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APPLICATION NO: 16/P/1455/F	CASE OFFICER: Neil Underhay
APPLICANT: Bristol Airport	Extended expiry date:
PARISH/WARD: Wrington/Wrington WARD COUNCILLOR(S): Cllr Mrs D J Yamanaka	TARGET DATE: 05 September 2016
SITE ADDRESS: Bristol Airport, North Side Road, Felton, Wrington, BS48 3DY	

LOCATION PLAN: The following plan shows the general location of the site only and is for illustrative purposes. The circle identifies the location of the site and is not a representation of the site boundaries. The site boundaries and other details submitted with the application can be viewed on the council's website at www.n-somerset.gov.uk. This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown copyright and database rights 2016 Ordnance Survey 100023397. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form



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6. Section 1: 16/P/1455/F Development of a five storey multi-storey car park on an existing car park to provide 1878 parking spaces over two-phases with associated pedestrian walkway, lighting and landscaping, at Bristol Airport, Wrington.

REFERRED BY COUNCILLORS YAMANAKA

Summary of recommendation

It is recommended that, subject to the completion of a legal agreement, the application be **APPROVED** subject to conditions. The full recommendation is set out at the end of this report.

Background

Outline planning permission (reference number 09/P/1020/OT2) was granted in 2011 for comprehensive development at Bristol Airport to increase its operational capacity 10 million passengers per annum. The permission includes over 30 different developments including, of relevance to this application, the following additional car parking:

- A seasonal car park for use between May and October each year to be delivered in two phases on the 'Cogloop' land (known as Site 'C1' and 'C2') totalling 3650 spaces.
- A multi-storey car park to the north of the passenger terminal to be delivered in two phases totalling 3850 car parking spaces.
- An extension to the 'Silver Zone' long stay car park on land known as the 'Cornerpool' land or Site 'U'.

Reserved matters consent for the multi-storey car park (MSCP) was included as part of the outline planning application. The planning permission did not impose conditions which required the MSCP to be completed by a certain point in time. However, condition 7 of the outline permission requires that the first phase of the seasonal car park (Site 'C1') cannot be brought in to use until the first phase of the multi-storey car park (1829 spaces) on the north side of the airport is in use. The purpose of this condition was to secure a sequential approach to development to ensure that land for car parking in the Green Belt would be released only after development of the airport land outside the Green Belt had taken place.

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The Site

The site is located in the Airport's 'Operational Boundary' and within an area excluded from the Green Belt (referred to as the 'Green Belt Inset'). It is currently used for surface level car parking and car rental parking. It is located in front of (to the north of) the passenger terminal and is on significantly lower ground than the terminal.

The Application

The proposal is to re-phase the construction of the previously approved MSCP through an amended design. Specifically, full planning permission is sought to erect a 5-level MSCP comprising 1878 spaces. It is proposed to be built in two phases. Phase 1 consists of 3 levels and 984 parking spaces and phase 2 comprises 2 further levels and 894 spaces. The position of the MSCP is virtually identical to 'Phase 2' of the previously consented multi-storey car park. The application drawings shows the opportunity to deliver the remaining balance of the MSCP (relative to that previously granted) but indicates the timing of this will depend on future demand and viability. The MSCP would be constructed of steel columns and support beams with each deck being a reinforced concrete slab. External wall will be faced with steel panels and timber cladding. Access to the car park will necessitate the relocation of the internal access road, which was also the case with previous consented multi-storey car park.

Relevant Planning History

There is a long planning history for Bristol Airport. Much of the previous history does not have a direct bearing on this application and those applications listed below relate to car parking. From this list it can be seen that there are a number of other recent planning applications currently under consideration. Application 16/P/1486/F is most relevant since it relates to a seasonal car park in the Green Belt. There are some overlapping issues between that application and this proposal and it is necessary to consider both applications at the same time. A separate report on the seasonal car park is made to this committee.

