

NOTICE OF DECISION

Town and Country Planning Act 1990



Mr Alexander Melling
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120 Redcliff Street
Bristol
BS1 6HU

Application Number: 18/P/5118/OUT

Category: Outline application

Application No: 18/P/5118/OUT
Applicant: Bristol Airport Limited
Site: Bristol Airport, North Side Road, Felton, Wrington
Description: 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; 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); the provision of on-site renewable energy generation; 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.

North Somerset District Council in pursuance of powers under the above mentioned Act hereby **REFUSE** consent for the above development for the following reasons:

- 1 The airport has planning permission to expand to a throughput of 10 million passengers per annum (mppa) which allows for further expansion in passenger growth of approximately 1 mppa above the current passenger level. The further expansion beyond 10mppa now proposed would generate additional noise, traffic and off airport car parking resulting in adverse environmental impacts on communities surrounding

Bristol Airport and which would have an adverse impact on an inadequate surface access infrastructure. The claimed economic benefits arising from the proposal would not outweigh the environmental harm caused by the development contrary to policy CS23 of the North Somerset Core Strategy 2017.

- 2 The noise and impact on air quality generated by the increase in aircraft movements and in particular the proposed lifting of seasonal restrictions on night flights would have a significant adverse impact on the health and well-being of residents in local communities and the proposed development would not contribute to improving the health and well-being of the local population contrary to policies CS3, CS23 and CS26 of the North Somerset Core Strategy 2017
- 3 The scale of greenhouse gas emissions generated by the proposed increase in passenger numbers would not reduce carbon emissions and would not contribute to the transition to a low carbon future and would exacerbate climate change contrary to the National Planning Policy Framework, policy CS1 of the North Somerset Core Strategy 2017. and the duty in the Climate Change Act 2008 (as amended) to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline.
- 4 The proposed extension to the Silver Zone car park and the year round use of the seasonal car park constitute inappropriate development in the Green Belt which is by definition harmful to the Green Belt. There are no very special circumstances which outweigh the harm to the Green Belt caused by reason of inappropriateness and any other harm including the encroachment of development on the countryside and loss of openness contrary to the National Planning Policy Framework and policy DM12 of the Development Management Policies Sites and Policies Plan Part 1 2016.
- 5 The proposed public transport provision is inadequate and will not sufficiently reduce the reliance on the car to access the airport resulting in an unsustainable development contrary to the National Planning Policy Framework and policies CS1 and CS10 of the North Somerset Core Strategy 2017.

Advice Notes:

- 1 Positive and proactive statement: The council worked with the applicant in a positive and proactive manner and implemented the requirement in section 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, by providing pre-application and post-application advice and publishing statutory consultee and neighbour comments on the council's website. The council also looked for solutions to enable the grant of planning permission and invited amendments and/or additional information be submitted to overcome concerns. However, notwithstanding these efforts the application does not comply with the relevant planning policies and clear reasons have been given to help the applicant understand why planning permission has not been granted

Continued...

- 2 Refused plans/documents: The plans/documents that were formally considered as part of this application are as follows:

Drawings:

- o 17090-00-100-400 Location (Red Line) Plan
- o 17090-00-100-401 Composite Site Plan
- o 17090-00-100-402 Site Reference Plan
- o 17090-00-100-403 Existing Site Plan
- o 17090-00-100-404 Existing Site Plan - North
- o 17090-00-100-405 Existing Site Plan - Central
- o 17090-00-100-406 Existing Site Plan - South
- o 17090-00-100-407 Proposed Site Plan
- o 17090-00-100-408 Proposed Site Plan - North
- o 17090-00-100-409 Proposed Site Plan - Central
- o 17090-00-100-410 Proposed Site Plan - South
- o 17090-00-100-411_01 Permitted Development Rights Reference Site Plan
- o 17090-00-200-400_00 Ground Floor Plan - Existing
- o 17090-00-200-401_0 Ground Floor Plan - Proposed
- o 17090-10-200-400_00 First Floor Plan - Existing
- o 17090-10-200-401_00 First Floor Plan - Proposed
- o 17090--10-200-400_00 Basement Floor Plan - Existing
- o 17090--10-200-401_00 Basement Floor Plan - Proposed
- o 17090-20-200-400_00 Mezzanine Floor Plan - Existing
- o 17090-20-200-401_00 Mezzanine Floor Plan - Proposed
- o 17090-ZZ-125-400_00 Roof Plan - Existing
- o 17090-ZZ-125-401_00 Roof Plan - Proposed
- o 17090-ZZ-300-400_00 South Terminal Extension & B1, B2 and B3 - Existing Elevations (Sheet 1 of 2)
- o 17090-ZZ-300-401_00 South Terminal Extension & B1, B2 and B3 - Proposed Elevations (Sheet 1 of 2)
- o 17090-ZZ-300-402_00 South Terminal Extension & B1, B2 and B3 - Existing Elevations (Sheet 2 of 2)
- o 17090-ZZ-300-403_00 South Terminal Extension & B1, B2 and B3 - Proposed Elevations (Sheet 2 of 2)
- o 17090-ZZ-300-404_00 West Terminal Extension - Existing Elevations
- o 17090-ZZ-300-405_00 West Terminal Extension - Proposed Elevations
- o 17090-ZZ-300-406_00 Terminal Canopies - Existing Elevations
- o 17090-ZZ-300-407_00 Terminal Canopies - Proposed Elevations
- o 40506-Bri075c Integrated/embedded Landscape, Visual and Ecology Mitigation Masterplan
- o C1124-SK-A38-010 11.0 A38 Junction Improvements - Option 10
- o C1124-SK-A38-011 1.0 A38 Junction Improvements - Vehicle Track Analysis 1 of 3
- o C1124-SK-A38-012 1.0 A38 Junction Improvements - Vehicle Track Analysis 2 of 3
- o C1124-SK-A38-013 1.0 A38 Junction Improvements - Vehicle Track Analysis 3 of 3

