA survey data. These are shown below:

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Mode	September 2007	Annual -2007	
Public Transport	6%	8%	
Long Stay Car Park – On airport	30%	31%	
Long stay car park – off airport	4%	4%	
Dropped off by car	36%	32%	
Short Stay Parking	1%	2%	
Taxi	15%	15%	
Car Rental	5%	5%	
Coaches	3%	3%	
Total	100%	100%	

For the purposes of predicting the car parking demand at 10mppa, BIA make the assumption that the off-airport proportion would reduce to about 350 cars (as further unauthorised off-site car parks are closed).

At 10mppa, BIA contend that the total long stay car demand would increase to around 17,850 and the projected modal splits at 10mppa would be:

Mode	At 10mppa	Change from 2007 figures
Public Transport	15%	+7%
Long Stay Car Park – On airport	24.5%	-5.5%
Long stay car park – off airport	1.5%	-2.5%
Dropped off by car	35%	-1%
Short Stay Parking	1%	No change
Taxi	15%	No change
Car Rental	5%	No change
Coaches	3%	No change
Total	100%	

While the level of passengers who are 'dropped-off' may slightly increase above BIA's estimate, the other projections, particularly the percentage of on-site parking is a realistic forecast. This translates to 17.5 car parking spaces for every 1000 air passengers using the airport per month, which demonstrates that improvements in public transport access reduces the ratio of passengers arriving by car, albeit the overall growth in passengers produces an increase in the level of car parking that is required. This is a sound estimate indicating that the level of car parking is justified.

Therefore, the proposed number of car parking spaces is considered to be the minimum that is needed to achieve 10mppa having regard to an increase to 15% of passengers arriving by public transport at 10mppa.

The location of the car parking spaces is examined under Planning Issue Eight.

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Issue 8; Green Belt Impact

Policy Overview

National Planning Guidance for development in the Green Belt is set out in Planning Policy Guidance Note 2 'Green Belts' (PPG2), which was issued in 1995 and amended in 2001.

It states at Paragraph 1.4:

"The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belt is openness".

Paragraph 1.5 confirms the five purposes of including land in Green Belts, these being: -

- To check unrestricted sprawl of large built up areas;
- To prevent neighbouring towns from merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting of special character of historic towns; and
- To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

Section 3 of PPG2 contains specific advice on control over development in the Green Belt. Paragraphs 3.1 to 3.4 are particularly relevant in this application. It states, in Paragraph 3.1, that there is a general presumption against inappropriate development, except in very special circumstances.

PPG2 says in Paragraph 3.2:

"Inappropriate development is, by definition, harmful to the Green Belt. It is for the applicant to show why planning permission should be granted. Very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and by other harm is clearly outweighed by other considerations".

Paragraph 3.4 of PPG2 states:

- *"The construction of new building inside a Green Belt is inappropriate unless it is for the following purposes: -*
- *Agriculture and Forestry (unless permitted development rights have been withdrawn);*
- *Essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it;*
- *Limited extension, alteration or replacement of existing dwellings;*

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- *Limited infilling in existing villages and limited affordable housing for local community needs under development plan policies according with PPG3;*
Limited infilling or redevelopment of major existing development sites identified in adopted local plans, which meet the criteria in paragraphs C3 or C4 of Annex C1

Paragraph 3.12 of PPG2 states that engineering and other operations, and the making of any material change in the use of land are inappropriate unless they maintain openness and do not conflict with the purposes of including land in the Green Belt.

The current Regional Spatial Strategy published in 2001 (as RPG10) deals with the Green Belt in Policy SS4, and identifies a need to critically review boundaries and remove land from the Green Belt if it represents the most sustainable location for development. The Joint Replacement Structure Plan adopted in 2002 is, under Policy 61, supportive of the improvement of BIA, provided, amongst other issues, development respects the integrity of the Green Belt. Policy RD/3 of the NSRLP (2007) closely follows the approach set out in PPG2.

The Draft replacement RSS deals with BIA under Policy HMA1 where it states the extent of the Green Belt will be maintained, subject to various alterations, which include: *"removal of the Green Belt at Bristol International Airport, having regard to the development needs of the Airport."*

Numerous third party representations contend that because the Draft RSS is an emerging Policy document under review by the Secretary of State, it should not be weighted above adopted development plans.

PPS1 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 makes it clear that the policies in the Development Plan should be taken as the starting point for the consideration of a planning application and applications are to be determined in accordance with the Development Plan, unless material considerations indicate otherwise. Where there is conflict between the published RSS and the Local Plan, Section 38(75) of the Planning and Compulsory Purchase Act confirms that greater weight attaches to the policies of the most up to date document in force. GOSW originally wrote to Local Planning Authorities in June 2009 advising that the emerging RSS should be given 'considerable weight' in considering planning application, although they subsequently confirmed in December 2009 that the Draft RSS should now be treated as a 'material consideration'. This represents a significant change and means that the draft RSS should not be afforded the same weight as statutory development plans.

Green Belt Inset

The North Somerset Replacement Local Plan (Inset Map number 6) shows that part of the Airport is excluded from the Green Belt. This is known as a Green Belt 'inset' and comprises approximately 44.2 hectares of land at the

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north side of the airport including the terminal, north side car park up to the Downside Road boundary. Proposed development on land within this Green Belt inset is not subject to Green Belt planning policy. All other parts of the airport remain inside the Green Belt. The Green Belt index is shown in Appendix 3.

In leaving the land to the south within the Green Belt, the Local Plan Inspector commented:

"It seems to me that leaving such land within the Green Belt and requiring 'very special circumstances' to be demonstrated to justify taking up further land outside the current boundary for car parking is entirely appropriate. In this way the case for maximising Multi Storey Car Park provision on the north side can be fully tested and the optimum boundary for development in landscape terms properly devised."

This comment does not exclude future development in the Green Belt, but indicates that this should only follow once optimum use of the Green Belt inset is made and that the need for the development is proven and can be accommodated without significant harm to the landscape.

This approach is followed in Policy T/12 of the NSRLP, which applies to BIA and stipulates, development outside the Green Belt inset is inappropriate development and the applicant would need to demonstrate the existence of very special circumstances that would clearly outweigh the harm to the Green Belt and any other harm.

Development in the Green Belt

The proposed extension to the passenger terminal, walkways, multi-storey car park and administrative building are all located within the Green Belt inset and are not subject to Green Belt planning policy. They are acceptable in principle.

The proposed development inside the Green Belt includes:

- An extension to the Silver Zone Parking Area including a seasonal overflow car park
- The Car Rental Area
- The Royal Mail Building and General Aviation Area
- The Snow Base
- Various airfield works, including widening sections of the aircraft taxi-way

Some of these facilities, such as the Royal Mail building; Snow Base and Car Rental facility already exist at the airport within the Green Belt inset, but are being relocated to enable a more intensive development of the Green Belt inset area. The most significant impact in the Green Belt is the extension to the Silver Zone Car Park, including seasonal parking area, which occupies

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approximately 12.4 hectares of Green Belt land, of which about 7.4 hectares is land outside BIA's ownership. A small part of the 12.4 hectares falls within the current 'Operational Boundary' of the airport, which means that some additional car parking within this area could be provided as 'permitted development' without the need for planning permission.

'Very Special Circumstances'

The main harm to the Green Belt from the proposed development is that it reduces the overall area and openness of the Green Belt and results in an encroachment into the countryside. These works are 'inappropriate' (which by definition is 'harmful') development having regard to PPG2 and adopted planning policy and would justify a refusal of planning permission, unless the harm by reason of inappropriateness, and by other harm is clearly outweighed by other considerations.

The responsibility to demonstrate very special circumstances rests with the applicant. Guidance on the scope of 'very special circumstances' is not defined in PPG2, although in Chelmsford Borough Council v First Secretary of State [2003], Mr Justice Sullivan gave some useful guidance on the interpretation of the phrase "very special circumstances".

The key aspects of the Court's judgement are as follows: (paragraph 56)

- *"The circumstances must be not merely special in the sense of unusual or exceptional, but very special."*
- *The decision taker must be able to point to a circumstance or circumstances which, viewed objectively, are reasonably capable of being described as 'very special'.*

The applicant considers there is a common thread of Policy support for development and growth at BIA, established through the ATWP in 2003 and adopted development plans. They point out that if the draft RSS becomes adopted; it would carry more weight than the NSRLP because it is more up to date. However, notwithstanding this, they contend that Policy 61 of the Joint Replacement Structure Plan and Policy T/12 of the NSRLP support the principle of development in the Green Belt, where very special circumstances are justified and have developed their case mainly on the basis of adopted planning policy.

The applicant contends they have justified 'very special circumstances' for development being in the Green Belt and that this clearly outweighs its harm to the Green Belt. This comprises various assessments, which BIA argue justifies:

- A projected growth in customer demand of 10mppa by 2019
- Existing facilities at the airport cannot provide for this growth
- The proposed level of car parking is justified and is required to provide for the level of growth set out in the ATWP
- Optimum use of the Green Belt inset is made in order to minimise the amount of development in the Green Belt

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- A 'sequential search' has been carried out and this demonstrates that the development that cannot be provided in the Green Belt inset is best served in the Green Belt within and contiguous to the airport boundary.

These 'very special circumstances' are addressed individually below.

Growth in demand

The ATWP is the Government's strategy response to increasing demands for air travel and the need to distribute this demand in a balanced way. As previously set out, this recognises BIA as the principal airport for the south-west and projected demands in passenger numbers rising to 12mppa by 2030.

The Council's consultants York Aviation (YA) suggest that a growth scenario of 10mppa at BIA is realistic, albeit this might be achieved a little after 2019. YA also point out that the level of car parking being sought by BIA to serve 10mppa is a realistic figure. YA do however note that it is unusual for the entire airport parking to be located at the airport, as other airports will typically have off-site provision, which may be brownfield sites.

ATWP and Development in the Green Belt

The ATWP states the *"existing terminal site should be able to cope with up to 8mppa, provided additional aircraft stands can be accommodated."* Beyond 8mppa, it says *"a second terminal south of the runway would be required, together with a runway extension to the east and extended parallel taxiway."* This was written at a time when the entire airport estate was located in the Green Belt and the impact of a second terminal and runway extension would have therefore involved further comprehensive development in the Green Belt including land acquisition.

The ATWP acknowledges *"there would also be some loss of green belt as a result of a runway extension and new terminal development. However, we do not believe this would fundamentally affect the integrity of the green belt within the area and consider it would, on balance, be justified by the importance of the airport's growth to the region's economy."* This is an important issue, because it acknowledges that development (albeit a terminal and runway extension) needed to support more than 8mppa would be in the Green Belt.

Has the level of development proposed in the Green Belt been justified?

This level of additional car parking has been demonstrated in the section of the report dealing with 'car parking'. This is considered to be the minimum required to service the level of growth proposed. The location of the parking and other development is examined below.

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Has the location of the car parking been justified?

Policy T/12 of the North Somerset Replacement Local Plan identifies a list of car parking proposals for the airport, including:

- Development inside the Green Belt Inset area;
- Car Parking in association with over night accommodation, provided that the number of parking spaces on site does not exceed three times the number of bedrooms; and
- Car Parking within the settlement boundary of Weston-super-Mare or within the Weston Regeneration Area, where the provision is planned as part of an integrated transport strategy for the town and its links with the airport that contributes to the creation of sustainable travel patterns.

This approach has been followed by the applicant in their submissions, which has been to:

- Maximise the amount of car parking on the northern side of the airport, within the Green Belt Inset;
- Explore the provision of car parking spaces at locations remote from the airport and outside of the Green Belt; and;
- Explore the provision of car parking spaces in Green Belt locations on or adjacent to BIA land.

BIA submits that the optimum use of the 'Green Belt inset' has been made. The multi-storey car parking (MSCP) is the largest car park of its type within any UK airport. Further car parking cannot be achieved in the Green Belt inset given the landform, air safety requirements, layout and need for other proposed facilities location of surrounding properties and views in and out of the site. Furthermore, options for decking remaining parts of the north side surface car park were considered but not pursued, due to the effect on surrounding properties and following comments from CABE on the design and accessibility.

Advice received from York Aviation (YA) is that the Green Belt inset will be developed in a highly compact manner. The multi-storey car park in particular, is a significant building (approximately 300 metres long x 100 metres deep x 4-5 levels), but its scale and position has been carefully handled to prevent an over-bearing and harmful impact when seen from outside the airport. In fact, some of the lower levels are, due to the sloping topography, partly below ground levels, which reduces the overall height of the structure. The option for increasing its height (even by 1 further deck, or equivalent to 3-metre height increase) is likely to make it much more noticeable when viewed from nearby properties and from passing views, which is unlikely to be supported. There may be limited scope to extend the length of the multi-storey car park to the west, although the option of an easterly extension could have more significant effects on properties in Downside Road.

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The potential for 'decked' parking, which could be in the form of an additional single level car park above surface level car parking (up 5-6 metres above ground levels when considering the height of lifts and lighting columns), may be possible within a very small portion of the north side car park without contributing significantly to the visual impact from outside the airport. However, the benefit of this is limited given that its very construction would result in the removal of a number of surface spaces. However, this cannot be provided close to northern or eastern boundaries without significant impacts on nearby residents.

Some objections contend that the hotel allocation is not required and that this could make way for further multi-storey car parking. The hotel allocation was included in the 2006 Master Plan, the need for which was accepted by the Council following independent advice. The Council has again sought independent advice from York Aviation on the need for a hotel within the site. They have advised that on-site hotels are a normal facility at most UK airports and serve specific needs from passengers wishing to stay close to the airport prior to a departure and for cabin crew and, they can also be used as a point for business meetings for passengers. They also confirm that in comparison to other UK's airports, BIA is by far the largest airport without a hotel site. While the hotel allocation is not part of this application, Officers have advised BIA that any proposal for a hotel must include car parking within the identified area to serve its own demands and not rely on other parking areas. There are no policy objections to the inclusion of a hotel or its general location.

Officers are satisfied that the Green Belt inset would be intensively developed and further development including car parking cannot reasonably be provided in this location. This complies with the objectives of Policy T/12 of the North Somerset Replacement Local Plan.

Thus, if BIA is to provide for 10mppa (which is within the long term forecast of the ATWP), it needs to provide additional car parking outside the Green Belt inset.

Off-site Car Parking outside the Green Belt

The proposed level of car parking to meet 10mppa is accepted. The provision of this must follow a 'sequential test' if it is to be approved in the Green Belt.

Planning policy advocates car parking outside the Green Belt before any proposal for Green Belt sites are pursued.

In terms of off-site car parking, a number of locations have been considered for strategic long-stay park & ride car parks to serve BIA. The basis for this assessment was the viability and attractiveness of locations and their transfer time to BIA being no more than 30 minutes. Furthermore, sites capable of accommodating up to 1800 vehicles were preferred, as this would provide a critical mass to make the option viable. The initial search included sites at Worle, Avonmouth, Ashton Vale, Bedminster Down and Whitchurch, although

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further analysis included the option of sites close to Junctions 20 and 22 and around A370 (Congresbury Area) 22 of the M5. However, all options were discounted as no sites were found to be available and / for planning policy reasons, such as land sensitivity.

There is no provision in the adopted or emerging development plans to use land at Worle (including Worle Railway Station) as a park & ride site for the airport. In time, it may become a viable public transport inter-change from which a future express bus service will run to BIA, but it is not a current proposal.

Any off-airport solution has to offer a link (usually bus access) to the airport, which would have to run at regular intervals throughout the day. Given the relatively low hourly demand from passenger arrivals a bus operation is likely to prove unviable and unsustainable unless the car park is of a significant size. It is more effective in transport terms for there to be central nodes, such as public transport interchanges at Bristol Bus Station and Temple Meads Railway Station, which can be served by an effective bus link. These are addressed in the section dealing with public transport.

With regard to sites in Bristol, such as Ashton Vale and Avonmouth, the consultation response from Bristol City Council makes no reference to land being identified or available for park & ride sites to serve BIA and no reference is made to the possibility of using existing P&R sites to provide a public transport interchange for BIA. Thus, there is no indication that within North Somerset or adjoining authorities who were consulted on the application that satellite car parks outside the Green Belt serving BIA is a short / medium term possibility.

In 2008, the Council refused a retrospective planning application for the temporary use of part of the Langford Mushroom Farm for the parking of approximately 1200 cars in association with airport use. The application was refused due to substandard access arrangements and this was successfully dismissed on appeal. However, the owners are challenging this through the Courts. The appeal will be re-determined but the Council's position remains that the access is substandard.

In terms of over-night accommodation, Policy T/12 of the North Somerset Replacement Local Plan allows 3 parking spaces per bed space. Local short stay accommodation, such as Winford Manor for example provide some off-site parking in conjunction with customer use of this facility. However, the overall level of parking at such local properties is low and is unlikely to have much impact on overall parking demands for the airport.

Some representations suggest that the Council should take a more lenient approach with other forms of off-site car parking, in order to offer customers more choice and to prevent BIA monopolising the market and setting excessive tariffs. However, unlawful off-site car parking merely results in sporadic and unsustainable encroachment in the Green Belt and is unlikely to provide the level or frequency of service to and from the airport, such as that

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provided at the Silver Zone. The Council has taken a firm and consistent line to prevent such parking and has, without exception successfully defended this position on appeal. This confirms this approach is correct and is accepted by the Government.

It is therefore concluded that if BIA is to grow to provide for up to 10mppa, in line with the ATWP, then the provision of adequate car parking is fundamental to the successful operation of the airport. As it has been demonstrated that (1) the public transport access will increase to a challenging 15% (2) the maximum practical use of the Green Belt inset has been made for development and (3) there are no known suitable alternative sites for parking outside the Green Belt, car parking within and contiguous to the airport boundary represents 'very special' circumstances and is a better option than small scale sporadic car parking, which spreads the impact in the Green Belt.

Alternative Options for parking in the Green Belt

During consultation with other Area Committees, Officers were asked to consider whether multi-storey or decked car parking on the south side would be an alternative and better option than surface parking, as this would take up less land in the Green Belt. Decked parking would involve minimum deck heights of 3 metres, but the overall height of buildings would be greater (up to 6 metres above ground level) due to the need for lifts, perimeter safety barriers and lighting columns. Air safety criteria would exclude such development adjacent to the northern and southern boundary of the airfield.

BIA submit that decking could reduce the size of the land required for the summer overflow car park (outside the airport boundary) by 33%, but consider the visual impact and environmental case would not justify its provision. BIA also set out that the investment case would not be justified as decked parking costs around 8 times that of surface parking and this would result in an increase in car parking tariffs on the north side.

The proposed additional surface car park is significant development in the Green Belt, but it is unlikely to be prominent having regard to the topography. The fact the car park is unlit will also limit its impact.

The appearance of decked car parking with associated infrastructure and lighting columns is likely to have a much more significant visual impact on the landscape, even though it would mean spread of the surface car park could be reduced. To passing views and a limited number of nearby residents (in the area of Winters Lane) this would have a greater impact on the openness of the Green Belt and there does not appear to be any clear advantage in promoting this as an alternative to surface parking.

Some other developments in the Green Belt, such as various airfield works, occur wholly within the existing operational part of the airfield. These developments are unlikely to harm the openness of the Green Belt, nor result in any encroachment into the open countryside.

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The buildings to be relocated from the north to south side of the airport, including the Royal Mail Hangar and snow base, are also on land within the airport's operational boundary. The Royal Mail building is required to handle and sort mail including arrivals at night. There is no obvious scope to retain the building on the north side of the airport and it is beneficial to have its access away from the service entrance on Downside Road with HGV movements passing residential properties at unsociable hours. This means that there is a 'very special' need for a base to sort and transfer airmail on site before it is dispatched. The proposed snow base is located adjacent to the proposed replacement fire station and is required for services undertaken by the airport fire brigade.

