

September 2020

The Bristol Airport Limited (Land at A38 and Downside Road) Compulsory
Purchase Order 2020

Bristol Airport Limited's Statement of Reasons

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1. INTRODUCTION

- 1.1 This document is the Statement of Reasons produced by Bristol Airport Limited (**Acquiring Authority** or **BAL**) explaining the reasons and justification for making the Bristol Airport Limited (Land at A38 and Downside Road) Compulsory Purchase Order 2020 (the **Order**).
- 1.2 The Order was made by BAL under the provisions of the Airports Act 1986 (the **Airports Act**). The Order will be submitted to the Secretary of State for Transport with a request that it be confirmed. The Order is required to support BAL's planned increase in the permitted passenger cap at the Bristol Airport (the **Airport**) from 10 million passengers per annum (**mppa**) to 12 mppa, which is the subject of an appeal against the refusal of planning application (reference 18/P/5118/OUT) (the **Application**). The Application includes a number of new infrastructure components onsite and offsite to support the proposed increase in passenger numbers and to ensure safe and efficient passenger movements to and around the Airport site. Highway works to the A38 and Downside Road are required to accommodate additional traffic generated by the additional 2 mppa (the **Highway Works**). The Highway Works and the Airport expansion proposals (the **Scheme**) are described in more detail in section 6.
- 1.3 BAL is seeking to acquire land required for the Highway Works which it has not been able to secure by way of private treaty. The area over which land is required for the Highway Works is referred to in this Statement as the **Order Land**.
- 1.4 This Statement of Reasons has been produced in accordance with the advice in Section 12 of the guidance issued in October 2015 (and last updated in July 2019) by the Department for Communities & Local Government (as was) entitled "Guidance on Compulsory Purchase process and The Crichel Down Rules" (**CPO Guidance**). It sets out the reasons why the powers of compulsory purchase contained in the Order are necessary and why there is a compelling case in the public interest for the Order to be confirmed by the Secretary of State. This Statement of Reasons is a non-statutory document.
- 1.5 This Statement is not intended to constitute BAL's Statement of Case for the purposes of the Compulsory Purchase (Inquiries Procedure) Rules 2007 in the event of a public local inquiry being held into the Order. Should a public inquiry be held, BAL will request that it is co-joined with the planning appeal relating to the Application (the **Planning Appeal**).
- 1.6 As the Order was made during the time of the Coronavirus (**COVID-19**) pandemic, BAL will, in complying with its notification requirements, take into account the Ministry of Housing, Communities and Local Government's "Coronavirus (COVID-19): compulsory purchase guidance" published on 13 May 2020 (and last updated 27 May 2020) (**COVID-19 Guidance**).

2. STRUCTURE OF THIS STATEMENT

- 2.1 Section 12 of the CPO Guidance provides advice on what the contents of a Statement of Reasons should address. The following sections of this Statement reflect the CPO Guidance and include:
- 2.1.1 A description of the Order Land and its present use (section 3);
- 2.1.2 A description of the Highway Works, the Scheme and the proposals for the use or development of the Order Land (section 6);
- 2.1.3 An explanation of the enabling power under the Airports Act (section 7);
- 2.1.4 A statement of the Acquiring Authority's purpose in seeking to acquire the Order Land, justification for use of the enabling power and explanation of how regard has been given to the European Convention on Human Rights (sections 5, 6, 7 and 16);
- 2.1.5 A statement justifying the extent of the Scheme to be disregarded for the purposes of assessing compensation in the 'no-scheme world' (section 6);

- 2.1.6 A statement about the planning position of the Order Land (section 10);
 - 2.1.7 Any special considerations affecting the Order Land (section 15);
 - 2.1.8 A statement on the absence of impediments to the implementation of the Order and delivery of the Highway Works (sections 3, 6, 9, 10 and 11);
 - 2.1.9 Details of any views which may have been expressed by a Government department about the proposed development of the Order Land (section 18);
 - 2.1.10 What steps BAL has taken to negotiate the acquisition of the land by agreement (section 8);
 - 2.1.11 Any other information which would be of interest to persons affected by the Order (section 21 and 22);
 - 2.1.12 Details of related orders, applications etc (section 13); and
 - 2.1.13 Details of documents which BAL would intend to refer to or put in evidence in the event of an inquiry (**Appendix 1**).
- 2.2 This Statement describes the case for compulsory purchase and provides conclusions on BAL's reasons for promoting the Order.
- 2.3 The following terms are used in this Statement:

1981 Act	Acquisition of Land Act 1981
Acquiring Authority or BAL	Bristol Airport Limited
Airport	Bristol Airport
Airports Act	Airports Act 1986
Application	the planning application submitted by BAL to increase the permitted passenger cap at the Airport from 10 mppa to 12 mppa, allocated reference 18/P/5118/OUT, which is the subject of an appeal
Compensation Code	the body of Statute, Lands Tribunal and Lands Chamber of the Upper Tribunal decisions and case law applicable to the determination of compensation in relation to compulsory purchase
Convention	The European Convention on Human Rights which was incorporated into domestic law by the Human Rights Act 1998
Council	North Somerset Council
CPO Guidance	the guidance issued by the Department of Communities and Local Government in July 2019 entitled Guidance on Compulsory Purchase process and The Crichel Down Rules
COVID-19 Guidance	the guidance issued by MHCLG updated on 27 May 2020 entitled Coronavirus (COVID-19): compulsory purchase guidance

Highway Works	the highway works at the A38 and Downside Road described in Section 6
MHCLG	Ministry of Housing, Communities & Local Government
MPPA	million passengers per annum
Order	The Bristol Airport Limited (Land at A38 and Downside Road) Compulsory Purchase Order 2020
Order Land	the land included within the Order for compulsory acquisition
Order Map	map referred to in the Bristol Airport Limited (Land at A38 and Downside Road) Compulsory Purchase Order 2020
Planning Appeal	the appeal against the refusal decision for the Application
Scheme	the scheme to be consented by the Application including the Highways Works on the Order Land
Secretary of State	the Secretary of State for Transport

3. DESCRIPTION OF THE ORDER LAND

3.1 The land included within the Order to be compulsorily acquired is shown edged red and coloured pink on the Order Map (the **Order Land**). The total area of land to be compulsorily acquired is approximately 9,293 square metres.

3.2 General location of the Order Land

3.2.1 The Airport is located on the western side of the A38, approximately 11km south-west of Bristol City Centre, within the local authority administrative area of North Somerset Council. Covering an area of 196 hectares (**ha**), it is situated on a ridge of high ground called Broadfield Down 183 metres above ordnance datum with the A370 Bristol to Weston-super-Mare road 4km to the north and the M5 motorway 11km to the west of the site (the total Application site area is circa 211 ha). The A38 carriageway is directly adjacent to the Airport, on its eastern extent.

3.2.2 Two roundabout junctions provide access to the Airport site from the A38. The northern roundabout provides access to the northern parts of the Airport including the main terminal building, passenger pick up and drop off areas, hotel and operational facilities and both short and long-stay parking areas. This is also the main access for public transport links to the Airport. The southern roundabout, meanwhile, provides access to (inter alia) Silver Zone long-stay car parking, the main administrative building, staff car parking, car rental hub, aircraft maintenance areas, fire station, Profred hangar, Bristol and Wessex Aeroplane Club, Bristol Flying Centre and Western Power Distribution Helicopter Unit.

3.2.3 In addition to its existing site, BAL owns some 16 ha of land immediately to the south of the Airport. This land is currently used for agriculture, dominated by improved grassland used for grazing and a small area of woodland. The area surrounding the Airport, meanwhile, is predominantly open, undulating countryside with extensive woodland areas to the west and open farmland and settlements to the north, east and south.

3.2.4 Immediately to the north of the Airport are properties along Downside Road. Those properties along the southern side of this road fall within the parish of Wrington and those along the north fall within the parish of Backwell. Those properties along the southern side of Downside Road share a boundary with the Airport. To the north-west

is the village of Felton which extends northwards along the A38 and east towards Winford. To the south is the small settlement of Redhill and beyond is Wrington.

- 3.2.5 The Order Land is located to the north of the northern A38 roundabout which serves the Airport. The Order Land comprises land both adjacent to the A38 carriageway as well as along Downside Road.