Documents:

- o Planning Statement (including Bristol Airport Forecast Validation) - December 2018
- o Environmental Statement (including Flood Risk Assessment) - December 2018
- o Design and Access Statement - December 2018
- o Consultation Feedback Report - November 2018

- o Economic Impact Assessment - November 2018
- o Transport Assessment - December 2018
- o Draft Workplace Travel Plan - December 2018
- o Parking Demand Study - December 2018
- o Parking Strategy - December 2018
- o Foul and Surface Water Drainage Strategy - December 2018
- o Lighting Impact Assessment - December 2018
- o BREEAM Pre-Assessment - November 2018
- o Response to Request for Further Information Pursuant to Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 - April 2019
- o Response to Request for Further Information Pursuant to Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 - October 2019
- o Response to North Somerset Council Highways and Transport Comments - December 2019

Date: 19 March 2020
Signed: Richard Kent
Head of Development
Management

Please use our [online contact form](http://www.n-somerset.gov.uk/contactplanning) at www.n-somerset.gov.uk/contactplanning if you require further information on this decision.

NOTES RELATING TO A DECISION TO REFUSE PERMISSION

These notes are intended as helpful advice. PLEASE READ THEM CAREFULLY.

Appeals

If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development or by any of the conditions, then you can appeal to the Secretary of State for the Environment in accordance with the provisions of Town and Country Planning Act 1990. If this is a decision to refuse planning permission for a householder application ¹ or shopfront proposal and you want to appeal, then you must do so **within 12 weeks** of the date of this notice. If this is a decision to refuse Advertisement Consent then you must submit your appeal **within 8 weeks** of the date of this notice. In all other cases if you want to appeal against your local planning authority's decision then you must do so **within 6 months** of the date of this notice.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

Appeals must be made using a form, which you can get from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN. Alternatively, your appeal can be submitted electronically using the Planning Portal at www.gov.uk/appeal-planning-inspectorate.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances that excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of a Development Order or to directions given under it. In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

How to get our advice

It is well worth contacting the officer who dealt with your application to see if an alternative solution can be reached which would avoid the need for an appeal. Should you require our written advice prior to submitting a new application please be aware that there is normally a fee for such requests. Details of how to obtain our advice prior to submitting an application can be found on our website.

Access to further information

Further guidance on Planning and Building regulation information and services can be accessed on our website and on the Planning Portal at www.planningportal.co.uk.

We strongly encourage the submission of planning applications via the Planning Portal. We also provide an online planning service on our website that allows you to monitor and review all applications we receive. This can help you keep you up-to-date with planning matters in your area.

This publication is available in large print, Braille or audio formats on request. Help is also available for people who require council information in languages other than English. Please contact us using our www.n-somerset.gov.uk/contactplanning

¹ Householder developments are defined as those within the curtilage of a house and are not a change of use or the creation of an additional dwelling or flat. Included in householder developments are extensions, conservatories, loft conversions, dormer windows, alterations, garages, car ports or outbuildings, swimming pools, walls, fences, domestic vehicular accesses including footway crossovers, porches and satellite dishes.