

INTERNAL MEMORANDUM

FROM: Flood Risk Management Team

Date: 24th April 2019

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, 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.

Reference Number: 18/P/5118/OUT

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

Formal comments regarding the above.

The applicant is looking to obtain full planning permission for an expansion of the existing terminal building and new canopy and outline for the service yard, multi-storey car park, gyratory road with internal surface car parking, eastern taxiway link, taxiway widening, extension to the silver zone car park and highway improvements on the A38.

All of the works being carried out are proposed to be drained or surface water via infiltration through systems such as soakaways and gravel trenches.

The applicant has submitted a document detailing why they have adopted and will use an infiltration factor of safety of 2, as opposed to the Flood Risk Management Team suggested factors contained within the CIRIA SuDS Manual C753.

An exceedance flow routing plan has also been provided demonstrating early consideration of exceedance events. This will need to be developed with more detail at the discharge of conditions stage.

The Flood Risk Management Team has no objection to the proposed development, as submitted, if the following planning conditions are attached to any permission granted.

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| DSUD02 | <p>Condition: No development phase shall take place until surface water drainage works have been implemented in accordance with details that have first been submitted to and approved in writing by the local planning authority. Before these details are submitted, an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework, associated Planning Practice Guidance and the non-statutory technical standards for sustainable drainage systems, and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the system shall be designed such that there is no flooding for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + 40% allowance for climate change.</p> <p>The submitted details shall:</p> <ol style="list-style-type: none">i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site, taking into account long-term storage, and urban creep and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; andii. include a timetable for its implementation. <p>Reason: To reduce the risk of flooding to the development from surface water/watercourses, and in accordance with the National Planning Policy Framework (notably paragraphs 17, 103 and sections 10 and 11), policy CS3 of the North Somerset Core Strategy policy and policy DM1 of the North Somerset Sites and Policies Plan Part 1 (Development Management Policies). The information is required before works start on site because it is necessary to understand whether the discharge rates and volumes are appropriate prior to any initial construction works which may prejudice the surface water drainage strategy. For advice about discharging this condition please refer to www.n-somerset.gov.uk/drainageconditions</p> |
| DFL01 | <p>Condition: No development shall be commenced until details of a sustainable surface water drainage system together with a programme of implementation and maintenance for the lifetime of the development have been submitted to and approved by the Local Planning Authority. Such works shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure that the development is served by a satisfactory system of surface water drainage and in accordance with paragraph 17 and sections 10 and 11 of the National Planning Policy Framework, Paragraph 103 of the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework (March 2015) and policy CS/3 of the North Somerset Core Strategy.</p> |

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| | <p>Condition: No development approved by this planning permission shall take place until such time as infiltration testing has been carried out to confirm or discount the suitability of the site for the use of infiltration as a drainage element, and the flood risk assessment (FRA) has been updated accordingly to reflect this in the drainage strategy.</p> <p>The results should conform to BRE Digest 365 where trial pits are allowed to drain three times and the calculation of soil infiltration rates is taken from the time taken for the water level to fall from 75% to 25% effective storage depth. Details should also be submitted demonstrating that sufficient surface water storage can be provided on-site. Alternatively, the LLFA would accept the proposal of an alternative drainage strategy that could be used should infiltration prove not to be feasible during the detailed design stage.</p> <p>Reason: To demonstrate whether or not the site is suitable for use of infiltration as part of the drainage strategy.</p> |
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