3.3 The Order Land in detail comprises:

Plot	Description and present use of Order Land
1	The western portion of woodland and former quarry (south of Downside Road and west of Bridgwater Road, A38)
2	Woodland and former quarry (south of Downside Road and west of Bridgwater Road, A38) fronting the highways
3	Hardstanding between A38 highway and Airport Tavern building, hedgerow and shrubbery within field to the north of the Airport Tavern
4	Enclosed parking area adjacent to Downside Road and hedgerow (Airport Tavern)
5	Field, hedgerow and shrubbery (Airport Tavern) and public footpath (LA2/37/10/X)
6	Field, hedgerow and shrubbery (Airport Tavern) and public footpath (LA2/37/10/X)
7	Footway (north eastern corner Downside Road)
8	Hardstanding between A38 highway and Airport Tavern building
9	Hardstanding between A38 highway and Airport Tavern building, hedgerow and shrubbery within field to the north of the Airport Tavern
10	Hedgerow (land south of Oakwood House) and public footpath (LA2/37/10/X)
11	Hedgerow (land south of Oakwood House) and public footpath (LA2/37/10/X)
12	Caravan, garden and hedgerow (land south of Oakwood House) and public footpath (LA2/37/10/X)
13	Caravan, garden and hedgerow (land south of Oakwood House) and public footpath (LA2/37/10/X)
14	Garden and hedgerow (Oakwood House)
15	Garden and hedgerow (Oakwood House)
16	Grassed verge footway and shrubbery (north west of Felton Village Hall and east of Bridgwater Road, A38)
17	Grassed verge and footway (north west of Felton Village Hall and east of Bridgwater Road, A38)
18	Grassed verge footway and shrubbery (west of Felton Village Hall and east of Bridgwater Road, A38)
19	Grassed verge footway and shrubbery (west of Felton Village Hall and east of Bridgwater Road, A38)
20	Grassed verge footway and shrubbery (south west of Felton Village Hall and east of Bridgwater Road, A38)
21	Common land comprising grassed verge and footway on the corner of Bridgwater Road A38 and West Lane
22	Carriageway (east of Bridgwater Road, A38 leading to Lilac Cottages) and verge (east of Bridgwater Road, A38)

4. PRESENT OWNERSHIP AND OCCUPATION OF THE ORDER LAND

- 4.1 The Order Land is characterised by land adjacent to the existing A38 and Downside Road carriageways including the former quarry on the south side of Downside Road. None of the land comprises buildings other than a mobile home within parts of plots 12 and 13.
- 4.2 The CPO Schedule (Document 1.1) contains the names and addresses of all owners, lessees, tenants and occupiers (Table 1) who have interests within the Order Land together with other

qualifying persons such as mortgages, beneficiaries of restrictive covenants and other right holders (Table 2).

- 4.3 Table 1 of the CPO Schedule contains 22 parcels of which 1 is unregistered and a number may contain unknown interests. Table 2 of the CPO Schedule identifies other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 including interests of a mortgagee and those with access over plot 22. The CPO Schedule also identifies statutory undertakers and other like bodies who have or possibly have equipment on, in or over the Order Land.
- 4.4 The location of the plots is shown on the map accompanying the CPO - Document 1.2.
- 4.5 In order to ensure that the Highway Works can take place in a timely manner to allow delivery of the Scheme, it will be necessary for BAL to compulsorily acquire the Order Land albeit with a continued commitment to seek to acquire the interests by agreement.

5. BACKGROUND TO AND NEED FOR THE HIGHWAY WORKS

- 5.1 Operated by BAL, the Airport is the principal airport and main international gateway for the South West of England and South Wales.
- 5.2 The Airport opened at Lulsgate Bottom in May 1957 on the site of a former WW2 experimental fighter station, RAF Lulsgate Bottom. For six decades the Airport has served passengers travelling to and from the South West of England and South Wales, enabled by ongoing investment in infrastructure, services and facilities.
- 5.3 In 2011, BAL obtained planning permission for the major expansion of the Airport to accommodate 10 mppa (09/P/1020/OT2). BAL is continuing to implement the extant 2011 consent as the Airport grows towards 10 mppa.
- 5.4 There is a compelling need for the Scheme:
 - 5.4.1 there is a strong national aviation policy for the growth of regional airports and making the best use of existing runways (this is explained further at section 10 below);
 - 5.4.2 it is essential that additional capacity is provided at the Airport in order to accommodate forecast regional passenger demand, despite the impact of the COVID-19 pandemic on the aviation section;
 - 5.4.3 additional capacity at the Airport has the potential to clawback passengers from the South West region that currently travel to London's airports;
 - 5.4.4 the expansion of the Airport to 12 mppa will deliver substantial social and economic benefits including 5,150 employment opportunities and £390 million Gross Value Added (**GVA**) in a sustainable way, minimising environmental effects and delivering benefits for local communities.