Year	Reference	Proposal	Decision
2016	16/P/1795/RM	Reserved Matters application for new car park reception building (Silver Zone)	Pending
2016	16/P/1486/F	Seasonal car park for 3650 long-stay spaces	Pending

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2016	16/P/1440/F	Extension to staff car park to provide 196 additional spaces	Pending
2015	15/P/0057/RM	Reserved Matter for Silver Zone car park extension	Approved
2011	09/P/1020/OT2	Comprehensive development to increase airport capacity to 10 million passengers per annum	Approved

Policy Framework

The Development Plan comprises:

- The Sites and Policies Plan Part 1: Development Management Policies (DMP) July 2016
- North Somerset Core Strategy (CS) 2012
- North Somerset Replacement Local 2007 (RLP) – Remaining Saved Policies (2016)
- West of England Joint Waste Core Strategy – March 2011
- North Somerset Waste Local Plan – 2002

Sites and Policies Plan Part 1 – Development Management Policies

The Sites and Policies Plan Part 1: Development Management Policies (DMP) was adopted on 19th July 2016 and it replaces the majority of the ‘Saved’ policies in the RLP. The following policies from the DMP are material to this appeal. The following Policies are relevant to this application.

Policy	Policy heading
DM1	Flooding and drainage
DM2	Renewable and low carbon energy
DM8	Nature Conservation
DM9	Trees
DM10	Landscape
DM11	Mendip Hills Area of Outstanding Natural Beauty
DM12	Development within the Green Belt
DM24	Safety, traffic and provision of infrastructure etc. associated with development
DM26	Travel plans
DM27	Bus accessibility criteria
DM28	Parking standards

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DM29	Car parks
DM30	Off-airport car parking
DM50	Bristol Airport
DM70	Development infrastructure
DM71	Development contributions, Community Infrastructure Levy and viability

North Somerset Core Strategy (NSCS) (adopted April 2012)*

The following policies are particularly relevant to this proposal:

Policy Ref	Policy heading
CS1	Addressing climate change and carbon reduction
CS2	Delivering sustainable design and construction
CS3	Environmental impacts and flood risk management
CS4	Nature Conservation
CS5	Landscape and the historic environment
CS6	North Somerset's Green Belt
CS10	Transport and movement
CS11	Parking
CS12	Achieving high quality design and place making
CS23	Bristol Airport
CS34	Infrastructure delivery and Development Contributions

*** Core Strategy - High Court Challenge**

Following a legal challenge to the adopted Core Strategy, Policy CS13 (housing requirement) was remitted back to the Planning Inspectorate for re-examination. In addition, Policies CS6, CS14, CS19, CS28, CS30, CS31, CS32, CS33 were also remitted on the grounds that should the housing requirement be increased, then this may have consequences for one or more of these policies. All other policies remain adopted. Policy CS13 was approved by the Secretary of State on 18 September 2015 and forms part of the development plan. The examination of the other remitted policies is currently taking place.

Other material policy guidance

National Planning Policy Framework (NPPF) (March 2012)

The following is particularly relevant to this proposal:

Section	Section heading
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- 1 Building a strong, competitive economy
- 4 Promoting sustainable transport
- 5 Supporting high quality communications infrastructure
- 7 Requiring good design
- 9 Protecting Green Belt Land
- 10 Meeting the challenge of climate change, flooding and coastal change
- 11 Conserving and enhancing the natural environment

Consultations

Copies of representations received can be viewed on the council's website. This report contains summaries only.

Third Parties:

One objection received with the following points being made:

- A 3 storey car park is better than 5 storey - which is too large.
- Sound and light attenuation is however required to mitigate impact on nearby residents.
- Access to the car park should only be from the A38
- Building sections difficult to relate to the height of the Airport Terminal. Photo / visuals require the carpark and hotel to be imposed on to landscape so scale and massing of the development can be determined.

In addition, the Parish Councils' Airport Association (PCAA) welcomes the building of a MSCP but remains concerned that there has been a major deviation of phasing of car parking at the Airport following planning application 09/P/1020/OT2. Specifically the failure to deliver the MSCP allied to additional growth of surface car parking at and adjoining the Silver Zone has had an adverse impact on the openness of the green belt. This undermines the Section 106 Legal Agreement which was part of that permission and trust within local communities. Exploiting changes in economic circumstances and travel may also allow the airport to avoid having to deliver the MSCP or at least much slower than previously planned. In particular, the PCAA note the intent to build the first three floor of the car park, but is unclear of the commitment to the two remaining storeys and even if it is delivered, the built section will be closed whilst the additional two storeys are constructed. This may give rise to pressure for additional car parking in the Green Belt.

In the event that planning permission is granted, the PCAA request that the following conditions / Section 106 obligations are imposed.