These buildings are required for the efficient operation of the airport and have been discreetly positioned within the current operational boundary and kept as small as practical to reduce their impact.

Conclusions

Further airport car parking is needed if BIA is to grow to serve the number of passengers identified in the ATWP. However, the application has demonstrated that (1) delivering all of car parking within the Green Belt inset is impractical (despite a substantial multi-storey car park) and (2) off-site (satellite) parking for the airport outside the Green Belt is unlikely at this time.

Therefore if BIA is to grow to a level that is consistent with the ATWP, allowing some of the car-parking requirement in the Green Belt is justified as representing 'very special circumstances'. Furthermore, a properly planned and serviced location that is within and contiguous to the airport boundary is the most practical option.

The appearance of the south-side car parking is well contained within the landscape by reason of the topography. Views of the 'seasonal overflow car park' will be possible from Winters Lane with more distant views possible from parts of the Mendip Hills AONB, although additional perimeter planting and no lighting of the car park will reduce its impact. On balance the 'very special circumstances' for the car park outweigh its harm to the openness of the Green Belt and any other harm by reason for inappropriateness.

To ensure that the car parking is not provided until it is required, the additional car parking should be phased and only provided when milestones in passenger numbers are reached or are imminent. This avoids the car parking being provided all at once at the start of the process, and reduces the possibility of the multi-storey car park (which may be one of the most costly constructions) not being delivered. Planning conditions 7, 8 and 9 are recommended to deal with this matter.

The case for the proposed new buildings in the Green Belt is also 'very special' in that they are essential to the proper functioning of services already carried out at the airport and cannot be retained in their present location without reducing the intensity and functional arrangement of the proposed

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development within the Green Belt inset. In the case of the snow base, this is required to house vehicles / equipment needed to clear and make safe airside areas in the event of adverse weather. They are also contained in the operational area of the airport and are clustered close to existing building, such that their overall impact on the openness of the Green Belt is insignificant compared to their need. They cannot be located on other sites outside the Green Belt.

Overall, it is considered that very special circumstances have been demonstrated for development in the Green Belt and that these outweigh harm to the openness of the Green Belt and purposes of including land in the Green Belt.

Issue 9; Economic Impact

The starting point for an assessment of the economic impact of the development is the Air Transport White Paper, which supports the case for the expansion of regional airports. Subsequent Government policy papers have not changed the principal thrust of Government policy in this regard. The points made by third parties are acknowledged. However the Airport contends in an additional response submitted in January 2010 that the conclusions reached by objectors are flawed and that the data has been misinterpreted.

PPS4 "Planning for Sustainable Growth" states that Local Planning Authorities should adopt a positive and constructive approach towards planning applications for economic development (which include the airport)

The Council have sought independent advice on the economic issues that are likely to arise. York Aviation has undertaken the following analysis of data produced by the Airport;

- An evaluation the air traffic forecasts proposed by BIA;
- Consideration of the economic impact assessment prepared in support of the application and whether the economic case as presented has been made. For example, in the Economic Impact Assessment which forms part of the planning application, it is stated that the proposal would: (1) create a range of 3,521- 3,704 jobs by 2019/2020 in the South West Region, including direct, indirect, and induced jobs generated by the airport, its construction, and direct, indirect, and induced jobs generated through tourism. Of these, between 900 and 1000 jobs would be at the airport and around 1900 would be related to inbound tourism; and (2) in terms of annual income, it would bring a range of £194.6 - £213.8 millions in 2019/2020 to the region.
- An assessment of the physical arrangement of the modifications, expansions and provision of new facilities at the airport site as set out in the application to determine if these are optimal and appropriate for the scale of air traffic throughput proposed;

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- A consideration the type of air traffic that will be handled, the changing dynamics in the aviation industry and whether the proposed developments will deliver facilities able to accommodate the forecasts.

The consultant's views are summarised as follows;

a) The accuracy and validity of forecasts of passenger growth in the current economic climate:

The air traffic forecasts prepared by BIA in support of this planning application are a reasonable projection and assume a continued widening of the catchment area from which passenger traffic is attracted to BIA. The end figure at 2019/20 is sound and generally these forecasts are sufficiently robust to support the requirement for additional handling capacity at the airport.

b) The economic impacts of the development including direct impacts such as jobs created by type and level, money into/out of the local economy, etc; and indirect impacts such as tourism numbers, contracts/concessions, number of hotel stays, local procurement/supply chains etc:

The analysis of the economic benefit of the growth at BIA on the regional economy and employment impacts of the planning application appear robust. Analysis of the impact on tourism suffers from the inherent difficulties in such an analysis. It is not sensibly possible to try to put numbers on tourism impacts due to the complexity of issues around 'displacement and deadweight'.

c) Whether the ongoing economic impacts can be monitored in terms of business trips/tourism and the wider economic impacts of any expansion, including jobs created and the supporting of local procurement/supply chains supported etc) over a 5-10 year period:

The Economic Impact Report (EIR) does not provide a framework for ongoing monitoring of the delivery of economic benefits. It should also be noted that such monitoring could be extremely difficult and potentially highly costly. However, systems could be put in place to identify the role of air services at BIA in supporting business location and expansion through consultation with economic development stakeholders and continued monitoring of the airport supply chain patterns through further economic impact studies would be generally considered as good practice. The greatest challenge probably comes in relation to tourism, where detailed survey work, possibly at a number of airports, would be required. It might, however, be possible to work within the framework of the CAA Passenger Survey and this could be explored further.

SECTION 1**d) What is the impact of BIA expansion on local inbound and outbound tourism:**

The consultants conclude that the impact of the expansion on tourism will probably have a positive effect and there is evidence within the application to support this. However, issues around deadweight and displacement make accurate quantification difficult.

The 'Stop Bristol Airport Expansion' group and others contend that the main engine for growth at BIA has been the rise of the low cost carriers. These carriers generally serve short haul European destinations. As a consequence only a few residents in the South West have been diverted from Heathrow and Gatwick as the London airports serve as the main airports nationally for access to long haul services.

They also argue that few overseas tourists access the South West through BIA which results in an adverse effect on the Region's economy as a much greater number of residents use the airport to travel to European holiday destinations.

York Aviation has considered subsequent work by the Airport's consultants and it is concluded that whilst the economic case (job numbers and investment) may be over-stated, there are likely to be net benefits arising from the proposal but that this has not always been fully detailed.

It is concluded that an expanding BIA will have an economic benefit to the area. This benefit will come in the form of direct and indirect increases in employment and benefits to the local business community from enhanced linkage with other centres in Europe and further afield. Any 'export' of wealth from the region resulting from UK tourists travelling abroad on holiday is difficult to quantify and is in any event a peripheral issue given that such an effect would occur from other regional airports or from the London airports in the event that BIA expansion were refused.

In respect of economic impact the proposal is judged to satisfy policy T/12 of the NSRLP, the emerging policy contained in the Core Strategy and the RSS, and Government policy contained in the Air Transport White Paper and subsequent guidance.

Issue 10: Flood Prevention and Drainage**Surface Water**

Following an objection from the Environment Agency (EA), BIA submitted further technical information. The EA has now withdrawn its objection and has no objection to the surface water impacts of this application but has requested the imposition of planning various conditions.

North Somerset Internal Drainage Board initially suggested that while the the site is outside the Board's operating area, surface water from the airport may

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be contributing to flooding incidents in Chelvey and Brockley. However, they subsequently confirmed in writing that they accept the proposed surface water strategy and that flooding problems at Brockley in particular are more likely to be due to deficiencies in the highway drainage system. However, they do suggest planning conditions including the requirement to submit drainage details before development commences.

Foul Water

Wessex Water objected to the application on the grounds that the existing public foul sewer is not adequate to service a development of this scale and that upgrading existing systems or other means of attenuation would be required. They suggest considerable funding may be required to carry out upgrade works and this should be met by BIA, as part of a legal agreement or through a planning condition. While it appears BIA has met with Wessex Water to discuss options for dealing with this matter, it appears no solution has been reached to date.

As the control of foul waters is a 'material' planning consideration, the imposition of a planning condition requiring the approval of foul drainage details is considered appropriate.

Issue 11: Design Issues

The Planning Act 2008 places a duty on Local Planning Authorities to promote good design.

PPS1 advises that good design requires carefully planned, high quality buildings and spaces that support the efficient use of resources. This includes aesthetic and landscape considerations, but it is also about energy efficiency including the re-use of land and resources wherever practicable.

Policy GDP/3 of the NSRLP promotes good design and sustainable construction, having regard to matters of scale, design, massing, colour, materials and high-level energy saving including the use of renewable energy technologies.

The north side of the airport (the Green Belt inset) is characterised by a highly compact arrangement of buildings, but the layout is equally dominated by extensive surface car parks. Security requirements are an important aspect of the layout and this dictates, as one important example, the distance between roads and the passenger terminal. Customer car parks and walkways are defined and segregated from services / employee areas, creating a legible arrangement of public and private spaces.

In the consultation process, CABA raised some criticisms regarding walking distances for passengers between car parks and the passenger terminal / boarding gates. They also suggested a much stronger and distinctive landscape strategy is needed to reflect the rural location of the airport and to

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enhance the user experience of it. The Airport has submitted amended plans to address this.

While some parking spaces, such as those close to the main vehicle entrance point are distant from the passenger terminal, surface car parks are served by buses with pick-up / drop-off points proposed throughout the car park. These minimise walking distances and the MSCP provides direct pedestrian access to the passenger terminal. The walking distances within the terminal to boarding gates are not significant and this arrangement is far more sustainable than bussing passengers to and from aircraft. The pedestrian arrangements for customers are acceptable.

Overall, the arrangement of buildings and car parks, including the MSCP, creates a dense but highly efficient use of space within the Green Belt inset, which is considered acceptable

While the application is for outline permission, a number of details are submitted simultaneously. These principally include full design specifications of the passenger terminal extensions, walkways / piers and multi-storey car park.

The terminal extensions are recessed behind the front plane of the existing building and are faced with a glazed 'curtain' walling to the front. This provides an attractive and well-proportioned building, which compliments the existing terminal, with the current building likely to remain as the dominant feature. The airside elevations follow the theme of the existing building, providing a crisp modern building.

The multi-storey car park is set on much lower ground levels than the terminal building with its lower levels partly contained below sloping ground levels across the airport. Although the car park provides up to 5 levels, its top deck is still slightly lower than the public concourse entrance to the passenger terminal. The position of the MSCP is 'off-set' from the closest residential properties in Downside Road. The MSCP is unlikely to have an over-bearing visual impact on the occupants of these properties. From more distant elevated views, such as in Backwell Hill Road (and the Oatfield Estate) the MSCP will stand out. However, the design of its walls, comprising a pre-fabricated concrete structure (exact details to be submitted) and faced with stainless steel trellis and timber cladding will 'break-up' its mass and prevent it from having a 'utilitarian' appearance. The steel trellis will enable climbing plants to grow up the wall of the car park. This will, in time, soften the appearance of the car park and screen the size of opening between parking levels. The top deck of the car park is open save from 2 metre high perimeter walls. This will not completely prevent views of vehicles on the roof, but it will reduce the impact of vehicles. Lighting details have not been considered at this stage, but this should be designed to use white light and be shrouded to reduce light spill.

The most significant impact of the development on the north side is likely to be the passengers walkways / piers. These are 2 storey buildings, which

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provide an enclosed walkway from the departure lounge to boarding gates. The overall span of this structure from east to west is about 1000 metres, although the middle section is currently under construction, as it did not require planning permission (see planning history). Views of the walkway / piers will be seen from parts of Downside Road, Backwell Hill Road, Crooks Bridle Path, with more limited views from the A38 road entrance. The north elevation comprises stone gabion walls, glass, timber cladding and metal cladding. This breaks-up the massing of the building to avoid a bland or utilitarian appearance. The amount of glazing is not significant and is unlikely to lead to a high level of artificial light being projected outside the building, although the type of glazing may need to be agreed to control this. The amended plans submitted by the Airport have introduced changes to the roofline of this structure to reduce it in height over parts of its length. This will have the effect of reducing the apparent bulk of the building when viewed from various vantage points.

The scale and design of most other the other proposed buildings, are reserved for subsequent approval.

Sustainable Energy Initiatives

Policy GDP/3 requires development to include micro-renewable technologies in design as a means to generate at least 15% of the predicted energy requirements for the future functioning of the development.

The Applicant has considered this requirement and proposes a purpose built 'energy compound' to the west of the proposed terminal extension. This will initially produce heat from biomass, but this could change to Combined Heat and Power (CHP) as the project develops. It is estimated that it would produce about 20% of the future energy requirements at the airport. A number of small wind turbines are proposed on the roof of the MSCP.

This is an acceptable solution, although further energy saving could also be made through the use of suitable materials including energy saving glass and 'heat wheel' technology, to maximise the efficiency of reusing the waste heat from buildings to preheat incoming air whenever required.

The delivery and timing of such technologies and an energy saving plan can be controlled through the implementation of planning conditions, although the strategy set out by the applicants is acceptable.

Re-use of material

BIA suggest that about 120,000 cubic metres of soil and rock will result from excavation and demolition processes in order to carry out the various proposed works at the airport. All of this material is proposed to be re-used on site as part of the development, such as the cut and fill works around the airfield and for the construction of gabion stone walls.

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Security

The Police have commented on the application and raise no objections to the design (or layout) of the development, although the applicant would be encouraged to achieve secured by design standards for aspects of the development, through the approval of the Police.

Landscape Impact

Volume 8 of the Environmental Statement (ES) addresses landscape and visual impact. Appendix D, Table D1 of the document covers the impacts on the landscape designations and landscape character areas in the surrounding area. It concludes that there would be no significant negative effects on landscape character, or upon the Mendip Hills AONB in terms of changes to its northern setting or its present level of tranquillity. Lighting modifications should also benefit the AONB and the landscape character areas around the airport.

The ES also looks at the visual effects and the evaluation of significance from a number of vantage points around the Airport, from the nearest residential properties in the vicinity as well as from roads and footpaths surrounding the airport, during the construction phase. There are some significant impacts from the construction phase as this period could extend to 10 years. The construction impacts are visible slightly more widely due to the nature of the equipment used e.g. large cranes. This impacts upon the properties identified in Table D3 of the ES and upon more of the local footpath network. Mitigation measures are therefore proposed.

Key measures during the construction phase would include sensitive siting of temporary elements (such as contractor's compound), retention of existing boundary vegetation and minimisation of the length of time required for crane activities (high visual intrusion).

The landscape master plan submitted indicates a number of landscape and mitigation measures, which will reduce and compensate for some of the adverse landscape and visual effects. These measures include;

- The introduction of new planting adjacent to the northern and southern entrances.
- New tree shrub and groundcover planting approx. 5m wide adjacent to the noise wall. To incorporate land art/sculpture on, or adjacent to the wall.
- The creation of a new terminal entrance area using tree and shrub planting.
- New tree and shrub planting is to be introduced to the northern car parking areas, in particular alongside pedestrian routes and Northside Road;

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- The existing boundary planting will be strengthened and replaced where needed with suitable native evergreen species.
- A two metre high wooden boundary fence will be introduced along the section of the northern to the east of the pier to assist in screening views of the airport during the winter, when foliage is not present on deciduous species, and to reduce noise levels. To the west of the pier fence height will increase to 3m.
- The sections of the northern boundary close to Cook's Farm will have their existing hedgerow reinforced with hedgerow and tree species of which 30% of the shrubs will be evergreen species.
- The introduction of climbing plants to grow up the walls of multi-storey car parks.
- The introduction of an acoustic barrier within the existing northern planting zone on a mound. The barrier is to be disguised with climbing plants if possible;
- The extension and gapping up of the existing broken hedgerows around the southern BIA boundary which help to screen the existing Silver Zone car parking and its proposed extension area. Native tree and shrub planting will be planted upon landscape bunds to 4m in height; and
- A similar landscape bund planted with native tree and shrub understorey will be placed around the seasonal overflow car parking area to be located south of the fire station on the central southern boundary.

Whilst all of these measures have some potential benefits they are generally limited and in the case of tree and shrub planting will take some time to have the desired effect.

It is considered desirable that the main routes within the airport, boundaries and spaces adjoining buildings should contain generous planting margins to enable landscaping to become a strong feature of the layout. The original plans on which CABE's comments were based have been amended to provide additional planting in such areas and the sloping ground between the passenger terminal and north side car parks will also provide scope for an attractive landscape space within a prominent part of the public side of the airport. The provision of more landscaping within surface car parks is possible but limited, particularly as extensive planting within car parks would lead to the displacement or more spaces on the south side, which is in the Green Belt.

The fragmented grid of specimen trees and large multi-stem shrubs proposed for the frontage space between the terminal and multi-storey storey car park

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is going to need to be very robust and use some large specimens to achieve the desired effect. This would need to be secured by the approval of appropriate details in the landscaping scheme.

Overall the proposed landscaping strategy is considered acceptable as amended

Ecology

The ecological information submitted with the application is considered to accurately describe the potential impact of this proposal in the flora and fauna in and around the airport. Volume 4 of the ES sets out potential impacts and proposes environmental measures to mitigate this impact. The methodology has been assessed and is considered robust.

The site is located within the 5 Km protection zone around the North Somerset and Mendip Bats Special Area of Conservation (SAC), close to the SAC. Within this zone, development that would adversely affect these species will not be permitted. Accordingly compensatory tree and hedge planting on site should be carried out to ensure that there is no net decrease in the number of trees or the length of hedgerows on site

A site wide lighting strategy is recommended with the aim of providing 'dark corridors' around the perimeter of the site to permit the continued movement of Horseshoe Bats. Buffers of tall vegetation should also be provided around relevant wildlife habitats. Bat and bird boxes should be placed on the new buildings/incorporated in the design, to ensure that compensatory provision for these species is provided.

Felton Common to the east of the airport, is a Wildlife Site and Local Nature Reserve, that is protected by policy ECH/14 in the Adopted Replacement Local Plan and therefore a buffer of at least 5 metres should be provided (by condition) to retain its value. Within this buffer there should be no damaging works, storage of materials or pollution allowed to damage the site.

The inclusion of a living (green) roof on the decked car park in area C5 is welcomed. This should be covered by local soils and allowed to colonise naturally rather than being covered with sedum species, which provide less biodiversity benefits.

There are records of wind turbines injuring and killing bats, all species of which (and their roosts) are protected by law. Natural England guidance indicates that proposed micro-turbines should be located at least 50 m from hedgerows, tree lines or woodland. In this case, it is proposed that the turbines will all be placed on a tall building above the height where bats usually forage and fly. These facilities are therefore unlikely to affect protected species.

As a condition, ecological mitigation schemes will be required for legally protected species to include bats, badgers, reptiles and great crested newts.

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These schemes are to be conditioned and submitted to and approved in writing by the local planning authority prior to the commencement of works.

A ten-year site-wide landscape and nature conservation management plan will be produced for the application area. This should update the existing nature conservation management plan (1999). The area of grassland in the northeast corner of the site should be managed as a nature reserve and made available for public use. Interpretation should be provided on site.

All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged. No site clearance or tree or hedge removal should normally be carried out on site between 1st March and 30th September inclusive in any year. Ground nesting birds such as skylarks should also be taken into account.

The development is considered to be acceptable in ecological terms subject to the above concerns being addressed in conditions in the event of approval of the scheme.

Conclusions

The layout provides an efficient, dense use of the green belt inset area with a practical arrangement of public and private spaces. This creates functional and legible development with scope for substantial planting in key areas. Building designs have a modern crisp character and the narrow yet contrasting pallet of building materials, will create an attractive and distinctive range of buildings.

