

## INTERNAL MEMORANDUM

**FROM: MR RICHARD ALLARD**  
**(ENVIRONMENTAL PROTECTION)**

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**Date Consultation Response Sent:** 11 April 2019

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**Application:** Outline planning application (with reserved matters details for some elements included and some elements reserved for subsequent approval) for the development of Bristol Airport to enable a throughput of 12 million terminal passengers in any 12 month calendar period, comprising: 2no. extensions to the terminal building and canopies over the forecourt of the main terminal building; erection of new east walkway and pier with vertical circulation cores and pre-board zones; 5m high acoustic timber fence; construction of a new service yard directly north of the western walkway; erection of a multi-storey car park north west of the terminal building with five levels providing approximately 2,150 spaces and wind turbines atop; enhancement to the internal road system including gyratory road with internal surface car parking and layout changes; enhancements to airside infrastructure including construction of new eastern taxiway link and taxiway widening (and fillets) to the southern edge of Taxiway GOLF; the year-round use of the existing Silver Zone car park extension (Phase 1) with associated permanent (fixed) lighting and CCTV; extension to the Silver Zone car park to provide approximately 2,700 spaces (Phase 2); improvements to the A38; operating within a rolling annualised cap of 4,000 night flights between the hours of 23:30 and 06:00 with no seasonal restrictions; revision to the operation of Stands 38 and 39; and landscaping and associated works.

**Reference Number:**  
18/P/5118/OUT

**Location:** Bristol Airport North Side Road Felton Wrington BS48 3DP

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**Updated Formal comments from Richard Allard regarding the above.**

### **Air Quality**

Further to my comments made 28 January 2019 regarding air quality, the applicant has submitted additional comments in response to my previous comments and those from third parties.

In general, the applicant's response has addressed my previous concerns, however the following points will need to be addressed before I am satisfied that the air quality chapter has fully assessed the applications impact on air quality.

- The additional information required to support the study area in Section 2.2 of the response is required to be submitted.
- It is understood that the traffic and transport assessment has yet to be agreed. Once this has been agreed, the air quality assessment will need to be checked and updated to reflect any changes in the traffic and transport assessment.

I will provide further comments on receipt of this information.