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- No permitted development rights are granted until the MSCP with five storeys, rather than three, is completed at the latest by June 2018.
- The 106 Agreement obligations regarding the Airport Surface Access Strategy refer to the number of passengers who travel to the airport on public transport. This should be increased from 15% to 25% by 2024 by which date the Airport now anticipates passenger growth to reach 10 mppa. The setting of a new target would be in line with NSC policies CS23 and CS1 of the Core Strategy and DM50 Policy of the Sites and Policies Plan demonstrating satisfactory resolution of an environmental issue, reducing carbon emissions.

There are two conflicts of interest in car parking at airports. Firstly, airports are dependent on car parking for revenue, this in itself undermines the desire to increase modal share of car transport to public transport. Bristol Airport continually states its commitment to sustainable travel but this simply isn't the case as it is calling for more low cost parking on green belt which only encourages further use of low cost car parking. The fact that there has been an increase in demand for low cost car parking does not mean that it should be supplied. If car parking was more expensive and only available in MSCP travellers would have no alternative but to use it or use public transport. Bristol Airport has always had seasonal differences in which travellers use the airport more in the summer months than winter and should have anticipated peak seasonal periods of travel.

Secondly at Bristol Airport the policies of North Somerset Council on car parking have effectively created a monopoly. A monopoly is a situation in which a single company or group owns all or nearly all of the market for a given type of product or service. Bristol Airport has a near monopoly on car parking. The PCAA requests that North Somerset Council examines car parking at other airports throughout the country to see percentage of ownership of car parking spaces in order that a comparison can be made. The PCAA does not wish to see green belt policies undermined but the three applications currently submitted 16/P/1455/F (MSCP), 16/P/1440/F (staff car park, north side) and 16/P/1486/F (Cogloop Land) show that, as now, the number of car parking spaces will increase demand on green belt in future.

Cleeve Parish Council; Barrow Gurney Parish Council; Long Ashton Parish Council; Winford Parish Council, Brockley Parish Councils: have all sent individual comments to say that they fully support the comments of the Parish Councils' Airport Association.

Wrington Parish Council:

“The Council welcomes the additional car parking facility proposed and would wish to see the commencement of this facility prioritised in order to mitigate the

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impact upon other car parking facilities which are currently being proposed on agricultural land to the south of the airport. It is a source of some regret within the Council that the multi-storey facility approved in the original outline planning application 09/P/1020/OTP has not been carried through. If now however, it is only proposed to build 3-storeys in this phase, with a further 2 storeys following in a proposed second phase, the addition of the final 2 storeys will necessitate some closure of the then extant 3-storeys in order to enable building of the additional storeys on top. This in turn would lead to a further shortage of car parking spaces during works, which we would not wish to see addressed by further demands for extra car parking space to be allocated around the airport perimeter, or on further green field sites. The economics of whether or not further storeys are considered 'cost efficient' from the airport's standpoint is of no relevance in planning terms and is no justification for expanding surface car parking into agricultural land."

Nempnett Thrubwell Parish Council:

Objects on the following grounds:

1. The continued expansion of the airport is having an increasingly intrusive and damaging effect on the rural nature of our community.
2. Volumes of traffic continue to increase in a way that is completely unsuited to the rural lanes.
3. Light pollution, particularly from the development of the silver parking zone is now noticeable to the north of the Parish and unacceptable in an area of outstanding natural beauty.
4. The increased number of flights is cumulatively adding to noise and environmental pollution.

It would also wish to see the approved MSCP is built before any further development or expansion is allowed.

Other Comments Received:

Highways England: No objection.

Environment Agency: No objection subject to planning conditions being imposed.

Natural England: No objection.

Business West: Bristol Airport is an important strategic employment location and as a key international and national gateway is a very important factor in business location and inward investment decisions. The proposed change in phasing of infrastructure development set out in these planning applications is reflective of the impacts felt by businesses across the region as a result of the global recession of 2008/9 and the difficult economic conditions which followed.

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However, the airport has shown a commitment to increase the percentage of passengers travelling to and from the airport by public transport and the current estimate of 14% is a significant improvement from previous years. They fully support the application.

Principal Planning Issues

The principal planning issues are: (1) principle of development; (2) changed demands for airport parking; (3) impact on sustainable travel; (4) impact on openness of the Green Belt; (5) landscape impact and design; (6) drainage and flood risk; (7) biodiversity

Issue 1: Principle of development

The site is located in the 'Green Belt Inset' and there is an extant permission for a larger 5-storey MSCP. The principle of the development outside the Green Belt is acceptable.