The amended plans have made a number of detailed changes to the design of the buildings to reduce their impact and improve the attractiveness of the scheme. The landscape strategy has been strengthened by the incorporation of more areas for planting along the main pedestrian routes within the northern car park.

Whilst the southern car parks are well contained and perimeter planting and bunding is proposed, no additional planting is proposed to break up the various sections. As these areas are not prominent when viewed from outside of the site this is not critical. There would be a significant loss in parking capacity if large areas within the car parks were to be lost to planting which would add to the pressure to accommodate more spaces outside the current operational boundary. It is considered that this is a valid approach to this issue.

The design, through orientation and building materials, will maximise scope for energy efficiency and proposes to self-generate up to 20% of its future energy requirements through the use of micro-renewable technologies. This, allied to the re-use of materials acquired through excavation and demolition, contributes to a sustainable construction strategy in accordance with Planning Policy Guidance and local planning policies, which are acceptable.

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There are no objections to the design aspects of the application.

OVERALL CONCLUSION AND REASONS FOR APPROVAL**Compliance with planning policy**

The Department for Transport The Future of Air Transport (ATWP) published in December 2003 sets out the strategic framework for the development of the air transport industry and airport capacity in the United Kingdom until 2030. It establishes a policy framework against which relevant airport operators, airlines and public bodies can plan ahead and acts to guide decisions on future planning applications. Specifically, the ATWP supports an expansion of BIA with forecasts suggesting that it could cater for 12mppa by 2030, subject to environmental and transport mitigation. Acceptable mitigation is achievable and the proposal is therefore considered to comply with the ATWP.

The Regional Spatial Strategy provides a broad development strategy for the South West region until 2016. Policy SS8 refers specifically to the Bristol area and seeks to achieve the most effective use of BIA as an important airport for both the local area and wider region. Policy SS4 deals with the Green Belt and identifies the need to critically review boundaries and remove land from the Green Belt if it represents the most sustainable location for development. The proposal is judged to comply with the RSS.

The Joint Replacement Structure Plan (JRSP) remains part of the development plan, but given its age and impending replacement by the revised RSS, its policies have reduced weight. Policy 61 is supportive of the improvement of BIA, subject to improvements in public transport usage, minimalisation of environmental impacts and provided development respects the integrity of the Green Belt. The proposal complies with this policy.

The North Somerset Replacement Local Plan supports development in the Green Belt inset. Policy T/12 states that planning permission for development at BIA will be granted provided proposals are required for air travel; will not harm environmental conditions or amenities of local residents; minimise landscape impact; and suitable surface access exists with an emphasis on improvements to public transport. Any development outside this inset (in the Green Belt) would constitute inappropriate development and the applicant has demonstrated the existence of very special circumstances that outweigh the harm to the Green Belt and any other harm. There is a need for the quantity of car parking space proposed and this need cannot be met elsewhere. The applicants have provided a strong and pressing argument in this respect and the proposal is thus justified under policy T/12 and RD/3.

Policy CS23 of the emerging Core Strategy relates specifically to BIA. The policy states that proposals for the development of BIA will be required to demonstrate the satisfactory resolution of environmental issues, including the impact of growth on surrounding communities and surface infrastructure. The

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submission and accompanying mitigation package has demonstrated that the proposal will meet this policy requirement.

Impact on living conditions of neighbours from increased noise and traffic

Noise from aircraft using the airport has an important effect on the noise climate on those areas located below the extended centre line of the runways. These effects will increase over time, chiefly due to more aircraft movements. However quota count controls over night flying mean that the expansion of the airport will not have a significant effect during the hours of control. Outside of these hours the assessment work done indicates that the effect of expansion will not be significant. Conditions are suggested that will monitor the on-going effect of expansion and propose mitigation in the event that noise impacts increase.

Ground noise from aircraft, traffic using the roads surrounding the airport and during the construction phases of the project, are adequately controlled or mitigated. The proposal thus complies with advice in PPG 24 and policy GDP/2 of the NSRLP.

Traffic and Public Transport

The effect of the development on the local transport infrastructure will not be of such significance that the development would have the effect of creating unacceptable traffic conditions in the surrounding area. The package of mitigation measures will ensure that 15% of future passengers access the airport by public transport. The range of contributions agreed with the Airport under a section 106-agreement, will also ensure that the Airport makes an appropriate contribution to enhancing public transport and improvements to road infrastructure in the vicinity, to include the upgrade of certain junctions and proportionate contributions towards strategic highway schemes. Despite this, there is some uncertainty whether the latter will take place. In this event, a fall back scenario to improve environmental conditions on existing highways through funding of works forms part of the package of highway measures and this is considered an acceptable measure in response to the extra effects placed on the road network from this proposal. The development will thus comply with policy T/12 and GDP/5 of the NSRLP.

Climate Change

Tackling climate changes is a key priority of the planning system. In determining applications proposals should be planned so as to minimise CO₂ emissions, where practicable. However, the scope of control under the determination of a planning application is limited, whatever the scale of the proposal, and recent planning decisions (and challenges through the Courts) have shown that Government Policy is the place to regulate the impact of aviation on climate change.

In the context of aviation transport there are greater benefits to be achieved in relation to CO₂ emissions by programmes such as 'Sustainable Aviation' and

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moves to more efficient fleets than to attempt to restrict the growth of air transport through not allowing the development of one regional airport. The proposal is considered to comply with the ATWP and aspirations set out in the Committee on Climate Change report dated December 2009 and by the House of Commons Transport Committee report December 2009.

The proposal will reduce the energy requirements of the airport, through the use of renewable energy production, re-use of excavated material and through the reduced use of auxiliary power units. Further measures to reduce Carbon emissions from ground-based activities will be secured through a 'Carbon Management Plan'. The proposals therefore comply with the objectives of PPS1 and North Somerset Council Policy GDP/3.

Acceptability of additional car parking on green belt land outside of the Airport Inset

The applicant has justified that some development is needed in the Green Belt to cater for up to 10mppa and that this need cannot be met elsewhere. This follows an approach where optimum practical use of the Green Belt inset has been made and on the basis that the amount of the proposed development has been demonstrated to be genuinely required.

The options for providing some of the car parking outside of the Green Belt has been explored but no suitable alternative sites have been identified. Thus, the provision of additional areas for car parking on land located outside the operational boundary on the South side of the site is justified.

The possible use of decked parking on the south side has been critically assessed, but this is likely to have a greater visual impact on the openness of the Green Belt than the surface parking option. It is concluded that the submitted proposal represents the best option in respect of compliance with the Council's sustainable transport policies and impact on visual amenity. As such 'very special circumstances' have been demonstrated to justify the development in the Green Belt as an exception to Green Belt Policy as set out in PPG2 and policy RD/3 of the NSRLP and Policy 61 of the of the JRSP, subject to reference to the Secretary of State.

Economic Impact

Whilst objectors have questioned some of the assumptions made by BIA in their submission, it is considered that the applicants have made a case in economic terms to support the development proposal. There is evidence that the development will result in extra employment at the airport and that the proposals will enhance business linkage with other regions within Europe to the benefit of the local economy. The points made by opposition groups in respect of tourists 'exporting' wealth overseas through the airport are acknowledged but are not considered to outweigh the benefits. The development thus complies with advice in PPS 4 and Policy T/12 of the NSRLP.

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Design Issues

The amended scheme will result in a sympathetically extended terminal with the multi storey car park structure well contained visually and suitably fenestrated. The long stay car parks on the south side will be well screened and will have little visual impact except from distant vantage points. The landscaping and ecological mitigation measures are well conceived and will be effective. The proposal thus complies with policy GDP/3 of the NSRLP.

RECOMMENDATION

Subject to: -

- 1) Referral to the Secretary of State, by virtue of Section 77 of the Town and Country Planning Act 1990, due to the scale of the development in the Green Belt; and:
- 2) A Section 106 Agreement with the following Heads of Terms:

Surface Access

- I. Obligations relating to surface access including increasing modal share of public transport users to 15% through the Applicants funding: increased frequency of 'Bristol Flyer' on a phased basis from 4 to 8 services per hour, improvement of existing '121' service to WSM at 7.3mppa, introduction of a new hourly 'Weston Flyer' service at 8mppa and half-hourly service at 10mppa further; introduction of an hourly service to Bath at 9mppa and introduction of concessionary fare scheme for local residents within specified post code areas.
- II. Obligations relating to Airport related vehicular movements including adoption of targets to encourage car sharing for employees through staff travel plans, use of consolidation centres to co-ordinate deliveries to shops and restaurants on site and the introduction of service standards for taxis to avoid the use of the road through Barrow Gurney when accessing the Airport.
- III. Obligations relating to sub-regional transport schemes including contribution towards the provision of the Bristol Rapid Transport Network (BRT) between Ashton Vale and Temple Meads, contribution towards South Bristol Link and 'fall back' contributions towards local highway works if the sub-regional strategic schemes fail
- IV. Improvements and signalisation of highway junctions in vicinity of Airport at:

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- Traffic signals at Downside / A 38 (this removes the right turn into Downside Road)
- Traffic signals at West Lane / A 38
- Improvements to the signals at Churchill cross roads
- Improvements to the traffic signals at Barrow Street / A 38 junction
- Improvements to the terminal roundabout on the A 38

Air Noise

- I. Introduction of a Noise Control Scheme allowing the imposition of penalties for breaches in limits and provide incentives for the use of quieter aircraft.
- II. Payments to residents from an Airport Environmental Improvement Fund to mitigate the effects of air noise.
- III. Adoption of operational flight procedures to achieve on going improvements to levels of aircraft noise including use of continuous descent approaches and avoidance of reverse thrust during night time.

Ground Noise

- I. To produce a ground noise management strategy identifying measures to minimise the effects of ground noise including phased introduction of fixed electrical ground power, restrictions on the ground running of aircraft engines, and the installation of noise attenuation buildings and screens.
- II. To report progress against the strategy to the Consultative Committee and make such reports available to the public.

Air Quality

- I. Continuous monitoring of oxides of Nitrogen and fine particulate matter.
- II. Diffusion tube monitoring at a minimum of 8 locations around the Airport and to include the submission of an air quality monitoring strategy and commencement of sampling taking place subject to the agreement of the Local Planning Authority. The baseline monitoring shall be undertaken at least 6-9 months prior to the commencement of works.
- III. Scheme to mitigate adverse air quality effects if these are found to exceed National Air Quality Objectives.
- IV. To provide the results of monitoring to the Consultative Committee and make these available to the public.

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- I. Introduction of a Skills and Employment Plan developed in conjunction with West at Work involving a program for young people and persons from disadvantaged backgrounds.
- II. Training programmes for potential employees.
- III. Engagement with partner companies and organisations working at the Airport.

Community Benefit

- I. Establishment of Airport Environmental Improvement Fund for the funding of initiatives to mitigate the impact of aircraft and ground noise, minor improvements to road infrastructure educational projects, nature conservation measures etc for the Parishes immediately surrounding the Airport.
- II. Provision of £200,000 towards a traffic calming scheme for Barrow Gurney payable at 28 days notice
- III. Up to £100,000 to be made towards highway improvement in Bath and North East Somerset.

The application be **APPROVED** subject to the following conditions (varied or amended as appropriate following further assessment):

1. Any application for the approval of reserved matters made pursuant to this planning permission shall be made to the local planning authority before the expiration of 8 years from the date of this permission.
2. The development hereby permitted shall be begun either before the expiration of 10 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last reserved matter to be approved, whichever is the later.

REASON for 1 & 2: In order to comply with Section 92 of the Town and Country Planning Act 1990.

Site specific**New aircraft apron and ancillary development**

3. Details of the reserved matters comprising the external appearance of the aircraft parking area and the landscaping within Sites 'A', 'B' or 'BB' hereby permitted as shown in Drawing Number P11-02 Rev 2 (herein referred to as 'reserved matters') including details of their proposed

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finished surface levels, shall be submitted to and approved in writing by the local planning authority before development within each site hereby permitted is commenced. The development shall be carried out as approved.

REASON; The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

4. Prior to the commencement of development of Site 'A' details of a noise attenuation wall, to be not less than 3-metres high to be erected between points A and B on drawing P1-01 Rev 1, shall submitted to and approved in writing by the local planning authority. The 3 metres high noise attenuation wall as approved shall be completed prior to the first use of Site 'A' by aircraft and thereafter retained in perpetuity.

REASON: In the interests of the amenity of residents around the airport who will be affected by aircraft noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

5. Prior to the commencement of development in Site 'B' details of a 5m high noise attenuation wall to be erected between points C and D on drawing P1-01 Rev 1 shall be submitted to and approved in writing by the local planning authority'. The noise 5 metres high attenuation wall as approved shall be completed prior to the first use of Site 'B' by aircraft and thereafter retained in perpetuity.

REASON for 4 & 5: In the interests of the amenity of residents around the airport who will be affected by aircraft noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

Long-term car parking and ancillary development

6. Prior to the commencement of development reserved matters details of the layout and external appearance of the building(s) and parking areas including their proposed finished surface levels and the landscaping of the site (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority before any development hereby permitted within Sites 'C', 'T' or 'BB' is commenced.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

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7. The car park within sites 'C1 and C2' in Drawing Number P11-02 Rev 2 shall not be brought into use until the first phase of the multi-storey car park as shown on drawing P11-01 has been completed and is in use.

REASON: To ensure that priority is given to development in the Green Belt inset in accordance with policy RD/3 of the North Somerset Replacement local Plan.

8. The car park within site 'C1 and C2' and shown in Drawing Number P11-02 Rev 2 shall only be used between 1 May and 31 October in any year.

REASON: To limit the effects of the proposed development on the surrounding countryside in accordance with policy RD/3 of the North Somerset Replacement local Plan.

9. The car park within site C1 and shown in Drawing Number P11-02 Rev 2 shall not be brought into use unless passenger numbers exceed 8 million per annum in the preceding 12 months.

REASON: To limit the effects of the proposed development on the surrounding countryside in accordance with policy RD/3 of the North Somerset Replacement local Plan.

Extension to the passenger terminal and ancillary development

10. The development hereby permitted within Sites 'D1', 'D2', 'E', 'F' and 'G' as shown in Drawing Number P11-02 Rev 2 shall be carried out in accordance with approved drawings.

REASON: To ensure the development is carried out as approved in accordance with policy GDP/3 of the North Somerset Replacement Local Plan.

Multi-storey car parking and ancillary development

11. The development hereby permitted within Sites 'H' and 'I' as shown in Drawing Number P11-02 Rev 2 shall be carried out in accordance with approved drawings.

REASON: To ensure the development is carried out as approved in accordance with policy GDP/3 of the North Somerset Replacement Local Plan.

Administration building and ancillary development

12. Prior to the commencement of development within Site 'K' reserved matters details of the scale and external appearance of the building hereby permitted and the landscaping of the site (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the

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local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

New aviation fuel storage depot

13. The development hereby permitted within Site 'M' as identified in Drawing Number P11-02 Rev 2 shall be carried out in accordance with approved drawings.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

Airport Services Building (landside ancillary) and ancillary development

14. Prior to the commencement of development within Site 'O' as identified in Drawing Number P11-02 Rev 2, reserved matters details of the scale and external appearance of the building hereby permitted and the landscaping of the site (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

New motor transport building

15. Prior to the commencement of development within Site 'P' as identified in drawing number P11-02 Rev 2 reserved matters details of the scale and external appearance of the building hereby permitted and the landscaping of the site (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

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Flight catering building

16. Prior to the commencement of development within Site 'Q' as identified in drawing number P11-02 Rev 2, reserved matters details of the scale and external appearance of the building hereby permitted and the landscaping of the site (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

Amended road layout and widening of the main airport access road

17. Prior to the commencement of development within Sites 'R' or 'V' as identified in Drawing Number P11-02 Rev 2, reserved matters details of the external appearance of the roadway hereby permitted and the landscaping of the site (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

Security control post

18. Prior to the commencement of development reserved matters details of the scale and external appearance of the Security Control Post and the landscaping of the site (herein referred to as 'reserved matters') within Site 'S' as identified in Drawing Number P11-02 Rev 2 shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

Car rental car parking and ancillary development

19. Prior to the commencement of development reserved matters details of the scale and external appearance of the buildings and parking areas

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hereby permitted within Site 'Y' as identified in Drawing Number P11-02 Rev 2 and the landscaping of the site (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

Royal Mail Airhub and ancillary development

20. Prior to the commencement of development within Site 'S' as identified in Drawing Number P11-02 Rev 2, reserved matters details of the scale and external appearance of the building(s) and parking areas (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

Bristol and Wessex Flying Club building and ancillary development

21. Prior to the commencement of development within Site 'AA' as identified in Drawing Number P11-02 Rev 2 reserved matters details of the scale and external appearance of the building(s) hereby permitted and the landscaping (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

Operational amendments to the runway ends and taxiways

22. Prior to the commencement of development within Site 'DD' as identified in Drawing Number P11-02 Rev 2 reserved matters details of the external appearance of the aircraft pavement hereby permitted and the landscaping (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

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REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

Runway 27 runway end safety area improvements and regrading of the airfield

23. Prior to the commencement of development within Sites 'EE' or 'FF' as identified in Drawing Number P11-02 Rev 2 reserved matters details of the external appearance of the runway end safety area improvements and regrading works hereby permitted and the landscaping (herein referred to as 'reserved matters') shall be submitted to and approved by the local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

Highway Works

24. No development hereby permitted shall take place within the site until detailed drawings for the construction of the following highway improvement schemes have been submitted to and approved in writing by the local planning authority:

1. Improvements to the junctions of Downside Road and West Lane with the A38;
2. Improvements to the A38/BIA entrance roundabout;
3. Automation, where it proves necessary, of the installed traffic lights and existing traffic lights on the A38 at the B3130 Barrow Street junction and at the A38/A368 Churchill crossroads.
4. Upgrading the condition of the highway / highway verge in the section of Winters Lane used by plane enthusiasts.

25. The terminal building extensions hereby permitted (Phase 1 or 2) shall not be commenced until the approved highway improvement schemes referred to in condition 24 have been carried out and completed in accordance with the approved details.

REASON for 24 & 25: To ensure that the public highway is not adversely affected by traffic arising from the development in accordance with policy T/10 of the North Somerset Replacement Local Plan.

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Landscaping

26. The development of each individual phases shall not commence take place until full landscaping specifications for the relevant phase has been submitted to and approved by the local authority for approval. The scheme as submitted shall include:

- Proposed finished levels
- Existing trees, shrubs, hedges or other soft features to be retained
- Planting plans, including specifications of species, sizes, planting centres, number and percentage mix
- Location of any service runs
- Management plan, which shall include maintenance details and a timescale for implementation of the planting. All the planting shall be undertaken in accordance with the timescale set out in the management plan.

27. All the planting shall be undertaken in accordance with the timescale set out in the management plan.

28. Any trees, shrubs or hedges (or part thereof) which comprise part of the scheme of landscaping and which within a period of 10 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with other of similar size and species.

REASON for 26, 27 and 28: To reduce the visual impact of the proposed development on the surrounding countryside in accordance with policy GDP/3 of the north Somerset Replacement Local Plan.

Air noise

29. The area enclosed by the 57dB(A) Leq16hr (0700-2300) contour, when calculated and measured by the Federal Aviation Authority integrated noise model 7.0 or as may be amended over a 92 (day) period between mid June and mid September, shall not exceed 12.42 sq km using the standardised average mode from the date of grant of this permission. Forecast aircraft movements and consequential noise contours for the forthcoming year shall be reported to the Local Planning Authority annually on 31 January each year.

REASON: To protect the amenity of residents who are or will be affected by aircraft noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

30. The area enclosed by the 63dB(A) Leq 16hr (0700h – 2300h) contour for the forthcoming year shall be reported to the local planning authority annually on 31 January each year. Residential properties that are located within the area of this contour (which did not previously qualify for noise insulation in the A38 Diversion scheme) will be eligible for a grant under

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the noise insulation grant scheme and details shall be submitted to the local planning authority for approval. The new noise insulation grant scheme shall be on the same basis as the previous A38 Diversion scheme. The grants shall subsequently be offered to the properties in question.

