

01st May 2019

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Dear Mr Underhay,

DEVELOPMENT OF BRISTOL AIRPORT TO ACCOMMODATE 12 MILLION PASSENGERS PER ANNUM: AMENDMENT TO DESCRIPTION OF DEVELOPMENT

I am writing to inform you of a change to the description of development in respect of Bristol Airport Limited's (BAL) planning application for the proposed development of Bristol Airport to accommodate 12 million passengers per annum (reference 18/P/5118/OUT).

The description of the proposed development, as currently detailed on the Council's website, is:

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.

Following the receipt of comments from NSC's Landscape Officer (dated 25.01.19), which raised concern with regard to the potential landscape/visual impact of the proposed wind turbines atop of Multi-storey Car Park (Phase 3), BAL has reviewed its proposals in respect of this element of

the scheme and has amended the description of development. The amended description is as follows (amendments are shown in bold with strikethrough where appropriate):

*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); 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.*

I can confirm that BAL would be happy to accept a condition requiring that details of reserved matters including the type, scale, design and location of the provision for renewable energy generation is approved by NSC prior to the development of this component of the scheme, and that this provision must not give rise to likely significant environmental effects beyond those which have been assessed in the Environmental Statement submitted in support of the planning application.

I would be grateful if you could amend the description of development on the Council's website, and any other relevant documentation, to reflect the revision outlined above. Should you have any queries, please do not hesitate to contact me on 01275 473499 or ehiggins@bristolairport.com.

Yours sincerely

Elizabeth Higgins MRTPI
Planning Manager
Bristol Airport