Issue 2: Changing demands for airport parking

Since the 2011 planning permission the airport operators report increases in low-cost flights and a growth in a demand for low-cost parking from all sectors including business users. They also say the 'Silver Zone' car park, which is the cheapest parking at the airport and provides 70% of the overall on-site airport parking, has also had full occupancy during the peak seasons for the past 4 years. However over the same period the occupancy of higher cost parking (on the north side of the airport) which provides 30% of the overall supply has reduced from 88% to 85%. These changes occurred when passenger numbers increased from 5.7 million passengers per annum (mppa) in 2011 to 6.7mppa in 2015. This is expected to rise to a record level of 7.5mppa in 2016, with 10mppa projected in 2024. The airport operators say 85% of passenger growth from 2009-2016 has come from the low cost market and this reflects a growth in the demand for cheaper car parking, which is expected to increase.

Some objectors say these trends should have been foreseen by the airport at the time of the previous application in 2011. Furthermore a larger MSCP in the previous application in the Green Belt inset was included to portray a balanced approach to additional car parking at the airport, but it was likely to be scaled back once permission had been granted as it is a more costly option. The airport operators refute this and say that the impact of the recession on different types of parking demands could not have been predicted in terms of the quantity of premium parking that would be needed. However it is now apparent that there is a lower proportion of customers willing to pay higher parking tariffs and the airport approach to car parking should react to customer demands. The airport however say there is still a need for a MSCP in the short to medium term, but not

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for 1829 spaces in 'Phase 1' of the current approval and this is reduced to 984 spaces.

Issue 3: Impact on Sustainable Travel

Some objectors say that the MSCP should be built in its original larger guise before further low cost parking is allowed and that higher parking tariffs from a MSCP might persuade more passengers to use public transport. Conversely it is argued that allowing cheaper car parking to be built ahead of the MSCP and before public transport improvements are made will encourage more people to drive to the airport and this is not in the interests of balanced sustainable growth. Further comments suggest the airport has over-emphasised the high cost of building a MSCP and this is not a planning matter.

The NPPF says that economic issues is a core component of sustainable development alongside social and environmental dimensions. Financial matters are therefore a material consideration to be weighed against other material considerations. Some objections suggest the airport should bear the costs of the building the MSCP in its currently approved larger form before any Green Belt parking is allowed, and off-set any deficit in revenue against the business as whole. It is unrealistic however to suppose that any business would front load expensive infrastructure much larger and much sooner than is reasonably needed. The airport operator also indicate that car parking at the airport needs to be a self-standing part of the overall business and this contributes to keeping down other airport costs. The application shows the airport carefully monitors passenger demands and the uptake of its different car parking offers and this application is a direct response to changing circumstances.

Any growth of car parking at the airport, whether a MSCP or surface parking, should however be balanced against a broader strategy to reduce reliance of the car travel and improve public transport access. This is particularly relevant since the 2011 planning permission (ref 09/P/1020/OT2) required staged improvements to public transport to be made so that the percentage of people travelling to and from the airport would increase from 6.5% in 2009 to 15% by the time the airport achieved 10 million passengers per annum (mppa). This included the following improvements:

- The development of an Airport Surface Access Strategy (ASAS)
- Increasing duration and frequency of the Bristol Flyer service up to 8 services per hour
- Enhanced '121' service from Weston-super-Mare with a separate new hourly Weston Flyer services at 8mppa and a half-hourly service at 10mppa.
- Direct service to Bath at 9mppa.
- Other regional services
- Concessionary services for local people.

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The airport implemented an 'ASAS in 2012 and there are currently five public transport services to the airport as below:

- The 'A1' Bristol Flyer operating between the airport and two main transport hubs in Bristol (Temple Meads Railway Station and Bristol Bus Station). This is a 24-hour service with services every 8-10 minutes during 06:30 Hours and 19:30 Hours.
- The 'A2' hourly service between Weston-super-Mare and the airport via Banwell, Winscombe, Churchill and Wrington between 07:00 and 19:00 hours.
- The 'A4' Service between Bath bus and train stations and the airport every hour from 03:00 and 23:00 Hours.
- Stagecoach services between Plymouth and the airport and Bristol, city centre, via Exeter and Taunton. This comprises 19 services a day.
- National express service between Cardiff City Centre and the airport. This comprises 12 services a day seven days a week.