REASON: To protect the amenity of residents who are or will be affected by aircraft noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

Ground noise

31. No stand hereby permitted within Sites 'A' and 'B' as shown in Drawing Number P11-02 Rev 2 shall be used for live aircraft movements until there is available to it a supply of Fixed Electrical Ground Power (FEGP). For the purposes of this condition, a live aircraft movement is one where the aircraft is using a stand for the purposes of embarking or disembarking passengers or cargo.
32. No stand hereby permitted within Sites 'A' and 'B' as shown in Drawing Number P11-02 Rev 2 shall be used for live aircraft movements as defined in condition 31 above until a management system for the operation of the FEGP supply has been submitted to and approved in writing by the local planning authority. The management system as submitted shall provide for the use of the FEGP supply when available by aircraft on the stand in preference to reliance on Auxiliary Power Units, and for the supply to be maintained in good working order and restored promptly when out of service.
33. Mobile diesel ground power generators and aircraft auxiliary power units shall not be used on Stands 37 and 38 as shown on drawing P1-01. Aircraft using these stands will be towed on to and off the stand without the use of aircraft engines.
34. Auxiliary Power Units shall not be used on stands 33 to 36 as shown on drawing P1-01 between the hours of 23:00 and 07:00.

REASON for 31 to 34: In the interests of the amenity of residents of the areas around the airport who are or will be affected by ground noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

Night flying

35. (a) In this condition and the three following conditions

"airport manager" means the person (or persons) for the time being that having the management of Bristol Airport or persons authorised by such person or persons;

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"maximum certificated weight" means the maximum landing weight or the maximum take-off weight, as the context may require, authorised in the certificate of airworthiness of an aircraft;

"the Notice" means the LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE 2009 (published as a supplement to the United Kingdom AIP by NATS on behalf of the Department for Transport) as from time to time amended or any subsequent notice made under section 78 of the Civil Aviation Act 1982 or any re-enactment, with or without modification, of that section;

"quota" means the maximum permitted total of the quota counts of all aircraft taking off from or landing at Bristol Airport in question during any one season between 23.30 and 06.00, and

"quota count" means the amount of the quota assigned to one take-off or to one landing by any such aircraft, this amount being related to its noise classification as specified below;

"the summer season" means the period of British Summer Time in each year as fixed by or under the Summer Time Act 1972, and

"the winter season" means the period between the end of British Summer Time in one year and the start of British Summer Time in the year next following.

(b) For the purpose of this condition:

- (i) the noise classification of any aircraft shall be that set out in the Schedule of Notice;
- (ii) subject to paragraph (iii), the quota count of an aircraft on take-off or landing shall be calculated on the basis of the noise classification for that aircraft on take-off or landing, as follows:

Noise Classification	Quota Count
Less than 84 EPNdB	0
84- 86.9 EPNdB	0.25
87-89.9 EPNdB	0.5
90 – 92.9 EPNdB	1
93 - 95.9 EPNdB	2
96 - 98.9 EPNdB	4
99 – 101.9 EPNdB	8
Greater than 101.9 EPNdB	16

(iii) Exempt aircraft are -

- (A) those jet aircraft with a maximum certificated weight not exceeding 11,600 kg,

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- (B) those propeller aircraft, which on the basis of their noise data are classified at less than 84 EPNdB and which are indicated as exempt in Part 2 of the Schedule to the Notice. The taking off or landing of such aircraft shall not count towards the quota
- (c) For the purposes of this condition, an aircraft shall be deemed to have taken off or landed at the time recorded by the Air Traffic Control Unit of Bristol Airport.
- (d) This condition shall take effect at the start of the first full season (being the winter season or the summer season) commencing after the date on which the development becomes operational. Subject to the following provisions of this condition, the quota for the summer season shall be 1260, and the quota for the winter season shall be 900 [or such other quotas that may be established in accordance with condition 50.
- (e) An aircraft with a quota count of 2 or above shall not
- (i) be scheduled to take off or land during the period 23.00 hours to 06.00 hours;
 - (ii) be permitted to take off during the period 23.00 to 06.00 except in the period 23.00 hours to 23.30 hours in circumstances where:
 - (A) it was scheduled to take off prior to 23.00 hours; and
 - (B) take-off was delayed for reasons beyond the control of the air traffic operator.
- (f) An aircraft with a quota count of 8 or 16 shall not
- (i) be scheduled to take off or land during the period 23.00 hours to 07.00 hours;
 - (ii) be permitted to take off in the period 23.00 hours to 07.00 hours, except in the period 23.00 hours to 23.30 hours in circumstances where:
 - (A) it was scheduled to take off prior to 23.00 hours; and
 - (B) the take-off was delayed for reasons beyond the control of the aircraft operator.
- (g) An aircraft shall not be permitted to take off or be scheduled to land during the period 23.00 hours to 07.00 hours where -
- (i) the operator of the aircraft has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) sufficient information to enable the airport manager to verify its noise classification and thereby its quota count; or

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- (ii) the operator claims that the aircraft is an exempt aircraft, but the aircraft does not, on the evidence available to the airport manager, appear to be an exempt aircraft.
- (h) If a quota specified in paragraph (d) is exceeded by up to 10% in any one season, the quota for the season next following shall be reduced by the amount of that excess.
- (i) If that quota is exceeded by 10% or more in any one season, the quota for the season next following shall be reduced by the amount of excess up to 10% plus twice the amount of the excess over 10%.
- (j) If any part of that quota remains unused in any one season, the amount of the shortfall up to a maximum of 10% shall be added to the quota for the season next following.
- (k) This condition shall not apply to any take-off or landing, which is made:
 - (i) where the airport manager decides, on reasonable grounds, to disregard for the purposes of this condition a take-off or landing by a flight carrying or arriving to collect cargoes, such as medical supplies, required urgently for the relief of suffering, but not cargoes intended for humanitarian purposes where there is no special urgency;
 - (ii) where the airport manager decides to disregard for the purposes of this condition a take-off or landing in any of the following circumstances:
 - (A) delays to aircraft, which are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers or animals;
 - (B) delays to aircraft resulting from widespread and prolonged disruption of air traffic;
 - (C) where an aircraft, other than an aircraft with a quota count of 8 or 16, is scheduled to land after 06.30 but lands before 06.00;

Provided that, for the avoidance of doubt, where an aircraft is scheduled to land between 06.00 and 06.30 hours but lands before 06.00, that landing shall count towards the quota.

It shall be the duty of the airport manager to notify the local planning authority in writing, within one week from it occurring, of any occasion (whether a single occasion or one of a series of occasions) to which this paragraph applies.

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- (I) This condition shall not apply to any take-off or landing which is made in an emergency consisting of an immediate danger to life or health, whether human or animal.
36. The airport manager shall provide at the end of every season a report to the local planning authority and to all other members of the airport consultative committee on the usage of the quota.
37. This will applies to a review of the quota count system and the final wording will be presented as an update to the Committee.
38. The total number of take-offs and landings between the hours of 23:30 hours and 0700 hours in the summer season shall not exceed 3000. The total numbers of take offs and landings between the hours of 23:30 hours and 06:00 hours in the winter season (as defined in condition 35) shall not exceed 1000. For the purposes of this condition flights falling within the categories listed in condition 35(k) shall not be included.

REASON for conditions 35 - 38: In the interests of the living conditions of residents of the areas around the airport who are or will be affected by night time noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

Archaeology

39. Prior to the commencement of development on either site 'C' or 'U' as shown in Drawing Number P11-02 Rev 2 a programme of archaeological work shall be submitted to and approved in writing by the Local Planning Authority. These works shall be undertaken in accordance with the timescale set out in the approved programme.
40. The developer shall afford access at all reasonable times to any archaeologist nominated by the local planning authority to allow the observation of the excavations and the recording of items of interest and finds within any Sites 'C' and 'U'.

REASON FOR 39 AND 40: To ensure that the archaeological richness and educational value of the airport site is retained in accordance with policy ECH/6 of the North Somerset Replacement Local Plan.

Flood Risk, Water quality and Drainage

41. Prior to the commencement of development full details identifying the monitoring, mitigation and reporting of groundwater level and quality during the construction operations hereby approved shall be submitted to and approved in writing by the Local Planning Authority. These details shall identify the groundwater monitoring that will be implemented and monitored to measure any impacts on groundwater that might result from the development. Monitoring protocols shall be agreed with the Local

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Planning Authority, as well as reporting frequencies and triggers that will be implemented should contaminants be observed.

42. The construction of any storage facilities and associated pipelines for oils, fuels or chemicals shall not be carried out until details have been submitted to and approved in writing by the local planning authority. The construction of the storage facilities shall subsequently be carried out as approved.
43. A written statement providing details of water efficiency measures that will be incorporated into the relevant development shall be submitted to and approved in writing by the local planning authority before development takes place within Sites D1, D2, E, F, G, H, K, P, Q, Y and Z as identified in Drawing Number P11-02 Rev 2. The water efficiency measures set out in the approved statement shall thereafter be provided and retained.
44. Prior to the commencement of development a surface water limitation scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, shall be submitted to and approved in writing by the Local Planning Authority (LPA). The submitted details shall clarify the intended future ownership and maintenance provision for all drainage works serving the site over the lifetime of the development. The scheme shall subsequently be implemented in accordance with the approved details and programme before the development is completed.
45. Prior to the commencement of development details of surface water drainage works shall be submitted to and approved in writing by the local planning authority. The approved works shall be implemented prior to completion of the development.
46. Prior to the commencement of development an appropriate site investigation shall take place to identify any existing contamination across the airport and to remediate this where appropriate. This work shall focus on areas where historic land uses have presented a risk of contamination (such as existing and old fuel storage areas, deep soakaways, old fire training areas etc). The proposed site investigation and remediation or mitigation resulting from this shall be agreed in writing with the Environment Agency prior to construction phase of work commencing.
47. Prior to the commencement of development details of a foul water drainage scheme including a timetable for its implementation, shall be submitted to and approved in writing by the Local Planning Authority. The approved works shall be completed in accordance with the approved programme.

REASON for 41 to 47: To prevent the increased risk of flooding, to improve water quality and to prevent pollution of the water environment in accordance with Policy GDP/4 of the North Somerset Replacement Local Plan.

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Construction

48. Access to the site for construction vehicles will be by the A38. No construction vehicles will be allowed to use Downside Road, West Lane or the B3130.
49. Prior to the commencement of development a construction management plan for the site identified in the informative shall be submitted to and approved in writing by the local planning authority. The plan as submitted shall include: a) routes to be used by contractors' vehicles moving to and from the site (and the appropriate signing thereof); b) temporary noise protection measures relating to the site and a programme of auditing and reporting of the proposed mitigation measures that will assess the extent of implementation and compliance and (c) proposed working hours. The plan shall subsequently be implemented as approved for the duration of the development being carried out on that site.
50. Prior to the commencement of development on each site, construction management proposals specific to a site (including: hours of working, wheel washing and dust suppression measures) shall be submitted to and approved in writing by the local planning authority. The proposals shall subsequently be implemented as approved for the duration of the development being carried out on that site.

REASONS for Conditions 48 - 50: To protect the amenity of residents around the airport in accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

Nature conservation

51. Prior to the commencement of development a biodiversity action plan for the airport site shall be submitted to and approved in writing by the local planning authority. The proposals shall subsequently be implemented as approved for the duration of the development being carried out on that site.

REASON: To ensure that the proposed development will not diminish the nature conservation values of the airport site in accordance with Policies ECH/11, ECH/12 and ECH/13 of the North Somerset Replacement Local Plan

52. Prior to the installation of any means of external illumination of any building or structure or other parts of the site on the site (including during the period of construction works) a site-wide lighting strategy incorporating a lighting contour plan with details of light intensity and hours of lighting operation which shall be in general accordance with the submitted lighting strategy shall be submitted to and approved, in writing, by the Local Planning Authority. Measures to control light pollution should be identified

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as part of the site wide strategy. The approved site wide strategy shall not be varied without the agreement in writing of the Local Planning Authority.

REASON: To ensure the survival of rare or protected species in accordance with Policies ECH/11, ECH/12 and ECH/13 of the North Somerset Replacement Local Plan

53. Prior to the commencement of works, full details of a scheme of measures to provide vegetated corridors on site including a plan (which may include some water features) to permit the continued foraging and commuting of horseshoe bats shall be submitted to and approved in writing by the Local Planning Authority and implemented in full unless otherwise agreed in writing with the Local Planning Authority. The plan should compare the new level of provision for foraging and commuting with the existing conditions on the site. Strategically placed lines of trees should be provided within car parks to allow linkages for foraging and commuting bats.

REASON: To ensure the survival of rare or protected species in accordance with Policies ECH/11, ECH/12 and ECH/13 of the North Somerset Replacement Local Plan.

54. Prior to the commencement of works on site, full details of pollution control measures are to be provided within a Construction Environmental Management Plan for the site. This should ensure that adverse impacts such as dust or other aerial pollution as a result of construction works are eliminated or minimised. The Construction Environmental Management Plan should be submitted to and approved in writing by the Local Planning Authority and implemented in full unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure the survival of rare or protected species in accordance with Policies ECH/11, ECH/12 and ECH/13 of the North Somerset Replacement Local Plan

55. The ecological mitigation proposals set out in volume 4 of the Environmental Statement shall be undertaken as set out in the report. Prior to the commencement of development a strategy following these principles shall be submitted to and approved in writing by the Local Planning Authority and implemented in full unless otherwise agreed in writing.

REASON: To ensure the survival of rare or protected species in accordance with Policies ECH/11, ECH/12 and ECH/13 of the North Somerset Replacement Local Plan.

56. Prior to the commencement of works on site, a ten-year site-wide landscape and nature conservation management plan shall be produced for the application area. This shall include consideration of features of landscape and nature conversation interest, objectives, management

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prescriptions, a work schedule including a 10-year annual work plan, resourcing and monitoring. This shall be submitted to and approved in writing by the Local Planning Authority and implemented in full unless otherwise agreed in writing.

REASON: To ensure the survival of rare or protected species in accordance with Policies ECH/11, ECH/12 and ECH/13 of the North Somerset Replacement Local Plan.

57. Prior to the commencement of development a ten-year Airport Biodiversity Action Plan shall be submitted to and approved in writing by the local planning authority. This shall include SMART targets, relevant Habitat and Species Action Plans with ecological monitoring protocols. The Plan shall be implemented in full unless otherwise agreed in writing.

REASON: To ensure the survival of rare or protected species in accordance with Policies ECH/11, ECH/12 and ECH/13 of the North Somerset Replacement Local Plan.

Cycling/Motor Bikes

58. Works to redevelop the North side car parks shall not commence until details of staff and customer cycle and motorbike parking have been submitted to and approved in writing by the Local Planning Authority. The approved cycle and motor-cycle parking areas shall be constructed and available for use before the first phase of the passenger terminal extension and be retained at all times thereafter.

REASON: To ensure that adequate provision is made for cyclists and motorbikes in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

CCTV Cameras

59. Prior to the commencement of work details of the CCTV camera system to be installed in the Northern car park shall be submitted to and agreed in writing by the Local Planning Authority. The agreed system shall be installed prior to the completion of the first phase of the multi storey car park on site.

REASON; to ensure that the surface car park is developed in accordance with 'Secure by Design' principles in accordance with policy GDP/3 of the North Somerset Replacement Local Plan.

Energy Compound and Energy Efficiency

60. No works to implement the terminal extensions hereby permitted shall commence until details of the 'Energy Compound' as shown in Drawing Number P1-01 Rev 1, including its layout, scale, appearance, landscaping, details of the proposed renewable energy production

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equipment; predicted levels and type of energy generation and a timetable for its implementation have been submitted to and approved in writing by the Local Planning Authority. The 'Energy Compound' shall be implemented in accordance with the approved details and timetable and a Post Construction Review Report undertaken by a licensed BREEAM assessor to confirm implementation and performance of the approved equipment shall be submitted to the Council. Once implemented, the 'Energy Compound' shall be retained and maintained in full working order at all times thereafter, unless otherwise authorised in writing by the Local Planning Authority.

REASON: To ensure that optimum practical solutions are implemented to reduce the energy requirements of the development, in accordance with Policy GDP/2 and GDP/3 of the North Somerset Replacement Local Plan.

61. Notwithstanding condition 60, a written statement setting out the energy efficiency measures to be incorporated into the design of all buildings, including construction materials, fenestration, lighting, water, heating and ventilation systems shall be submitted and approved by the local planning authority before development is commenced. The approved measures shall be implemented as part of the development and retained thereafter.

REASON: To ensure that the proposed development makes prudent use of natural resources in accordance with Policies GDP/2 and GDP/3 of the North Somerset Replacement Local Plan.

Waste recycling

62. Prior to the commencement of development within a site, a written statement providing details of waste recycling measures to be used as part of the development including the re-use of excavated materials shall be submitted to and approved in writing by the local planning authority. The proposals shall subsequently be implemented as approved for the duration of the development being carried out on that site.

REASON: To ensure that the development incorporates appropriate measures for managing waste in accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

Micro Turbines

63. Notwithstanding, the approved specifications, detailed drawings to a scale of 1:100 or 1:200 showing the position and appearance of roof mounted micro-turbines including details of any equipment cabinets and acoustic information regarding their optimum noise generation, shall be submitted to and approved in writing by the Local Planning Authority before they are installed.

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Reason: To ensure that the appearance of the turbines are acceptable and to ensure that noise generation will not cause unacceptable harm to the amenities of nearby residents, in accordance with Policies GDP/2 and GDP/3 of the North Somerset Replacement Local Plan.

Carbon Management Plan

64. Before the first phase of the development hereby approved is brought into use, a Carbon Management Plan identifying initiatives to offset the increase in carbon dioxide emissions from Airport activities shall be submitted to and approved in writing by the Local Planning Authority and thereafter shall be fully complied with. This shall include: (i) the scope of the Carbon Management Plan being agreed; (ii) a timetable with targets for Carbon Management being agreed; and (iii) an annual report to be submitted to the Local Planning Authority that sets out progress made against agreed targets, including an independent third party audit and recommendation for reviewing targets where deemed necessary. The agreed targets shall be complied with unless otherwise authorised in writing by the Local Planning Authority.

Reason: to mitigate the increase in carbon dioxide emissions in accordance with Policy GDP/2 and GDP/3 of the North Somerset Replacement Local Plan and advice set out in PPS1 Planning and Climate Change.

Passenger Numbers

65. The passenger throughput at Bristol International Airport shall not exceed 10 million passengers in any 12-month period (to be taken from 1 January to 31 December in any calendar year – unless a different 12-month start and end date is agreed)

Reason: To ensure that the environmental, traffic and community impacts that would arise from 10mppa are not increased without a proper and formal process to consider any future increase in passenger numbers, in terms of the likely impacts and mitigation. This is consistent with Policies GDP/2 and T/12 of the North Somerset Replacement Local Plan.

66. At the point when any part of the passenger terminal extension hereby granted is brought in to use, Bristol International Airport shall provide the Local Planning Authority with a monitoring report to show the total passenger numbers using the airport for the preceding 6-month periods ending 1 November and 1 May each year (unless alternative dates are agreed).

Reason: To ensure that the growth in passenger numbers can be monitored and to ensure that passenger numbers do not exceed 10 mppa, as set out in condition 65.

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Permitted Development

67. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any order amending or revoking and re-enacting that Order, no development, other than that authorised by this planning permission, shall take place outside the 'Airport Operational Boundary' as shown in Drawing Number (to be added) without the permission, in writing, of the Local Planning Authority.

Reason: The Local Planning Authority wish to retain control over further development on land that is outside of the 'Airport Operational Boundary' and inside the Green Belt as shown in Drawing Number (to be added) the in order to maintain the integrity and appearance of this land and in accordance with Policies GDP/3, RD/3 and T/12 of the North Somerset Replacement Local Plan.

Notes

The following Advice Notes should be added to the planning consent.

Note 1.

The applicant is advised that the adjoining North Somerset and Mendip Bats Special Area of Conservation comprises a highly protected suite of sites for wildlife and ecology of international importance.

Note 2. Annex 1. Qualifying Features

- Semi-natural dry grassland and scrubland facies: on calcareous substrates (*Festuco-Brometalia*)
- *Tilio-Acerion* forests of slopes, screes and ravines
- Caves not open to the public
- Lesser horseshoe bat *Rhinolophus hipposideros*
- Greater horseshoe bat *Rhinolophus ferrumequinum*

Note 3. There must be no interruption to the surface water and/or land drainage system of the surrounding land as a result of the operations on the site. Provisions must be made to ensure that all existing drainage systems continue to operate effectively without increasing the flood risk off site.

Note 4: The approval of any foul drainage scheme shall not over-ride any private agreements that need to be secured with Utility Companies and / or any affect private land owners.

Note 5: The planning permission must be read in conjunction with the Section 106 Legal Agreement.

Note 6: The planning application has been approved on the basis of the following documents: List to be added.

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APPENDIX 1- ABBREVIATIONS AND ACRONYMS USED IN THIS REPORT

AONB	-	Area of Outstanding Natural Beauty
ASAS	-	Airport Service Access Strategy
ATWP	-	Air Transport White Paper
ATWP PR	-	Air Transport White Paper - Progress Report
ATM	-	Air Transport Movement
APD	-	Air Passenger Duty
BANES	-	Bath and North East Somerset Council
BCC	-	Bristol City Council
BIA	-	Bristol International Airport
BV	-	Bureau Veritas
CAA	-	Civil Aviation Authority
CABE	-	Commission for Architecture and the Built Environment
CCC	-	Committee on Climate Change
CS	-	Core Strategy
DB	-	Decibels
DDA	-	Disability Discrimination Act
DPD	-	Development Plan Document
EA	-	Environment Agency
EIA	-	Economic Impact Assessment
EIR	-	Economic Impact Report
ES	-	Environmental Statement
ETS	-	Emissions Trading Scheme
EU	-	European Union
GBTS	-	Greater Bristol Transport Study
GHGs	-	Green House Gases
GOSW	-	Government Officer for the South West
JLTP	-	Joint Local Transport Plan
JRSP	-	Joint Replacement Structure Plan
HIA	-	Health Impact Assessment
IEMA	-	Institute of Environmental Management & Assessment
LDD	-	Local Development Documents
LDF	-	Local Development Framework
LPA	-	Local Planning Authority
MSCP	-	Multi Storey Car Park
MP	-	Master Plan
MPPA	-	Million Passengers Per Annum
NE	-	Natural England
NHS	-	National Health Service
NSC	-	North Somerset Council
NSRLP	-	North Somerset Replacement Local Plan
PCAA	-	Parish Council Airport Association
PPG	-	Planning Policy Guidance
PPS	-	Planning Policy Statement
P&R	-	Park and Ride
PT	-	Public Transport
RPG	-	Regional Planning Guidance

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RSPB	-	Royal Society for the Protection of Birds
RSS	-	Regional Spatial Strategy
SBAE	-	Stop Bristol Airport Expansion
SCI	-	Statement of Community Involvement
SSE	-	Stop Stansted Expansion
S106	-	Section 106 Agreement
TA	-	Transport Assessment
WSM	-	Weston-super-Mare
YA	-	York Aviation

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APPENDIX 2 - SUMMARY OF CONSULTATION RESPONSES RECEIVED

Full copies of representations received are displayed on the Council's Web Site.

This is divided into two parts. The first section summarises representations received in response to the planning application documents received in June 2009 and the second section summarises representations received following amendments made in December 2009.

Some consultees have made multiple representations.

SUMMARY OF RESPONSES TO INITIAL SUBMISSION

Bath and North East Somerset

- (1) that Bath and North East Somerset Council considers that the causes and effects of climate change should be a major consideration in a development of this nature and therefore recommends that the Airport expansion application should be refused on these grounds.
- (2) However, if North Somerset Council are minded to grant permission regardless, then:
 - (i) concerns are expressed regarding increased traffic on the B3130 around Chew Magna which need to be mitigated and that at present, in the absence of mitigation measures, an objection is made on the grounds that the development is contrary to Policy T24 of the Bath and North East Somerset Local Plan (including Minerals and Waste Policies) 2007;
 - (ii) that North Somerset should advise Bath and North East Somerset Council how it is to counteract and offset the inevitable and immediate detrimental effects of the expansion;
 - (iii) that North Somerset be urged not to accept the proposal without a substantial contribution towards public transport and the road network;
 - (iv) that North Somerset Council be requested to delay determination of the application so that an independent noise consultant can consider further the noise impact of the development on residents of Bath and North East Somerset and the findings can be considered by Bath and North East Somerset Council;
 - (v) concern is expressed regarding the levels of increase of Co2 emissions as a result of the proposed expansion which will make achieving challenging Climate Change targets difficult;
 - (vi) Bath and North East Somerset Council would not want to see any increase whatsoever in night flights

SECTION 1**Bristol City Council**

Does not support the current proposals because past concerns in that the environmental impacts could be substantial and previous concerns raised by the Council in their responses to the Master Plan 2006 and pre-application consultation have not been addressed.

Should NSC be minded to grant planning permission the mitigation set out in letter dated 18 August 2009 needs to be secured.

Concerns include

Noise

Increase in aircraft flights especially within the shoulder periods 06.00-07.00 & 23.00-23.30. The Environmental statement does not fully address the increased over-flying disturbance to Bristol residents and the set targets made by BIA are too vague.

Air Quality

The ES excludes areas within in Bristol so it is not possible to directly assess the impact of the development on air quality within the city. As predicted traffic flow will increase along Parson Street Gyratory, generate more emission and affect the air quality in the foreseeable future.

The expansion is contrary to the City's Council aspirations for cleaner air in the city.

Climate Change

Insufficient evidence within the application exists to guarantee a minimum of 15% of the predicted energy requirements will come on site renewable sources.

Sustainable design or the use of sustainable energy onsite will not lessen the impact made by increased carbon emissions.

Relying on the buildings and public transport movements will not significantly mitigate the increase in Co 2 emissions. It will make it difficult for the West of England to meet existing reduction targets in Co2 emissions.

Questions whether the BIA expansion is consistent will depend upon the report from The Committee on Climate Change due 29 December 2009.

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Economy

Transport options should enable local residents especially deprived wards to gain access to BIA employment opportunities since the flyer misses out areas such as Hartcliffe, Filwood, Knowle and Whitchurch Park.

Public Transport

Considers the 15% target of passengers using public transport acceptable and supports the strategy of developing the Bristol Flyer service.

The use of the proposed Bus Rapid Transit system will also encourage public journeys to and from the airport and so BIA should pay a contribution towards its funding.

Traffic

Concerned the transport assessment has not calculated a realistic figure because the proposed traffic to be generated by the South West Bristol Urban Extension and South Bristol Link proposals have not been included. Therefore the City Council welcomes a contribution towards the South Bristol Link proposals since airport traffic levels is likely to increase.

The airport peak periods differ from peak periods on the surrounding highway network, the TA does not model Bristol junctions in detail and so airport traffic will have a greater impact than what has been predicted.

City Council supports the contributions set out in S106 Agreement for highway mitigation measures and public transport movements. However will this contribution fund improvements to minor improvements to junctions along the main airport routes within Bristol?

Draft S106 agreements

Bristol City Council is still an active member of the BIA Transport Forum of the draft agreement and so should be listed within Para 1.5 on page 3 of the draft agreement.

The draft text of the S106 agreement also needs to be more concise so ambiguous phrases such as "use reasonable endeavours " be replaced by "require". Furthermore, all contribution sums should be listed to preserve their value.

Also mitigation measures addressing climate change impacts in relation to high carbon emissions from surface transport is needed.

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South Gloucestershire Council

Fuel Sourcing: NSC should ask BIA to investigate the potential for fuel to be piped (extension to the Government Oil Pipeline at nearby Flax Bourton instead of being delivered by road.

Noise: To minimise noise to areas of South Gloucestershire NSC must assure procedures/conditions to ensure track keeping of noise hours of operation are in place and penalties are enforceable to deal with any breaches.

Disappointed that public transport links to the airport are not proposed to and from South Gloucestershire. Existing indirect routes are not widely available.

Welcomes the improvement to the Flyer and proposed South Bristol Bus Rapid Transit Route, however bus routes or a link to Bristol Parkway should be investigated in the long-term and be included in the Airport Surface Access Strategy.

Agrees the expansion will improve economic development and be sustainable as possible.

South Somerset District Council

Application should be considered against Policy RPG10 and emerging Regional Spatial Strategy.

Sedgemoor District Council

No objection as the expansion of the airport is likely to be economically beneficial to the district by improving accessibility.

Mendip District Council

No objection, subject to careful consideration of the Environmental Impact Assessment, having particular regard to traffic generation, aircraft noise and flight paths.

Somerset County Council

Recognises the key role of Bristol International Airport is vital to transport and economic growth within the South West Region, but expects North Somerset Council to fully address measures to protect the environment, in the vicinity of the airport and under flight paths from adverse effects of air traffic.

Requests the impact of likely road traffic levels on the A38 are rigorously examined before this application is determined. However, SCC is concerned that the 9% increase on the AM peak traffic south of Churchill on the A38 will

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impact on the settlements along this route and create further pressure on J22 of the M5 and related road networks.

Concerned the increase (combined with development in Bridgwater) traffic along the A38 south of Churchill may affect air quality on the floristic composition of the Mendip Limestone Grasslands SAC through Shute Shelve. This point was highlighted in the HRA Sedgemoor DC LDF Core Strategy but must be taking into account considering the HRA of this application.

Is fully aware of the potential effect of increased public and construction traffic safety on the A38 in Somerset. However the SCC have concerns the mitigation measures do not address the road safety impact within Somerset despite this route being designated as a Red Route.

To help take into account trans-boundary effects, SCC expects the 'Natura 2000 sites' in the Mendip Hills, such as North Somerset and Mendip Bats SAC & the Severn Estuary sites in terms of loss of disturbance and potential loss of habitat from land take are to be part of the Habitats Regulations Assessment carried out by NSC.

Town and Parish Council's within North Somerset

A cumulative list of points is summarised at the end of the Parish Council list

Backwell Parish Council: Object.

Barrow Gurney Parish Council: Object

Blagdon Parish Council: OBJECT

Burrington Parish Council: Object

Butcombe Parish Council: Object

Brockley Parish Council: Object.

Churchill Parish Council: Object

Congresbury Parish Council: Object

Clapton-in-Gordano Parish Council: Mixed

Cleeve Parish Council: Object

Dundry Parish Council: Object

Flax Bourton PC: Object

Kingston Seymour Parish Council: Concerned with regard to environmental affects of proposal.

Long Ashton Parish Council: Concerned with a number of key aspects of the proposal and object to the loss of green belt land

Nailsea Town Council: Approved, subject to improvements to infrastructure

WSM Town Council: Supports reduction in out commuting to SE Airports and additional employment opportunities. However, concerns regarding noise, infrastructure, night flights etc.

Wick St Lawrence Parish Council: Object

Winford Parish Council (including Airport Working Party): Object. This Parish Council is the most affected Parish because it is on the direct flight path into BIA and that aircraft landing or departing fly only a few hundred feet above the villages of Winford and Felton. Other details points are contained in the cumulative summary below.

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Winscombe and Sandford Parish Council: Mixed.

Yatton Parish Council: encourage BIA to minimise the impact of its operations for the benefit and protection of local residents and their environment. Future expansion plans, which will have an adverse environmental impact, will not be supported.

Summary of Representations from Town and Parish Council's within North Somerset:

Traffic / Parking / Pedestrians and Cyclists

- The models used to justify an increase in further passenger numbers are out of date because of the recession. The figures on passenger demand, road travel and government approval and financing of associated works are all based on pre-recession studies and forecasts.
- Restricting legal off airport parking should be given more of a fair hearing otherwise it will only encourage fly parking on local roads and common land further.
- Road improvement to A38 / Downside Road junction should introduce no right turn
- The flyer concession offer in the draft s106 agreement for 3 local postal areas to pay a 50% fare is not generous when no other public transport is available. To be more beneficial two an hour should be diverted along Winford and Felton.
- The bus transport system cannot be relied upon when it still is in the design stage and has not been granted funding.
- Request the re-examination of the scheme to improve the critical junctions, which was originally proposed during the building of the new terminal in 1996.
- Cumulative impact of traffic arising from other current proposals including the South-West Bristol Urban Expansion and new stadium for Bristol City Football Club has not been considered.
- No real measures have been proposed to reduce car trips to the Airport especially passengers coming from the south of the airport. The use of the Bus Rapid Transit Phase 1 will only provide limited relief.
- Providing additional airport parking will only encourage more passengers to use cars than public transport.
- The increase traffic use of the A38 will create rat runs via country lanes within the villages and will further create more congestion within this locality

SECTION 1

- Concerned the Entec transportation analysis does not consider the effect on pedestrian amenity, accidents and safety, community severance (including walking along roads without pavements) and pedestrian fear and intimidation.
- Further expansion to the airport will further increase the volume of Bristol Airport traffic using inappropriate access routes through lanes and villages which will have a detrimental impact on life and safety in Barrow Gurney and on residents using the A38.
- Very little independent traffic survey data used
- To avoid the use of rat runs through Barrow Gurney and other parishes on the A370 corridor; a bypass is needed.
- Insufficient suitable access roads and insufficient public transport alternatives has created only more traffic volumes which are already overloading the existing road network since all passengers access BIA by road.
- Object until airport related traffic is diverted from Barrow Gurney village and appropriate measures for community protection have been put in place on the A38 within the Parish.
- There is a need for the installation of traffic lights at the junction of Downside and Brockley Coombe by The Airport Inn.
- Resolve the current congestive problems at all the sets of traffic lights at Congresbury.
- Nature of village roads are narrow and already pose hazards for the volume of cars currently using them. The expansion will exacerbate these issues.
- Not conducive to cycle safety
- Specific signage is used on the motorways to discourage exit to the airport at the Clevedon intersection.
- To help benefit the village communities a creation of a link road between the A370 and A38 is needed.
- BIA Authorised taxis should not use rural routes as shortcuts to and from Airport
- Need for traffic calming in Hyatts Wood Road

SECTION 1

- Work to make safe the junction in Winford where Regil Lane joins the B3130
- The provision of a foot/cycleway from Felton to the A38 to complete phase 2 of the project.
- Completing Phase 3 of the Winford Centre improvements project.

Noise Issues

- A Section 106 agreement should cap expansion at the airport dependent on specific target improvements to reduce the problems and impact of additional passengers and flights.
- Night noise flight limitations do not take into account the traffic noise generated before the busy 6.00am flight period, which starts from 4.30am onwards.
- Noise attenuation wall, tree screening should be in place at start of building process to reduce noise interference to residents
- Night noise quotas at 2005 levels are not good enough their needs to be a reduction in that quota.
- Questions the urban criterion used by BIA for noise annoyance since the airport is in a rural and not urban area. Considers the use of this criterion to be flawed since data from BIA not included in the application at Rhodyate Hill has recorded a monthly average daily rate of 60dba with peaks in excess of 103dba.
- Questions whether the contour maps are based on current or 10mppa throughput? What mitigating offers is BIA offering to residents who may have difficulties in selling their properties or have to drop their sale price because of falling within an expanded risk area?
- The aircraft noise contour map is unclear to a layman and does not indicate whether the figures are based on recent or old data?
- There should be no increase in night flights above the current 2008 numbers, and recommend night flights should be restricted to the hours of 11.30pm to 6am. These shoulder times of 6am to 7am and 11pm to 11.30pm should be restricted by quota to stop an increase in flights in these periods.
- Data for all aircrafts including private and freight flights have not been included with BIA's forecast data. These aircraft movements add to the noise annoyance and should be taken into account.

SECTION 1

- Requests the noise insulation grant scheme be re-opened to ensure what has previously been installed in properties now meets current building standards
- Resulting from both day and night flights will have a detrimental effect on well being of residents especially living under the flight paths.
- Concern the expansion will increase the number and frequency of long haul flights and noisier aircrafts.
- Requests the noise insulation grant scheme be re-opened to ensure what has previously been installed in properties now meets current building standards.

Climatic Issues / Emissions

- A section 106 Agreement is undertaken and used for the improvement of public transport network and to mitigate the effects of CO2 emissions.
- Questions how the expansion of BIA aligns with the Government's aim to reach an 80% reduction in greenhouse gases by 2050 when an increase in air travel will result in further green house gas emissions.
- The airport expansion will increase pollution and have a detrimental effect upon the residents and environment within the local area. BIA's own data show breaches of the annual limits of nitrogen dioxide, which will only increase because of further traffic and aircraft movements.
- Concern over particulates (residue from both burnt and unburnt aviation fuel), which are already experienced by residents North of the River Yeo.

Green Belt

- Does not believe any special circumstances have been demonstrated to justify using 12.4 hectares of Green Belt for car parking. The RSS has been delayed and the Local Plan states such development should remain within the operating boundaries. Furthermore no public consultation has taken place by NSC on removing this Green Belt boundary.

Miscellaneous

- Does not believe the airport expansion will create long-term jobs due to technological advancements reducing the need for manpower.
- The models used to justify an increase in further passenger numbers are out of date because of the recession. The figures on passenger

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demand, road travel and government approval and financing of associated works are all based on pre-recession studies and forecasts.

- Unconvincing economic gain forecasts,
- Adverse impact of ecology and wildlife
- Some building heights (Those up to 8 metres high, would have unacceptable impact on setting of AONB
- Inadequate Green Technology
- Landscape Plan should be undertaken early in process
- The BIA obligations that are listed in the s106 are expressed in vague terms and need to be exact, precise and measurable.
- The draft s106 agreement should cap expansion at the airport dependent on specific target improvements to reduce the problems and impact of additional passengers and flights.
- There is no need for a Hotel within the Airport

Parish Councils outside North Somerset

Cheddar Parish Council: Supports Application

Batheaston Parish Council: Reservations.

Bitton Parish Council: Mixed comments

Chew Magna Parish Council: Mixed Comments

Compton Dando Parish Council: Objects

Compton Martin Parish Council: Passenger numbers need to be capped at 8mppa.

Corston Parish Council: Objects

Claverton Parish Council: Do not feel they will be affected by proposal.

Downend and Bromley Heath Parish Council: No comments

Dunkerton Parish Council: Not against expansion provided delivery of infrastructure is carefully phased

East Harptree Parish Council: Object

Englishcombe Parish Council: No objection subject to better infrastructure and public transport.

Freshford Parish Council: Passenger numbers should be capped at 8mppa and a dedicated bus service provided from Bath.

Keynsham Town Council: Unanimously support the introduction of a Bath flyer serving BIA and request that any permission granted contains a requirement for a stop at Keynsham. This service should be introduced at a much earlier date than the number of years suggested by BIA.

Marksbury Parish Council: Advise that they are very concerned about the likely increase in traffic on country roads and the increase in noise from over flying aircraft.

Nempnett Thrubwell Parish Council: Mixed Comments

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Norton Malreward Parish Council: object

Paulton Parish Council: The Committee supports the application but there is a need to be wide ranging road and public transport movements before the proposed development is operational. No night time flying should be permitted between the hours of 11.00pm and 6.00am.