A number of these services, such as, the frequency of the Bristol Flyer Service and the Bath Service, have been brought into operation by commercial operators ahead of scheduled targets in the S106 Agreement. In September 2015 13% of the 6.6 mppa travelled to and from the airport by public transport. This is higher than the trajectory of 8% at 7.3mppa in the ASAS. The Airport's Staff Travel Plan has also seen the number of single occupancy vehicle trips from staff reduce from 80% to 74% with public transport use increase from 10% to 16%.

Other planned services in the S106 Agreement such as the new Weston Flyer hourly service is not required until 8mppa is reached. As part of this application the airport operator is however proposing to vary this obligation and commence this new service when the seasonal car park is first brought into use or when 8mppa is reached (whichever occurs first). As the seasonal car park is intended to be in use in 2017, this is likely to be before 8mppa is reached. The mechanism for bringing the service in to use (including its timetable, routing and cost) would need to be agreed. The obligation to increase this to a half-hourly service at 10mppa is unchanged.

Notwithstanding the benefit of the early introduction of this service some objectors say that the current S106 obligation to achieve 15% public transport use is too low and the Council, through this application, should seek to increase this target to 20%-25%. Paragraph 204 of the NPPF says: "planning obligations should only be sought where they meet all of the following tests:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development."

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As this application does not increase the scale of development above that already allowed at Bristol Airport, it is highly unlikely that a proposal to improve public transport usage would meet any of these tests. For this reason, officers do not support this request.

Issue 4: Landscape Impact and Design

Context elevations show the height and position of the proposed MSCP in relation to the passenger terminal. The MSCP is on a significantly lower ground level than the terminal such that its roof is broadly at the same level as the ground floor of the passenger terminal. The scale of the MSCP is slightly less than the Phase 1 of the currently consented MSCP. The impact of the building and its use on those residents who live closest to the site in and around (Downside Road) was considered during the previous application. It was considered the previous car park would not have an unacceptable impacts on the living conditions on nearby residents. The same conclusions apply to this MSCP.

A comprehensive Landscape and Visual Appraisal was submitted with the application and it assesses the impact of the MSCP on landscape character and public viewpoints. This includes before and after photographs with the proposed MSCP super-imposed on to a number of the viewpoints.

There are some viewpoints such as Downside Road, Crook Bridle Path, Backwell Hill Road and Hyatts Wood Road where parts of the MSCP will stand out, although in most cases this is against the backdrop substantial adjoining development at the airport. The overall impact of the scale and height of the building is unlikely to be significant or over-bearing and it is acceptable when considered against Policy CS5 of the Core Strategy and DM10 of the Sites and Policies Plan Part 1. It is also unlikely to have a significant impact on the setting of the Green Belt, especially when the airport 'Inset' was expressly introduced to provide for a concentration of buildings, such as a MSCP, outside the Green Belt.

In terms of design, elevations comprise timber cladding to stairwells and ramps which occupy about 40% of outside walls. The perimeter of the parking levels are faced in a combination of mesh and perforated metal panels with some open sections of varying height and width. This creates a random pattern, albeit one with variation and interest. External colours of the panels are a combination of brown and dark grey, which when combined with the timber cladding, will provide a muted appearance. The mesh and perforated panels will substantially reduce and diffuse the impact of headlights. Samples of the external materials and lighting within and on the outside walls of the car park will need to be agreed and this can be secured through planning conditions, as will measures to use renewable technologies. The car park will have good pedestrian connections

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with the terminal and good access to the public and internal bus services. The design is access complaint for all users.

There are no landscape or design objections to the proposal and the design, as a whole, accords with Policy CS12 of the Core Strategy and Policies DM32 and 33 of the Sites and Policies Plan Part 1.

Issue 5: Drainage / Flood Risk

The applicant has indicated that Sustainable Drainage Systems (SuDS) will be used for the capture and removal of surface water from the new car park. There is no objection to this approach, but details will be required through planning conditions.

The Environment Agency does not object to the application but has requested that planning conditions are imposed to agree measures to ensure construction does not result in ground water pollution no objection.

Subject to this there are no drainage or flood related objections to the application having regard to Policy CS3 of the Core Strategy.

Issue 7: Biodiversity

A nature conservation assessment has been submitted for the application. It concludes that the proposal is highly unlikely to impact on any designated ecological sites in the area of the airport. Within the site the loss of a small number of scattered trees will have a minor impact, although this could be mitigated with some perimeter planting around the MSCP. Tree removal should however be avoided during the bird nesting season unless they are clearly absent of nesting. Lighting with and outside the MSCP will also need careful consideration to reduce impacts during darkness of Bats, which are present in the area.