Priston Parish Council: Object

Publow with Pensford Parish Council: Object

Saltford Parish Council: Mixed Comments

Shipham Parish Council: Object

South Stoke Parish Council: Object

Stanton Drew Parish Council: Mixed comments

Stowey-Sutton Parish Council: Welcome development provided improvements to infrastructure are made and that there is no increase in night flights.

St Catherine Parish Council: Objects unless the flight paths are routed to areas, which already endure noise blight such as the M4 corridor in order to protect tranquillity and amenity areas of the St Catherine Valley countryside.

Timsbury Parish Council: Mixed Comments.

Ubley Parish Council: Objects

West Harptree Parish Council: No objections

Whitchurch Parish Council: Premature to make decision on application with RSS unresolved. Also object for following reasons; significant increase in private car journeys, inadequate road infrastructure, minor roads already over-used, noise pollution

Summary of Comments in Support from Parish Councils outside North Somerset

- Good for local economy and tourism
- Will reduce distance travelled to other airport through better competition

Summary of Objections from Parish Councils outside North Somerset

- Noise
- Disturbance at Night
- Inadequate improvement in infrastructure to facilitate growth
- Flight Path not adhered to causing noise disturbance
- No flights after 10pm or before 7am
- Concern regarding any increase in CO2 emissions from aircraft and the increase in cars traveling to the site
- Passenger capping of 8mppa by 2016
- There should be an absolute cap on the number of night flights
- Premature to decide application until RSS is resolved
- Rural location of airport is not geared for substantive growth
- Dedicated bus service from bath be re-instated
- No increase in night flights

SECTION 1**CONSULTATIONS****Environment Agency**

No objections, subject to the imposition of conditions.

Wessex Water

The existing public foul sewerage does not adequate capacity to service a development of this scale especially when wet weather and peak foul flows from the existing airport discharge combine. This would result in an increase risk of sewer flooding to properties downstream.

Limiting flows from the new development to the existing peak discharge will still not address the problem because flood event duration would significantly increase.

As highlighted in section 9 of the Services Infrastructure Report study work in this area is on going to determine the best means of adequately draining the site and has confirmed the need for a substantial flow balancing and attenuation storage facility between the airport discharge and Felton Village plus the upsize of the existing public sewers upstream of the new facility to the airport connection. These improvements would be required and be operational before occupation and the use of the additional terminal building and/or hotel site.

Using water efficient appliances is supported but it will not eliminate the need to provide the above improvements.

It is essential all storm waters flows from the site are disposed of to ground locally as proposed in the report, either directly or via appropriate treatment and attenuation arrangements. No surface water should be connected to the foul system.

The sewerage treatment works at Chew Stoke require upgrading in line with the development of the site and additional flow generation. The terminal pumping station should have sufficient capacity to accept the foul flows provided the above attenuation and storage works are implemented.

Wish any planning approval to be conditional upon no development proceeding until adequate arrangements have been agreed with Wessex Water for the safe disposal and treatment of foul and surface water from the proposed development.

North Somerset Internal Drainage Board:

No objections, but suggest a condition is imposed requesting details of a surface water drainage scheme be approved.

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Bristol Water: If application is approved, applicant should contact Bristol Water to agree terms under which site can be supplied.

Health and Safety Executive

There are no significant reasons, on safety grounds, for refusing Hazardous Substances Consent for the replacement fuel farm.

Natural England

Objects

In principle does not support expansion at airports since aviation is an environmentally damaging mode of travel and is unlikely to be compatible with achieving UK climate change targets.

Considers the EIA is thorough in its assessment of impacts but the mitigation proposals need to be significantly improved. Observations and recommendations are as follows.

The extensive car parking located south of the runway does not include enough vegetation and green corridors to reduce the visual impact of this area and should include new tree and hedgerow planting.

Landscape & Visual

The extensive car parking located south of the runway does not include enough vegetation and green corridors to reduce the visual impact of this area and should include new tree and hedgerow planting.

The high quality environment area south of the runway provides a better quality of ecological and biodiversity environment and should be maintained if significant losses may occur.

A need for a more detailed landscape scheme enforced by way of condition

A request for visual illustrations of the proposed wind turbines to appreciate the visual impact.

Further clarification and confirmation is needed on the impact upon the wildlife by the proposed lighting (excluding car park lighting, which will be mitigated via best practice lighting design).

Welcome the MSCP and suggest a further facility is provided to avoid the need of land taking.

Suggest swale corridors be proposed to provide shallow habitats for flora and fauna within the linear landscape/habitat embedded in the extensive car parking areas where practical.

SECTION 1**Flora & Fauna**

Acknowledges valuable and protected species have been recorded across the development area. Welcomes a HRA has been carried out and considers there is not likely to be any significant effect on the adverse effects on GHB or Lesser Horseshoe Bats associated with the North Somerset and Mendip Bats SAC.

In light of 12.5ha lost to car parking, welcomes the Gruffy Field will be retained and managed subject to a nature conservation plan. This plan should be subject to an s106 agreement.

Recommends that a small series of wet pond areas to enhance the value of the habitat be incorporated in the Gruffy field at design stage.

A need for legally protected species surveys to be undertaken (subject to a pre-commencement condition by NSC) rather than rely on the 2005 surveys.

All necessary strategies and plans are imposed as conditions on the outline consent so they are covered in the reserved matters.

The small meadow to the north of the runaway near to the existing car park is retained and properly managed via an s106 agreement.

Noise & Vibration

In order to protect the bats no relaxation to the current flying restrictions is imposed by way of a condition.

A condition that a Noise Action Plan setting out measures to be adopted to control and manage noise impacts will be developed.

Civil Aviation Authority: No comments to planning application, but have confirmed that the proposed development must be authorised by CAA under a separate (non-planning) criteria between the CAA and Airport Operator.

Highways Agency: The proposal will not have a detrimental effect on the Strategic Road Network provided the targets for the modal share are met. Therefore, no objection.

Avon & Somerset Police

A crucial need for police involvement throughout the planning and design process including future applications such as reserved matters. Issues relating to perimeter fencing, car parking and access control should be agreed with the Crime Prevention Design Advisor at the earliest stage.

In relation to the lighting strategy in public areas including car parks, the minimum lighting requirement recognised by the Police is BS.5489 to work in conjunction with CCTV.

SECTION 1

Recommend all car parks achieve the Park Mark independent assessment award for Safer Car Parks.

As per Lord West words " *The designing-in of counter-terrorism protective security measures to new projects at the earliest concept design stage will be crucial to the future of safer crowded places*". Subsequently vulnerabilities of this major project in relation to any potential terrorist attack must be considered at the earliest stage possible. This will allow the appropriate and proportionate measures are introduced to counter the threat from terrorism. Currently the threat of terrorism in the UK is substantial which means an attack is a strong possibility. The new proposals will need to reflect the benefit of hostile vehicle mitigation measures which, are already in place to protect the front and side of the existing main terminal building.

Parish Councils Airport Association (PCAA):

Objects on the following grounds:

Airport expansion is for a significantly greater scale than set out by the Master Plan 2006 and is contrary to existing NSC's policies and plans.

Does not address recent developments in Government policy regarding Co2 and greenhouse gas emission reductions.

The implementation of the Climate Change Act will mean NSC will be subject to CO2 emission targets and will need to address how the airport will mitigate these targets.

The obligation placed by ATWP on the airport operator to secure funding for road improvements means no improved infrastructure, no expansion.

The Environmental Statement is grossly under estimated because it fails to consider any meaningful assessment of the cumulative impact from developments close to BIA.

The North Somerset Replacement Local Plan should be the guiding document used for determining this application and not the unadopted RSS.

The economic benefits of expansion are not justified since the business use of BIA is currently 13.3% and predicted to fall to 9.6%.

Expanding the airport is encouraging tourist deficit

BIA's target of 15% of its passengers using public transport is too low when there is an excessive demand to provide additional new car parks even on Green Belt land. Car park provisions needs to be restricted to encourage the use of public transport.

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The deficiencies in the case for expansion are as follows:

Adjustment of baselines in BIA's favour, which mask the scale of the impacts

Denial of the climate change impact of aviation other than CO2

Claims that there are no significant impacts on the community

Claims based on no clear rationale, that there are no significant environmental impacts.

PCCA recommends NSC set a cap on the expansion of BIA of 8 Million passengers per annum.

NSC should seek a section 106 agreement to restrict the number of aircraft night flights. Permit a maximum of 2500 night movements per annum, establish maintenance of the current quota count, and provide a definition of what is an 8-hour flight period. Include a progress review of night flying every 2/3 years to reduce night flying nuisance.

A cap of 8mppa is required so that no further expansion is sanctioned unless unacceptable impacts are resolved which include:

Certainty that surface access issues are resolved and delivered including Barrow Gurney Relief Road prior to any further expansion.

Full funding of the South Bristol link and Phase 1 Bus Rapid Transit

Delivery of the Bus Rapid Transit link to the airport (phase 2)

BIA fund a comprehensive set of measures to reduce severance in local communities due to increase in traffic

Successful implementation of the EU Emissions Trading Scheme

The UK being on track to meeting commitments under the Climate Change Act

The reduction of aviation greenhouse gas emissions on track to becoming lower than their 2005 levels by 2050

Availability of a new generation of quieter and fuel efficient planes

Output of the review by the Committee on Climate Change

A successful replacement of the Kyoto Treaty

Significant reductions in the numbers of passengers using private transport to access the airport.

Satisfaction of daytime noise criteria

Reduction in night noise movements

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Satisfactory action to safeguard the aquifer beneath the airport site

Undertake a Strategic Environmental Assessment as conflict within the draft RSS and SSA the Air Transport White Paper and the Local Replacement Plan fail the EU Directive 2001/42/EC.

“Stop Bristol Airport Expansion”:

Object

Climate Change

Proposal will result in a significant overall increase in emissions (125%), which is contrary to Government Policy.

The proposal does not take into account recent changes in Government policy, such as the Climate Change Act 2008.

Increase in Aviation emissions should not be offset (traded) against other forms of emission.

It would be premature to determine a planning application, which significantly adds to carbon emissions, in advance of the Committee on Climate Change report which is due to be released in December 2009, which may include specific Policy advice on reducing aviation emissions.

Inter-Governmental Panel on Climate Change experts contends aviation emission is not confined to carbon emissions alone. Accordingly, it is unacceptable to rely on Emissions Trading Scheme, which can only deal with carbon dioxide emissions, as a means offset the impact of atmospheric pollution.

The increase in non-aviation emissions is not by the ETS or any other compensatory mechanism.

Comments on Economic Impact Report (EIR)

EIR has several faults and so is inadequate to be used to determine the application.

Economic shortcomings are as follows:

Using mixed base line and base cases violates EIR guidelines for example the climate change costs are measured from the increase in emissions from 7.3m to 10m passengers, whilst the jobs and other benefits are measured from 6.2m to 10m passengers. Costs and benefits should be measured against the same dates and passenger numbers.

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BIA fails to mention the economic benefit that will arise for outbound tourism flights to destinations such as France, Spain etc. If expansion causes a net increase in outbound tourists then these users benefits must be weighed against the increased tourism deficit.

All benefits are counted whilst cost items (climate change, outbound tourism, external infrastructure, noise and traffic impacts) are dismissed.

Air Passenger Duty is not an environmental tax but an excise duty and so the increase in aviation emissions is not compensated by it.

No benefit user category is made for tourist, business and foreign travellers

Lack of clarity of whether induced jobs are locally, nationally or aboard.

APD revenue should be excluded and not count as a local benefit.

Projection of jobs and income from the proposed hotel are not part of this application and should not be included.

Forecast of jobs created per million passengers in 2020 in the airlines is more than were seen within Ryanair in 2008.

Carbon costs are ignored too much reliance upon technological advances to reduce aviation emissions.

In the long term the cost of flying is strongly affected by the price of oil.

BIA's EIR cost calculation has not taken into account the government 2009 policy change on costing of emissions and therefore invalid.

EIR states no national figure for job regeneration.

EIR is based on unrepresentative surveys and unreliable conclusions. It is not objective and should not be used to support the case for expansion.

Passenger numbers due to the recession have fallen because of less disposable income, fear of job security and weak pound.

Instead a competent body independent of the aviation industry should examine the full sets of costs and benefits to an objective standard with the ODPM EIR guidelines and subject to public scrutiny and peer review

GWE Business West including GWE Business West Bath:

Our Members are passionate supporters of the Green Agenda and some have doubts about the concept of expanding the Airport. However, by far the majority of our Members believe the growth of BIA is sustainable without detriment to the environment, especially with improvement to road infrastructure and public transport links. We take a long-term view of

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economic development and need to be in a position to benefit from an upturn when it comes and we consider BIA an important part of the West of England economic jigsaw. Therefore, we support the planning application.

Bath Chamber of Trade and Commerce: Same comments as GWE Business West

Confederation of British Industry (CBI)

Strongly supports the proposal

CBI represents around 240,000 businesses across the UK and in the South West (of all sizes, sectors and from all parts of the region)

The proposal will increase productivity and greater inward investment to the economic performances of these businesses.

Will underpin confidence in the region as a place to do business and act as a magnet for further public and private investment.

The South West has no chance of competing with lost cost economies so it is important high skill, high value added companies must be attracted to and retained in the region in order to deliver growth in competitiveness, employment and quality of life.

Increasing services to and from the airport's region will help with economic growth.

Fast travel to major centres globally will give South West business access to new markets, suppliers, knowledge and competitive pressure, which will assist increasing export opportunities, innovation and productivity.

Physical connectivity with other parts of the UK, Europe and the world is crucial for inward investment opportunities.

Creation of additional employment opportunities

CBI supports inclusion in the European Union Emissions Trading Scheme and reforms to the air traffic control system, which will reduce aircraft emissions.

The aviation sector is making major investments in improving its environmental impact.

CBI is actively lobbying for improved public transport links to BIA.

Commission for Architecture and the Built Environment (CABE)

Do not support the proposal in its current form.

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Principle concerns for the proposal are as follows:

The proposal focuses too heavily on the short term issues of commercial viability and expediency to the detriment of the needs of its users

The quality of the design needs to be re-addressed because the proposal does not respect and enhance its location.

Welcome the idea of locating the public transport interchange on the top floor of the multi-storey car park and providing a pedestrian area in front of the terminal building.

However the application lacks landscape appeal since a majority of the site will be occupied with surface parking which will create long distances between some of the car park spaces and terminal building. With no integral landscape design in this area the visual impact will solely be of parked cars.

The bridge link between the terminal building and the car park is logical its current proposal is a poor component because effectively it is a long corridor which provides little sense of arrival for passengers.

The terminal buildings lay out routes are excessively long for an airport of this size and will require extensive signage. There is little evidence in design to show attempts have been made to minimise passenger travel distances.

The landscape strategy proposed will not create a distinctive place because no legible sequences of routes help navigate passengers. We think landscape spaces have been designed to make the best use of the spaces left over.

Mendip Hills AONB Group

The growth of 10 million passengers by 2019 is not consistent with precautionary principles to determine sustainable development.

The effects of air and noise pollution and visual intrusion from increased air and road traffic with the consequent impacts on air quality; tranquillity and biodiversity would affect the AONB.

The current proposals undermine the Mendip Hills AONB management plan 2009-14 seeking to safeguard the nationally designated landscape.

Climate change must take priority when assessing the airport expansion, the proposal should be more of a modest scale in the time horizon to 2019 with greater emphasise on public transport.

The significant increases in flights together with road traffic will add to damaging emissions, which will effect the climate change and the landscape.

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Although BIA may be able to mitigate some of the climate change impacts, the airlines ultimately control the levels of emissions coming from their aircrafts.

The Green Travel Plan cannot guarantee passengers and staff will use public transport. It does not include dedicated airport transport provision serving the airport from the South and communities such as cheddar, Winscombe, Bristol, Bath and Weston-super-Mare.

The experience of peaceful enjoyment and natural beauty of the ANOB will be lost and increase visual intrusion because road traffic will increase.

It does not distinguish between urban annoyance and rural annoyance.

Climate change, loss of tranquillity, tourism and pollution are also threats to biodiversity and the flora and fauna, which make up the designated AONB's special characteristics as highlighted in AONB Management Plan (Page 17).

Should the this application be minded to be approved there is a need for more greens roofs and a need for a planning condition so airport lighting is designed in accordance with Dark Skies Guidance.

Avon Wildlife Trust

Objects the application as it stands

Concerns for climate change impacting on eco systems on a local, national and global scale. Within the Climate Change Act: Impact Assessment 2009 the UK is legally binded to cut at least 80% CO2 carbon emissions by 2050. The White Paper on Aviation acknowledges aircraft engines make a significant contribution to climate change.

Concerned that the number of flights by 2019 will be double that from 2007 and emissions of tonnes of CO2 per annum will increase by 163%

Reducing emissions from the proposed infrastructure through design is a small saving to the growth in CO2 emissions from increased flights.

BIA makes no estimate for potential fuel efficiency improvements.

Relying on carbon off setting schemes will not promise reduce aircraft emissions, prevent increases, nor prevent those emissions from contributing climate change.

The council must consider the contribution to climate change the proposed extension is likely to make and balance the costs of impacts from Climate Change on north somerset against the economic benefits BIA argues the expansion will bring.

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Environmental pollution of surrounding habitats (international, national and locally) is legally protected by applicable legislation, government policy (PPS 9) and local policy.

Air pollution (caused by high levels Nitrogen Dioxide and Nitrogen Oxides) effects air quality, which has a fundamental impact on plant life, which affects the balance of ecosystems and will lead to loss of biodiversity. BIA already recognise that most of the local sensitive habitats are already over the critical level for Nitrogen Oxides due to existing pollution.

The impacts air pollution including the dust created by the construction phase needs to be effectively mitigated should this application be allowed.

Water quality- existing watercourses, ponds and ditches near the site must be protected from contamination because they are sensitive to pollution and support ecosystems.

Potential threat of contamination to ground water is leakage from the new fuel depot proposed at the northern end of the site.

Impact on noise and light nuisance effecting bats roosting and foraging within Kings Wood and Urchin Wood is unknown.

The potential impact of increased noise levels upon bats, and other species should be taken into consideration when deciding this application.

Proposals for dark corridors for the greater and lesser horseshoe bats around the perimeter of the airport and design lighting to minimise light impact should be subject to a design plan agreed with the Council prior to any development being allowed.

BIA's statement on Electromagnetic Emissions is limited in detail and requires further information.

In relation to Ecology support the Council's Ecologist recommendations on these issues and expect to see an overall net gain in biodiversity as stated in PPS9.

Up to date surveys for protected species needs to be carried out to meet the guidance in PPS9.

Best practice bat surveys should be carried out as recommended by Natural England. Past surveys of BIA have recorded several species in certain areas of the site or land adjacent. For this reason there is a concern over the proposed wind turbines upon the roof on one of the multi storey car parks unless safeguard conditions for Bats are imposed.

Measures need to be imposed to protect birds nesting

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British Horse Society – North Somerset Access Officer

Should the application be approved the increase volume and speed in traffic along Brockley Combe Road will create further road hazards for horse users accessing the link to the bridleways, particularly the bridleway via Brockley Woods and the bridleway from the entrance to Fountain Forestry.

To ensure safer provisions for horse riders a financial contribution secured within the s106 should be set aside to create an off-road route link to these bridle paths so horse riders are not forced to go onto the road.

Disagrees with Volume 9 of the EA since a bridleway is immediately at the end of the runway and simply the increase of car traffic will affect it badly. Request a conservable amount of section 106 contributions is set aside for the provision of a new bridleway routed to the west but further into the woods.

Request at least £100k is provided in respect of pathways, road crossings and possible new routes.

NHS - North Somerset

Reservations are as follows:

Lack of community involvement of the Health Impact Assessment

No methodological detail is given on how the interview process was conducted for the HIA.

The significant health impact of Climate Change raised by several Directors of Public Health and in Community Consultation has been excluded from the HIA.

Air travel is a significant contributor to carbon emissions that are a major cause of climate change and this should not be ignored.

Concerned that the health effects of air pollution in the vicinity of the airport are compared to living in urban areas.

The HIA provides no mitigated measures on how the nuisance effect of the odour from air transport will be controlled.

Airport associated noise including departures and arrivals are a significant impact, which should be thoroughly assessed.

BIA does not provide specific details on how people in employment deprivation areas can be helped back into work.

BIA takes no responsibility in providing on site health facilities for travellers or its own workforce.

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The NHS North Somerset also shares the same concerns and objections raised by the commentary made by West of England Public Health Climate Change Concern.

NHS Bristol

Wants assurance the health impact assessment contained in the Bristol International airport expansion plan takes into consideration all the far-reaching consequences for the health of the people of Bristol.

The NHS Bristol shares the same concerns and objections raised by the commentary made by West of England Public Health Climate Change Concern. The fact that an additional 2.7 m passengers each year will cause unacceptable growth in greenhouses gas emissions which contradicts the sustainability measures outlined in the proposal.

The predictions for population health and prosperity rest on a series of very weak assumptions because the HIA is selective, bias and illogical in scope. The method of abstracting and collecting data has not been published. It also fails to provide sound evidence-based advice since no data on daily numbers of extra flights and passengers, and frequency of high decibel noise (day/night) in the HIA is given (or how noise is to be measured). Neither does it address the effects noise; traffic and pollution will have on residents already suffering from chronic mental health problems.

Wider factors such as economic recession, reduced availability of cheap oil, potential green taxes on aviation, altered business behavior towards connectivity without fossil fuel dependant traveling and gas house restrictions is simply ignored.

HIA's recommendation for a planning condition to deliver a reduction in carbon directly associated with energy use in the airport facilities does not mitigate the fundamental adverse impact on global and local public health.

Information about possible impact on traffic congestion created by an increase in journeys to and from the airport and how this will affect pedestrian and cyclist activity has not been thoroughly examined. The forecast of 15 % of people using public transport together with staff transport policy is over ambitious when no detail has been presented to show how this will be achieved.

In relation to air quality just because the legal limits of air pollution will not be breached should not be a sufficient reason to justify that there would be no impact on people's health.

Potential employment benefits via creating new jobs within the airport itself, and the presumed benefits to businesses that use air travel are also vague in detail.

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West of England Public Health Group:

Object on the following grounds:

Increase will cause an unacceptable growth in greenhouse gas emissions, which will substantially outweigh claimed 'sustainability' measures. Also, predictions for benefit for population and prosperity are based on weak assumptions. The Health Impact Assessment is considered selective and irrational and cannot be regarded as giving a sound basis on which to base planning decisions.

Goblin Combe Environment Centre

Object since the residential lodge near to the airport boundary will suffer increased noise from the airport itself. This will affect classroom/activity-based programmes intended once the extension to the premises is built.

Concerned how the increase of carbon emissions will fall in line with the Climate Change Act 2008 since BIA's measures (EU Emissions Trading Scheme) have not been tried or tested.

Sustainable Redland

Object to application on grounds that proposal will increase carbon emissions, which is contrary to national and local policies to reduce the CO2 emissions.

First Group: Support the application, and encourage the enhancement of public transport links to the Airport.

Royal Society for the Protection of Birds (RSPB)

Objects

The expansion would significantly increase emissions of GHGs via increased air transport movements. This would contribute towards climate change.

The proposal is contrary to planning policy & government commitments on Climate Change.

The environmental statement does not assess the likely increase in other harmful GHGs or the potential radioactive forcing effect.

The mitigation measures proposed would have a negligible impact in comparison to the increase in Co2 and other GHGs. Believe the applicant is fundamentally wrong in not accepting responsibility for addressing the net increase in associated GHGs and the threat it has to climate change.

Contest the increased GHG emissions from the aviation sector is compatible with government's overall GHG reduction strategy since the Climate change

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Act 2008 requires reductions in the UK. The Climate Change Committee advise aviation emissions should be taken into consideration.

To ensure aviation emissions do not rise to unsustainable levels the Climate Change Committee states demand management is the solution.

Welcomes the move into EU emissions Trading Scheme (ETS) however it will only stabilise emissions not reduce them. Does not accept that the ETS is likely to provide a mechanism to offset the net increase in GHG emissions associated with this application.

Disagrees GHG emissions resulting from this application are outside the remit of the planning system. Otherwise it would undermine national, regional and local planning policies such as PPS1, which highlights the need for planning to be involved in tackling climate change.

World Wildlife Foundation

Objects for the following reasons:

Result in an increase in Greenhouse Gas emissions (GHG), which is contrary with national (PPS1) and regional policies and measures to be achieved as set out by the UK Climate Change Act 2008. The expansion will make it difficult for the UK to meet its legally binding commitment of reducing GHG on 1990 levels by 2050. Furthermore the BIA application should not be determined until the Committee on Climate Change makes the December report findings to the Government on how UK aviation emissions can be reduced in the UK.

Alternatives to air travel has not been fully investigated such as improved high speed rail links and video conferencing to meet the needs of local and international business economy. The Transport Secretary Lord Adonis has outlined that it is the Government's transport vision to increase high-speed rail links in order to phase out domestic flights that are current used between 24% and 28% BIA passengers. To help businesses reduce flight numbers by 20% the WWF-UK launched the one in Five Challenge Supported scheme. Currently 5 major private and public sector founder members have invested in videoconferencing, which has proven to be beneficial in providing greater productivity and better work-life balance. Prior to the economic downturn WWF Survey into Business travel by 350 companies at the start of 2008 showed 89% of FTSE expected to fly less over the next 10 years. A similar proportion expected to increase the use of videoconferencing.

Impose a negative impact upon the local environment and community, which outweighs the alleged economic benefits of the development. The additional noise and traffic impact will increase congestion and air pollution and runs counter to the argument set out in PPS Climate Change

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"Campaign Against Urban Sprawl"

Object

The expansion proposal is flawed when you take into account the decline in passenger numbers and people opting to holiday in the UK. The Government has also committed to cutting back on short-haul flights by investing in high-speed rail.

It will only create an enormous negative impact on the quality of life for people living in the surrounding area.

No special circumstances to justify using 12.4 hectares of Green Belt for car parking since the RSS has not been adopted and so the Green Belt remains protected by law. Breaking up the Green Belt will only lead to further ribbon development.

Building a bigger airport does not fit into reducing carbon footprint; it will only create more pollution, noise nuisance and an enormously detrimental effect to the Mendip Hills AONB.

Transport for Greater Bristol Alliance

Object since the BIA expansion will lead to long-term adverse environmental and transport impacts, which are far greater than any short-term economic benefits.

The massive increase in CO2 emissions from local transport will defeat local efforts to encourage residents to reduce their own CO2 emissions from transport.

It will create an unacceptable impact on the rural character of the area and the communities, which surround it.

The Transport Model used to illustrate the minimal traffic impact is not a suitable model to use although it starts from some real figures because the assumptions made for the next 20 years could be unrealistic including the cost of oil.

The increase of traffic forecast should be considered alongside the additional traffic generated by a new Bristol City stadium, the Ashton Park urban extension, the development of Barrow Gurney Hospital and the Long Ashton Research Station sites.

Development should not be considered until the long-term traffic impacts and necessary future funding of public transport scheme has been established.

The Travel Plan and Traffic Assessment fail because it contains no positive measures to mitigate the impacts of its BIA traffic on local villages, contains no funding for local footway and cycle infrastructure. The flyer bus is not

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viable long-term solution to support public transport to BIA because high fares and few stops make it effectively unusable. BIA's 15 % target of passengers using public transport is unlikely to be met.

6 Flyer Services an hour to Bristol is not financially viable unless fares are cheaper and new groups of passengers start using it. BIA should instead fund First Bus to get an improved public 121 (Weston to Bristol via BIA) at a much better frequency.

BIA is unlikely to reach the passenger numbers needed for rail/tram service, No relevant funding for such a scheme is available because it was not put forward as a consideration by the Regional funding Allocation which runs until 2021.

The high proposed level of car parking is likely to undermine both the effectiveness of the Travel Plan and the long-term viability of BIA.

Stephen Williams MP (Bristol West): I do not believe the Airport should be permitted to expand its passenger numbers by an unsustainable amount, which would result through this development. I urge North Somerset Council to reject this application.

Third Parties:

The Stop Bristol Airport Expansion Group (SBAE) prepared a Pre-Printed letter of objection to the application. This chiefly contains comments and information regarding flight numbers, traffic, carbon emissions, economic issues and noise. It contains a detachable postcard, which people can select from a list of prepared objections and / or add their own comments and send them in to the Council. This has resulted in 4,667 of these postcard style objections being received.

The Council has been copied in on a letter from BIA to SBAE, which suggests there are a number of factual inaccuracies in the information contained in the letter and BIA question the weighting that should be given to these objections in these circumstances. SBAE have written to the Council to defend and substantiate the content of their letter. In the same letter SBAE also question the means by which BIA's obtained support for the application (see below). This has been copied to BIA and is a matter between SBAE and BIA. Officers do not wish to comment on this exchange, except that the consideration of flight numbers, noise, carbon emissions, transport and economic issues will be examined in the Planning Issues of the report.

Bristol International Airport (BIA)

As part of the Consultation Process for BIA planning application, a facility on BIA's website allowed the public to register their support for the planning application. The facility also summarised the proposals, gave details of why the development is required, listed the key benefits, and provided details of

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the key issues, mitigation measures and controls. Over a period of 6 weeks, 1,913 people (majority from local areas) registered support for the application.

Petition

A Petition on behalf of 20 residents of Naish Lane and A38 area confirming their support to the objections raised by Barrow Gurney PC and PCAA has also been received.

Separate to the above, the following representations have been received.

Letters from Residents in North Somerset

383 Objections
138 Supporting Application

Letters from residents outside North Somerset

367 Objections
173 Supporting Application

The main points raised in objection to the application are as follows:

- Concerned about additional traffic using A38 and B3130.
- The Airport should not be allowed to expand until the south Bristol link road is delivered, or that a major financial contribution to enable its delivery is secured.
- The current danger and difficulty in pedestrians crossing the A38 because of excessive speed on A38 and high traffic flows including heavy goods vehicles and poor visibility.
- The proposal will, despite proposals to increase the percentage of customers traveling to and from the site by car, result in a significant increase in vehicle movements to and from the airport. There is a need to restore the 121 Bus Service with an hourly service at existing bus stops.
- The need for pedestrian and cycle access on west side of A38 linking Naish Lane, Hobbs Lane to centre of Barrow Gurney.
- To protect the green belt from being used for additional airport car parking.
- Carbon emissions from increased flight numbers would be significant, as would the emissions from additional trip generation from cars accessing the major increase in car parking at the site. This could more than double the existing carbon 'footprint' and this would not be mitigated to any tangible degree by the applicant's proposals to

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increase public transport access to and from the airport; through energy technology in the design and future energy requirements at the airport.

- It is wholly wrong for Airports to increase carbon emissions through growth, when other sectors of business sectors are forced to reduce carbon emissions.
- The additional traffic traveling to and from the airport will result in significant increases in the volume of traffic traveling on minor roads which run through nearby Villages, such as Barrow Gurney, Wrington, Cleeve, Backwell, Felton, Winford and Chew magna, to the detriment of the amenity, safety and appearance of these Villages.
- The level of additional car parking is unjustified and will serve to exacerbate and encourage disproportionate increases in private vehicle trips to and from BIA, which is an unsustainable practice, which will increase carbon emissions.
- The development will cause light pollution and the scale of the new buildings will have an over-bearing effect to views of the Airport from surrounding roads and from the Mendip Hills AONB.
- The proposal will result in a increase in day time and night time flights, which will cause added pollution and noise disturbance to the detriment of surrounding communities, including people living in Care Home and School Pupils.
- The additional car parking should be reduced with greater efforts made to increase bus routes to and from the site.
- The vast extension of the Silver Zone will result in a loss of Green belt land and an attractive green landscape.
- The Economic benefits is negligible and is more likely to promote increased investment being lost from the region as a result of increased outward travel.
- BIA should not be allowed the extend the airport at a time when there is a reduction is flights and customers and they should be required to justify a current need for the expansion rather than a projection based on past growth.

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The main points raised in support of the application are as follows:

- BIA is a major local employer and its growth will result in additional employment opportunities.
- Additional flight numbers and destinations is needed to serve the South-West and will reduce customers having to travel to the South-East in particular for flights, whether by car or other means.
- Development of the Airport will contribute towards growth of the regional business sector, which is vital to the economic well-being of the region and beneficial to small and large-scale businesses that rely on a local and efficient airport.

FURTHER REPRESENTATION RECEIVED FOLLOWING AMENDMENTS / FURTHER REPORTS

Civil Aviation Authority:

No comment other than under licence conditions, changes in physical characteristics of the aerodrome including the erection of new buildings and alterations to existing buildings or to visual aids shall not be made without prior approval of the CAA.

Natural England: Objection stands until draft agreements/ conditions exists as previously stated in letter dated 25 August 09.

Welcomes a condition or an obligation for a detailed management plan to safeguard the Gruffy filed site will be applied if application is approved.

Natural England's direct responses to BIA are outlined in a table within this updated letter.

RSPB: Objection stands as per letter dated 3 August 2009.

Raises concern over the consultation window extended over the Xmas period. Have not had time to assess the additional documents supplied by Bristol Airport. Have only recently been made aware of the climate change opinion dated 27 Sept 09 and still need time to fully assess it.

On the basis that there have been no changes to projected greenhouse gas emission figures since ES in June 2009 (Vol 5: Climate Change) RSPB objection remains that the expansion of Bristol Airport would significantly increase GHGs associated with increased air transport movements. GHG emissions will serve to exacerbate climate change which is the greatest threat facing the planet.

Stop Bristol Airport Expansion: Objection stands

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Traffic & Access: The increased contributions towards the South Bristol Link Road and Bus Rapid Transit phase will not reduce current impacts. The link road would have limited relieve on the traffic flow up the A38, A370 and via villages. Instead it will allow vehicles to bypass Bedminster and feed into other roads and only increase the problems nearer the airport.

Significant risks that central funding for these schemes will not come to pass

BRT phase 1 is irrelevant to traffic flows towards the airport. No statement from BIA they will pay for BRT phase that reaches the airport despite BIA being one of the major beneficiaries.

Unless schemes are put in place to reduce traffic volumes through villages already affected the application should be rejected.

If the application is approved it must be a cap of 8m passengers or less, since a section 106 agreement will not achieve in reducing these traffic problems.

Climate Change:

The amendments do not address Climate change impacts and so is a violation of PPS1. The operation of EU ETS to mitigate greatly increased aviation emissions is doubtful when Continental are suing the EU over the inclusion of international aviation in the ETS.

BIA rely on the Air Transport White Paper (ATWP) which is incompatible with the target set out in the Climate change Committee Report of December 2009 that aviation emissions should be lower in 2050 than they were in 2005.

Greenbelt Land:

The proposed expansion of the car park to the South is meaningless. SBAE firmly believe there are no very special circumstances to allow this abuse of Green Belt. BIA just wants to maximise the amount of revenue they get from parking cars with the minimum amount of capital outlay.

Noise & Night Flights:

Penalties regarding the abuses of the noise rules are very vague and not considered independently enforceable.

BIA revenues around 20% of all its aeronautical revenue due to surcharge it levies for flights between 22:00 and 07:00. This encourages BIA to find airlines that need to depart first thing in the morning and arrive last thing at night to get 3 or 4 return flights in per day. These surcharges should be paid into an independent administration community fund, which would greatly increase the funds available to mitigate noise impacts and remove the commercial incentive to increasing number of flights during the full night period.

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Considers the reduction in night flights cap a sham because 4000 flights per year still permits a 25% increase over the level of 2008 and does not provide a true representation of BIA's operation limit or on noise.

The limit should be set at 2500 or less and also be reduced on an annual basis.

No extra measures are proposed to reduce the worst offenders, provide an absolute cap on flights per night or substantial fines for exceedance.

Demand:

BIA's claim to growth in October 2009 is totally untrue. 3500 jobs claimed by BIA are fictitious because approximately 2500 of this total are entirely based upon inbound tourism, which ignores the larger amount of outbound tourism.

Also the assumption that majority of passengers would derive from a reduction in the leakage to the south East is also fictitious. Only 2000,000 out of the 2.8 million SW passengers that use Heathrow could be diverted to BIA which would create a need for a large number of extra routes which might not be economic.

SBAE believe no rational grounds to expand the airport and the council should reject this application. Failing this the number of passengers should be capped at no more than 8m passengers until all surface access schemes are in place and until Climate Change Committee Reports on whether Heathrow can expand beyond 2020.

SBAE - additional comments to BIA's response rebutting their report on Tourism

Highlight the data used in the report in tourism is publicly available information and been used to shape policy in the region for several years. Acknowledge day visitors were over estimated in 2001 because the measure of day visitors from 1998 and projected value for 2001 was based on an expected rate of growth which turned out to be wrong but indicated and explained in the 2003 report's appendix. However independent statisticians concluded no major flaws in the survey work. The change is therefore primarily a result of a decline in the number of trips taken by adults between the two dates.

Furthermore, SBAE do not rely just on county/district figures on job losses but take into account figures for the overall region. Full time employment and other jobs levels figures for different year periods are examined in this response and possible reasons i.e. changes in tourism patterns already taken place etc explained.

Continue to maintain the expansion of the airport is unlikely to bring a net increase in tourism spent in the area and region has BIA assume. This is

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because tourism in the region is largely domestic and has been in decline during the period of increased outbound travel and it is only bounced back in 2009 with a drop in outbound travel. Although the increase on inbound travel is tiny in comparison with the increase in outbound spending (massive rise in city breaks) so it does not compensate it.

Conclude and apologise the only point BIA have made that is valid is that 44,761 full time jobs headline is wrong, in fact the figures are 31,501 full time jobs lost and 44862 jobs overall.

PCAA comments on York Aviation: dated 4 Feb 2010

PCAA maintains the same response that the application should be turned down or a cap of 8mppa must be imposed until aviation emissions are reduced (in line with government commitments) and the delivery of significantly improved access structure.

Agrees with YA that the EIA report does not show the economic benefits of the expansion proposed by the airport since York states that there is insufficient data to show the 'good for the region'. Thus the argument for the economic case is still unproven.

YA report confirms the proposed development will enable the airport to grow beyond 10mppa and the impact beyond this number has not been considered.

YA show the capacity in 2008 was 6.3mppa and the walkway now allows 7.3 mppa even though BIA, NSC and GOSW insist the walkway would give no extra capacity.

PCAA strongly believe the baseline should be 5.2mppa as per draft Master Plan and an increase to 6.3 should be resisted and by no means be increased to 7.3.

As shown in the BIA Statement of Common Ground 2004, draft Economic Impact study for the Master Plan 2005 and the Certificate of Lawfulness of Proposed Use 2009 there is a constant and unacceptable change in baseline.

Contend the baseline is critical as it defines the effects of the expansion –the level of additional traffic and carbon emissions. The PCCA believe NSC must have agreed a baseline at the time of the draft Master Plan and if this was not agreed then NSC are negligent.

PCAA fully expected the question of inducing the demand for flying from regional airports by the creation of new routes to be addressed in the York Report which it was not. Therefore request NSC to commission an independent report on induced travel.

YA maintain the 2003 ATWP and 2006 Progress Report is the guiding policies of airport expansion. Yet York Aviation have ignored the Heathrow

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ruling resulting from the Climate Act 2008 and have not taken into account the report on aviation emissions from the Committee on Climate Change.