There are no biodiversity objections to the applications having regard to Policy CS4 of the Core Strategy and DM8 of the Sites and Policies Plan Part 1.

Natural Environment and Rural Communities (NERC) Act 2006

The proposed development will not have a material detrimental impact upon biodiversity.

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The Crime and Disorder Act 1998

The proposed development will not have a material detrimental impact upon crime and disorder.

Conclusion

The erection of a MSCP in this location is acceptable in principle and has already been established by the previous 2011 planning permission. Since 2011 the applicant has shown that there has been a change in demands for different types of car parking at the airport and there is now a reduced demand for the type of premium parking provision provided by a MSCP. The revised design reflects this. The application is accompanied by a parallel application for additional surface parking on the south side of the airport but that application must be considered on its individual merits. The application is acceptable under Policies CS1, CS6, CS10 and CS23 of the Core Strategy and DM12, DM24 and DM50 of the Sites and Policies Plan Part 1.

RECOMMENDATION: Subject to the completion of a 'Deed of Variation' to the Section 106 Legal Agreement for planning permission 09/P/1020/OT2 securing implementation of the new 'Weston Flyer' public transport services when the airport passenger number reach 8 million passengers per annum or when any part of the seasonal car park is first brought into use (whichever the earlier) the application be **APPROVED** (for the reasons stated in the report above) subject to the following conditions and any other additional or amended conditions as may be required

1. The development hereby permitted shall be begun before the expiry of three years from the date of this permission.

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.

Approved Documents

2. The development hereby permitted shall be carried out in accordance with the approved plans and documents listed Below:

Planning Statement June 2016
Design and Access Statement June 2016
Geo-environmental Report May 2016
Landscape and Visual Appraisal June 2016
Ecological Supporting Statement June 2016

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Transport Statement June 2016
Drainage Design Note May 2016
Heritage Statement –June 2016
Arboricultural Assessment May 2016
External Lighting Strategy – September 2011

Drawing Numbers: P01; P1-01 Rev 1; P1-02 Rev 0; P1-03 Rev 0; P2-101 Rev 1; P2-01 Rev 3; P3-01 Rev 2; P3-101 Rev 1; P5-01 rev 1; P5-101 Rev 2;

Reason: For the avoidance of doubt and in the interest of proper planning.

Lighting

3. No means of illumination on or within the multi-storey car park hereby permitted unless until details of the position, height (including lighting columns), type and the levels of illumination shown in a lighting contour plan, have been submitted to and approved in writing by the Local Planning Authority. The lighting shall thereafter be installed and operated in accordance with the agreed specifications.

Reason: To reduce the impact of artificial lighting in accordance with Policies CS3, CS4 and CS6 of the North Somerset Core Strategy.

Landscaping

4. The landscape scheme shown in Figure 22 of the 'Landscape and Visual Appraisal' dated June 2016 shall be carried out in accordance with the approved plans and specifications in the first planting season (October to March inclusive) following completion of the works or when the car park is brought in to use, whichever occurs first.

To ensure that landscaping schemes if fully implemented in a timely manner in accordance with Policy CS5 of the North Somerset Core Strategy.

5. Trees, hedges and plants shown in the landscaping scheme to be retained or planted which, during the development works or a period of five years following full implementation of the landscaping scheme, are removed without prior written consent from the Local Planning Authority or die, become seriously diseased or are damaged, shall be replaced in the first available planting season with others of such species and size as the Authority may specify.

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Reason: To ensure as far as possible that the landscaping scheme is fully effective and in accordance with Policy CS5 of the North Somerset Core Strategy.

Ground Contamination

6. If, during development, contamination is found to be present at the site then no further development unless otherwise agreed in writing with the Local Planning Authority shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this contamination shall be dealt with and obtained written approval of the strategy from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure the proposed development will not cause pollution or harm to public health in accordance with Policy CS3 of the North Somerset Council Core Strategy.

Materials

7. No work shall be commenced until samples of the materials to be used in the development have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in the approved materials unless otherwise agreed in writing.

Reason: To ensure that the materials are acceptable in the interests of the appearance of the area and in accordance with section 7 and paragraph 17 of the National Planning Policy Framework, policy CS12 of the North Somerset Core Strategy.