PCAA believe YA views on policy are out of date and there is now a policy of constraining growth in order to meet commitments under the Climate Act.

Note: Existing comments on car parking made in previous submission remains the same.

PCAA: letter dated 6 January 2010

Highlights the need that the airport should be capped at 8mppa until environmental targets are met and the South Bristol Link and Bus Rapid Transit are delivered. The airport cannot mitigate the additional transport problems to occur at 10mppa by simply contributing £1.8 million, because it is these schemes that are important.

Points out ATA with continental airlines (flies into Bristol) on 17 December 2009 filed a court case in UK to stop the commencement of the EU Emissions Trading Scheme to avoid the polluter pay principle. This weakens the promises by the industry of future reductions in emissions since they are seeking to obstruct UK government need to contain emissions.

Also indicates the relief road to A4 as stated in the Bristol Evening Post has been delayed. The article also suggests SW Bristol Link and Rapid Transit could be delayed too.

Letter dated 22 December 2009 also state PCCA believe there is no real concessions on using the Green Belt, it is just a phrased development until they have enough extra cars to fill that set of fields.

Mendip Hills ANOB

The revisions do not appear to increase the target for public transport use. Argue a much higher percentage than 15% of passengers accessing the airport by this mode should be in place to mitigate potential environmental impacts of an expansion to BIA.

Secondly the amendments do not fully satisfy the ANOB Unit's concern regarding transport impacts on the ANOB as stated in previous letter dated 10 August 2009. Maintain insufficient attention is given in the proposals to public transport services to and from airport for travellers from the south and local communities such as Wells, Cheddar and Winscombe. These services should be fully funded by BIA via a S106 agreement.

Avon Wildlife Trust

Maintain strong objection to the application on the grounds of:

- Co2 and other greenhouse gases

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- Air pollution and its impact on internationally and nationally protected areas of biodiversity importance, as well as a number of local sites;
- Potential impact on ground and surface waters in the vicinity of the airport;
- Increased noise and lighting that has the potential to impact on protected species in the local area.

The Trust supports the views of Natural England on detailed ecological mitigation and the need for further work if ongoing bat surveys suggest a need for any additional mitigation measures.

However urge North Somerset Council to reject the application.

The trust note the acoustic wall and car park (south elevation) will be planted but urge no backlit or up lit lighting be permitted since it will disturb wildlife and detract from biodiversity benefit.

Avon and Somerset Police; Crime Prevention Officer

From a security and safety point perspective, trees should be planted at the outer edge of a car park and not in between bays/rows. The effect of this creates hiding places should the canopy be too low or where CCTV has been installed since the trees will impede the view.

Recommends low level planting instead of trees although is aware of the reasons why trees have been introduced. Recommends the applicant design a CCTV system installation now, as future changes would need additional cost and funding as stand-alone issue unlikely. The System should cover all areas within the car park taking into account any future blind spots created by tree growth.

Bristol City Council

Acknowledges the proposed increased in BIA's contributions towards the BRT and SB Link Road and reduction on limit of night aircraft movements.

However the amendments do not fully address the council's concerns on the overall impact of the development as set out in previous response.

Barrow Gurney Parish Council:

Transport Appraisal dated February 2010 undertaken by Independent Consultant (Pinnacle Transportation).

State in summary and conclusions of report that the Arup Transport Assessment (hereafter TA) dated June 2009 is not acceptable for the following reasons:

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The trip generation, distribution methodology is not clearly set out and cannot be checked for robustness due to missing information.

The acceptability of the NSTM runs cannot be verified;

The proposed access is fundamentally flawed and is not acceptable

There is no meaningful justification for the large increase in car parking

Junction modelling undertaken demonstrates that the development has an adverse and unacceptable impact on the highway network.

Proposed mitigation measures are insufficient and do not resolve adverse impacts created by the development.

In result the highway network even with mitigation measures proposed cannot accommodate the scale of the development. Without further assessment and amended/additional proposals the Arup TA cannot be considered acceptable.

BIA Travel Plan- is not at an acceptable standard in its current form because it fails to separately deal with staff and visitor travel. Key targets, car park management, clear monitoring arrangements and an Action Plan are also missing. Together with limited measures it is not clear how the travel plan will be secured. The travel plan needs to be developed at an acceptable standard in advance of any planning permission in accordance with national guidance.

BIA Environmental Statement –Transport Chapter - does not properly reflect the advice given in the IEA guidelines and the period of assessment used (AM

Peak hour) is insufficient. Not possible to draw meaningful conclusions from the work carried out to date because robust technical assessment of the environment impacts in line with IEA guidelines such as calculation of change in link accident rates to assess change in highway safety have not been undertaken.

North Somerset Council Review of Transport Work – should have identified the shortcomings in various documents and requested further technical work. However this does not appear to have happened; the work is clearly unacceptable in its current form.

Conclude the proposal is unsustainable.

The planning application must either be deferred until further technical work is completed and ensures an acceptable TA, Travel Plan and Environment Impact Chapter or the development must be refused on transport and highway grounds.

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Further highlight the proposed highway access solution and highway mitigation measures will not work since it will result in unacceptable queues and congestion. In their opinion it could compromise the Council's duties under the Traffic Management Act.

Contend the large increase in car parking represents the proposed development is car dependant which undermines the Travel Plan.

Development at BIA should not proceed until an acceptable A38 to A370 link road is delivered since sensitive sections of the Highway such as Barrow Street would be unable to accommodate the additional development traffic at peak times.

Brockley Parish Council: Extremely disappointed with additional proposals there is no cap on passenger numbers or flight movements. Also dismayed by statement made by BIA's CEO Mr Robert Sinclair that 10mppa will be reached according to economic conditions and not whether infrastructure or environmental targets are met.

Transport:

The increase of public funding infrastructure from £3m to £4.5m is still a small percentage of the £47m total cost. No guarantee central government will fund the SB link and the Bus Rapid Transit schemes.

Strongly believe a condition should be imposed to cap passenger throughput at 8mppa, with no growth beyond this level until the infrastructure are fully refunded.

Night Noise:

Additional proposals relating to night noise confirms our fears BIA have plans for a significant increase in the number of night flights.

The proposed cap on the number of night flights at 4500 per year is many more than at present currently 2700-3200 per year.

Urge the S106 agreement contains a cap on night movement numbers (a max of 2500 per annum as a start).

Maintain the quota count for the present

Define an 8-hour night flight period

Require a review of night flying policy every 2/3 years, with an aim of gradually reducing the night flying nuisance.

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Green Belt:

Car parking on Green belt land to the south of the airport is just a phased development and provides no real concussion on using the Green belt. Still strongly opposed as originally stated in previous response.

Backwell Parish Council

Unanimously reiterate their previous resolution passed 6 August 2009. Minute number 363.

Dundry Parish Council

BIA has chosen to ignore a restriction on growth of around 8mppa or 10 mppa.

There are no clear traffic plan improvements that will overcome the increased congestion caused by expansion BIA. If approval for South Bristol Link is not obtained BIA's contribution will be reduced but the expansion will still create traffic chaos. A time gap exists between the link being built if approved and expansion of BIA.

No guarantee the Green Belt around the airport will be preserved which is contrary to NSC's stated policy, recent decision on the proposed stadium for Bristol City Football Club and as outlined in the Core Strategy.

The reduction in night flying from 4500 to 4000 is still well above last year's figure of 3200 and indicates BIA's intention to grow night time traffic.

Cleeve Parish Council

Maintain its objection as per letter of 29 July 2009 and request the application be called in for the Secretary of state's own determination.

Believes there is substantial regional controversy about this expansions and its impact on the surrounding area and the development is contrary with national policies.

Local concerns are not just about additional noise generated and the effect on local communities.... but the effect in Green Belt, AONB, inadequate local transport infrastructure and public transport. Resulting in a greater use of additional car journeys, car parking on the Green Belt and the lack of any adequate passenger number capping.

The proposal in its current form should be turned down or least the passengers' numbers should be capped at 8mppa until the necessary public infrastructure is in place and a clear strategy for emissions in line with Committee on Climate Change report is in place.

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Notes the Regional Spatial Strategy is currently under re-consideration, which could have an impact to play on this application.

Kenn Parish Council

Glad to see extra money for small local highway improvements. As roads through Kenn are used, as part of the rat run residents of Kenn would expect to see some of the money spent on improving road conditions for motorists and all other road users and be completed before the work begins on the airport itself. Also urge the airport be capped at 8 mppa otherwise the application should be refused.

Burrington Parish Council

New proposals unacceptable

Transport: No one knows if the funding will be available for the SW Bristol road and Rapid Bus Transit. This is why a need for a cap of 8mppa is needed to prevent growth until the infrastructure developments are fully funded.

The BIA contribution towards these schemes is tiny in comparison to each of their actual cost.

Green Belt: No real concession on using the Green Belt it is just a phased development until there are enough cars to fill this area. By no means should there be parking or development in the Green belt.

Night Flying: BIA is trying to confuse the figures and is planning significantly increases in the number of night flights. Therefore overriding what was stated in the Master Plan 2006 and in the current planning application. Proposing a cap number of now 4000 per year, which still exceeds the total number of night flights last year of 3200.

Urge that the S106 agreement seeks a cap on night movement numbers (a max of 2500 per annum for the present time).

Maintain the quota count for the present

Define an 8-hour night flight period

Require a review of night flying policy every 2 years, with an aim to diminish the number of these flights to alleviate the stress and nuisance caused to the surrounding communities.

Compton Dando Parish Council

Does not believe that BIA has addressed their issues raised previously in the current amendments.

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Maintain concern over increased passenger numbers until transport and highway infrastructure development are fully funded and implemented.

BIA's increase funding contribution for public infrastructure is only a tiny fraction of the total cost and does not provide certainty for infrastructure improvements. This is because Central Government has not confirmed funding is available for the South Bristol Link and Bus Rapid Transit.

These new schemes even if operating will not stop majority of passengers from continuing to travel by car, which, in result would still create congestion in villages in the Chew Valley.

The revised night flying cap of 4000 is still a big increase from last year's total of 3200.

Remain strongly opposed to any increase in night flights so the additional proposals relating to night noise confirms fears that BIA has plans for a significant increase in the number of night flights.

The increases in night flights will further increase disturb sleep patterns for residents living directly under the flight path.

Believe no real concession on using the Green Belt; it will only be phased development until extra cars fill that set of fields. Feel there should be no parking or development on Green Belt.

Nempnett Thrubwell Parish Council

Have stated no difference to original objections laid out in Letter of 27 July 09.

Bathford Parish Council

In favour of Bristol Airport as a regional amenity for the area and support limited expansion but with certain reservations and support the objections and counter proposals outlined by PCAA.

Highlight a desperate need for improved transport links from the Bath area to the airport to reduce airport traffic using the villages around Chew Magna as a rat run.

Re-instatement of a regular bus link from Bristol city to airport would help relieve the congestion in these villages and reduce the parking requirement on or near the airport.

The proposed increase in night flights is a cause of concern since the proposed flight path is to the north of Bathford, which will create night noise nuisance. It is crucial any increase in night flights to 2500 p.a over an 8hour period or severely restricted as at Heathrow be and subject to a S106 agreement.

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Timsbury Parish Council

Urge the need for a S106 agreement to cap night movements at a maximum of 2500 per annum, maintain the quota count at present, define an 8 hour night flying period and require a review of night flying policy every 2 or 3 years.

Chew Magna Parish Council

No enforcement measures are specified should BIA not achieve the 15% share of travelling to BIA by public transport or other targets.

A direct bus link e.g. Bath to BIA needs to be operating before 9mppa, yet there are no details as to how link will be improved/implemented.

There is a need for public transport and BIA Airport flyer service to be integrated including the proposed Rapid Bus Transport Link.

Fully support any concessionary fares for residents scheme but would like this extended to include BIA Flyer Service.

Believe any Airport Surface Action Strategy review should be on going and should not take effect when 8mppa is reached or after 5 years.

Some form of local community representation should represent any Public Transport Steering Group

A code of practice should be incorporated into any Taxi operator and should include enforcement measures should these codes be breached.

Local input should help decide routes to be avoided by Taxi operators.

Until the South Bristol Link Road and Bus Rapid Transport Phase II is delivered there should be no increase in airport passenger numbers above 8mppa and local highway mitigation measures should still be implemented.

Also a cap of 10mppa for the proposed new development needs to be imposed.

Dunkerton Parish Council

Not against the airport expansion in principle would like appropriate infrastructure improvements to be staged and synchronised with the expansion. A mismatch between the scheduling and resourcing will only result in delivery of dis-benefits.

Freshford Parish Council

In addition to previous comments of July 2009, the minor amendments do not address capping at 8mppa until 2016 within a S106 agreement.

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No guarantee from Central Government that funding will be available for the South Bristol Link and Bus Rapid Transit.

Provided no confirmation of a direct bus service to the airport from Bath

The issue of night flying requires a S106 agreement with a cap of 2500 maximum night movements per annum, the current quota cont to be maintained, an 8 hour night flying period be set and a review of night flying policy carried out every few years with an aim to reduce the night flying nuisance.

Want strict controls to ensure the stacking areas are set over the Bristol Channel and not over the outlying residential areas and villages.

Cheddar Parish Council

Supports the application since it will create an economic boost to the South West economy and encourage inward tourism although the proposed infrastructure improvements such as the South Bristol Link road must be implemented.

Believes the pressure groups have overstated the noise impact since each generation of aircraft is much quieter and more efficient.

The BIA is pro-active in trying to reduce pollution since the walkways will eliminate the use of diesel bus movements.

Night flights should be kept to a realistic commercial minimum and to allow for essential services, diversions in bad weather, delayed departures/landings due to technical/emergency problems.

Salford Parish Council

Contend the BIA additional proposals do not address original objections to night flights, an increase in road traffic and increasing carbon emissions.

Support the objections made by the PCCA.

Chelwood Parish Council

Considers the new proposals for the BIA are still unacceptable.

This is because the infrastructure is not yet fully funded. The contribution towards the South Bristol Link road and Bus Rapid Transport is only a fraction of the total cost of these schemes. No guarantee government will make up the shortfall in the current financial climate.

Contends the vast majority of passengers will still travel by car along the access roads to the airport at the detrimental of nearby parishes.

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There is a need for a suitable cap on the number of passengers per year to be introduced to deter any increase until the infra structure to cope with increased road travel is in place.

The issue of Green Belt should not be given up lightly and by no means used for car parking.

Proposed cap on night flights will almost increase by 50% on the total movements for last year despite BIA statement stating it would not seek revision to increase the present night quota.

There is a need to decrease night flight disruption by imposing a cap, but not a cap to increase it.

Stowey Sutton Parish Council

Believes it is essential to improve both public transport and road network to the airport prior to further development.

Does not support an increase in flight numbers or any extension to permit flights during the night between the hours of midnight and six am.

Object to the use of green belt land for parking when other applicants nearby proposing the use of brown field sites for parking have been refused.

Shipham Parish Council

The increase in funding for public infrastructure is dependant upon central government funding being granted for the South Bristol Link and the Bus Rapid transit. The contribution is still only a tiny fraction of the total cost.

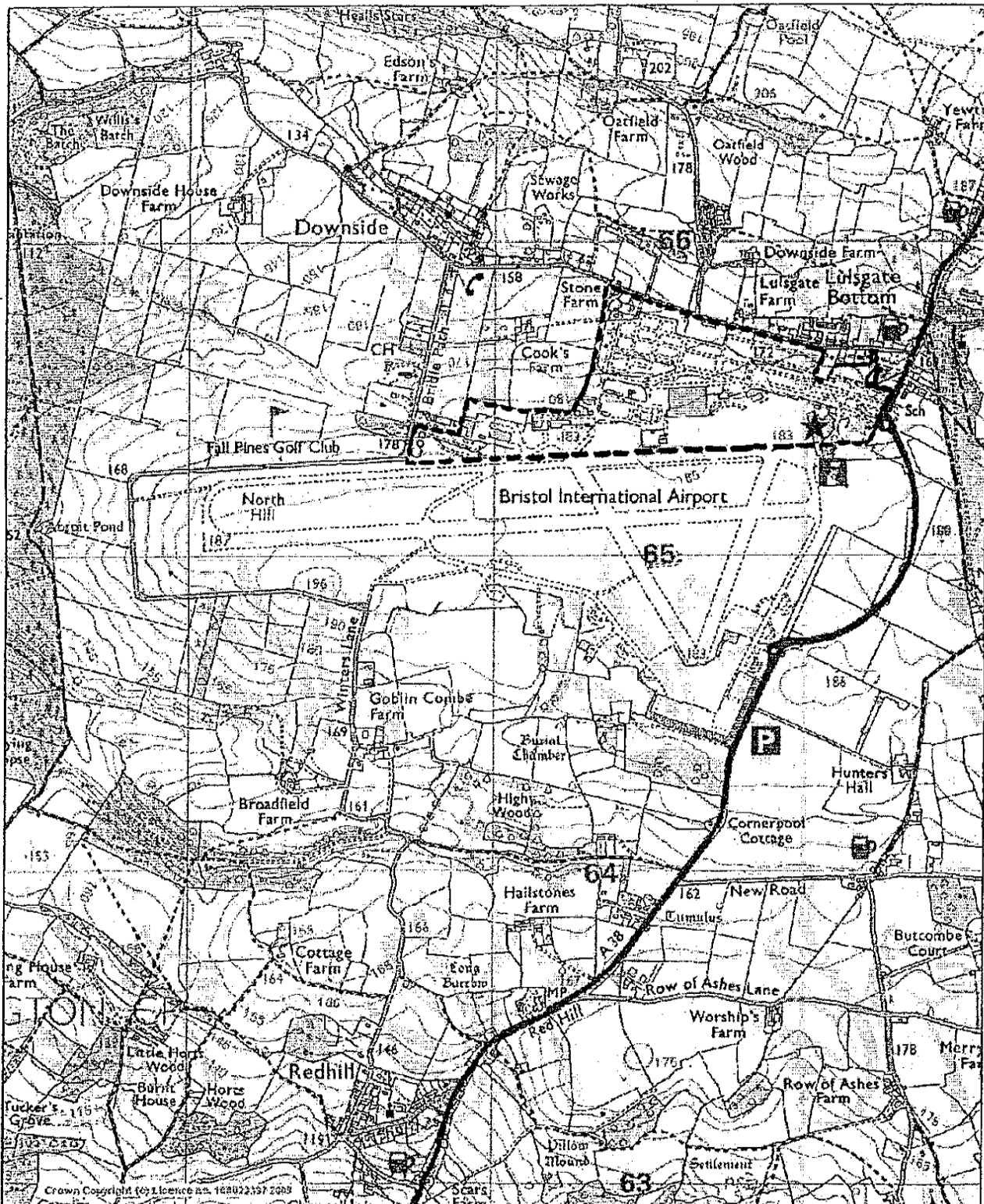
No real concession on using the Green Belt- it is just phased development until enough cars fill those set of fields. There should be no parking or development on the Green Belt. Suggest BIA is not permitted to expand beyond 8mppa until specific environmental commitments have been met.

In relation to night flying Parish Council still fear BIA have plans for a significant increase in the number of night flights since they propose a night flight cap of 4000 flights per year although contrary to the 2006 Master Plan.

Urge NSC to seek a section 106 agreement to cap the night movement numbers (suggest a limit of 3500), define an 8 hour night flight period and require a review of night flying policy every 2/3 years with the aim of progressively reducing the night flying nuisance.

Highlight the small increase in support for improvements to the A38 is still not sufficient to provide any reasonable level of safety and traffic flow. An increase in traffic volumes without significant improvements to these junctions will only increase the risk of serious accidents happening,

Key: ----- Green Belt inset area



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