Meeting Passenger Demand

- 5.5 In 2019, the Airport handled 8.96 mppa, making it the fourth largest regional airport in the UK. Demand is expected to be strong over the next decade. The forecasts prepared by BAL and independently verified by Mott MacDonald indicated that demand would reach the existing 10 mppa passenger cap by 2021, increasing to 12 mppa by 2026.
- 5.6 The onset of the global COVID-19 pandemic has significantly impacted the aviation sector and passenger throughput at the Airport has temporarily fallen. However, the indications are that demand will return as travel restrictions are lifted, passenger confidence returns and the economy recovers from the pandemic. Global passenger forecasts prepared by the International Air Transport Association (**IATA**) show that, internationally, traffic will return to pre-pandemic levels by 2024 with recovery in the short haul market likely to be faster. Airports Council International (**ACI**) has made a similar projection. Whilst demand is temporarily suppressed, BAL

is therefore confident that traffic at the Airport will still reach 12 mppa albeit over a longer time period than previously projected; in short the pandemic will not fundamentally change the reasons why people will want to fly. The existing passenger cap of 10 mppa was forecast to be reached by 2021 and in this context, the temporary suppression of growth will provide BAL with an enhanced opportunity to ensure that the infrastructure needed to support 12 mppa can be put in place sufficiently to smoothly transition above 10 mppa.

- 5.7 Expansion will give the Airport the best possible opportunity to contribute to the South West's economic recovery and create jobs in the region, helping to replace those lost during the pandemic. Further, as the UK completes its departure from the EU, the country's aviation industry will play a vital role in enhancing the UK's relationship with the rest of the world. In recent years, the South West has not been at the forefront of national infrastructure plans. Expansion will help to address this inequality and the improved connectivity will help the South West contribute to the UK's global ambitions. In consequence, there remains an acute need for the Scheme despite the short-term impacts of the COVID-19 pandemic on the aviation sector.
- 5.8 Whilst the Department for Transport's (DfT) UK Aviation Forecasts identify airports other than Heathrow in terms of their consented capacity, the DfT also states that "*the forecasts should not be considered a cap on the development of individual airports*". In fact, the DfT forecasts demand in the South West region to increase by some 76% to 2050, with overall market share rising from 4% to 5%. This growth represents an increase in passengers originating in the South West of England from 14.3 mppa in 2016 to 25.1 mppa in 2050. At the same time, the 2018 Civil Aviation Authority (CAA) Passenger Survey indicates that leakage of passengers from the South West region to other UK airports is substantial at over 7 million passengers.
- 5.9 In terms of catering for aviation demand in the South West and South Wales, the Airport provides by far the highest proportion of flights. This is not only because of its current capacity but also because of its catchment area. The Airport's existing role as the international gateway for the South West, the projected increase in passenger demand and the potential to clawback leakage of passengers from London airports (lessening pressure on these airports) all demonstrate a need for the Scheme. This is consistent with the forecasts underpinning the Government's Making Best Use policy which showed overall market growth with airports able to make best use of their runways and, importantly the scope for regional airports to claw back local demand from the London airports. Given the total additional demand in the South West, the Airport's catchment and the wider range of services offered by the Airport, the Scheme will not result in significant displacement of passengers from other airports in the region or South Wales.

Benefits

Economic

- 5.10 The economic benefits delivered as a result of the Scheme will boost the South West's economic recovery from the COVID-19 pandemic whilst the connectivity afforded by increasing the capacity of the Airport will support the Government's policy objective to 'level-up' regional growth by improving air connectivity and enabling more passengers to use an airport locally, giving rise to consumer benefits. Notwithstanding BAL's intentions to update its forecasts, the conclusion that the economic benefits of the Scheme are substantial is robust.
- 5.11 The Airport is the principal airport and main international gateway for the South West of England and South Wales. In 2018, around 3,960 people worked on-site at the Airport, which equates to approximately 3,480 full time equivalents (FTEs); including indirect and induced jobs, this increases to an estimated 8,200 FTEs across the South West region. In total, it is estimated that the Airport generates £1.7 billion of GVA in the South West economy (as at 2018). Delivering additional capacity at the Airport will mean that the significant economic benefits the Airport already provides are maintained and further increased.
- 5.12 The Economic Impact Assessment submitted with the Application evidences the substantial economic benefits which will be generated by the Scheme. It predicted that growth to 12 mppa would:

- 5.12.1 create an additional 800 direct jobs and an additional 5,150 opportunities in the wider economy;
 - 5.12.2 deliver benefits associated with enhanced productivity including improved access to international markets and supply chains;
 - 5.12.3 generate £390 million GVA, taking the Airport's total economic impact to £2.4 billion; and
 - 5.12.4 increase the inbound tourism impact in the South West and South Wales from £260 million GVA (supporting 4,050 FTEs) to £380 million GVA (5,400 FTEs).
- 5.13 As a result, the assessment concluded that the economic benefits of the Scheme would be significant. The same conclusion was reached by the Council's officers in considering the Application following independent advice from their specialist consultant advisors. In sharp contrast, constraining the Airport's capacity at 10 mppa would see economic activity displaced from the South West, act as a barrier to overseas investment and result in a reduction in regional connectivity which would be contrary to the Government's policy objective to 'level-up' growth.

Social

- 5.14 The employment benefits associated with expanding the Airport will deliver increased prosperity and associated health benefits. This is especially important in light of the economic impact of the COVID-19 pandemic.
- 5.15 The Airport is in close proximity to two of the South West's most deprived areas, Weston-super-Mare and South Bristol, which are amongst the 10% most deprived areas in the UK. These areas are significant providers of labour for the Airport; as at 2019, Weston-super-Mare was estimated to account for around 13% of current on-site employment and South Bristol around 11%. The Scheme will support the regeneration of these deprived communities through BAL's commitment to bring forward a Skills and Employment Plan (secured through the section 106 Agreement explained further at paragraph 6.7 below). As agreed with the Council's officers, this plan will be specifically aimed at delivering employment opportunities for the people of North Somerset (with a focus on Weston-super-Mare) and South Bristol and will be supported by a financial contribution up to a maximum of £300,000.
- 5.16 Without growth beyond 10 mppa, there is a real risk that over time jobs at the Airport will be eroded, partly as a consequence of underlying productivity gains and also as airlines re-locate growth to other, more distant airports.
- 5.17 The Scheme will deliver important social benefits in terms of the increase in the destinations and frequency of connections an expanded airport will provide. This, in-turn, will facilitate people's desire to travel which, for many, is an important contributor to their wellbeing and quality of life.

Highway Works

- 5.18 The Transport Assessment submitted with the Application indicated that the current A38/Downside Road junction is over capacity:

"11.4.2 The existing A38 signal junction with Downside Road have been validated against the recorded traffic and queue length surveys.

11.4.3 The results indicate the existing A38 signal junction is operating over capacity in the 2018 survey flow evening peak, with the PRC recorded at -9.1%. In the 2018 survey flows morning peak and inter peak the junction is operating within capacity."

- 5.19 The Transport Assessment also outlined that the highway improvements (including the Highway Works) proposed as part of the Scheme would ensure the safe and efficient movement of

passengers to and around the Airport site. The planning officer's report for the Council's 10 February 2020 committee concluded that the works would improve traffic flow and safety in the immediate vicinity of the Airport. As a result, the Highway Works are required to allow delivery of the Scheme. The analysis undertaken for BAL identifies that the full Highway Works are required to be implemented as soon as growth beyond 10mppa is expected. Alternatives to the Highway Works' design were considered (including potentially reducing the extent of the works and along an alternative alignment) but it was concluded that the Highway Works represent the most efficient design to meet the highway requirements.

6. DESCRIPTION OF THE HIGHWAY WORKS AND THE SCHEME

- 6.1 The proposed Scheme seeks to facilitate an increase in the permitted passenger cap at the Airport from 10 mppa to 12 mppa. To support the proposed increase in passenger numbers and ensure safe and efficient passenger movement to and around the Airport site, the development includes a number of new infrastructure components, improvements to existing facilities and operational changes.
- 6.2 BAL is proposing to undertake a significant improvement of the A38 between the main Airport access road (being the most northern of the 2 roundabouts serving the Airport) and West Lane to accommodate any additional traffic generated by an extra 2 mppa. The main carriageway over this length will be increased in width to allow two through lanes to be provided on each carriageway. The widening will be mainly undertaken on the western side of the road providing an overall width of 16m. Level changes, Felton Hill Common Land and residential properties prevent the carriageway works taking place on the eastern side. The improvements taper back to join the existing carriageway width some 130m beyond West Lane. A further dedicated lane will be provided for northbound traffic turning left into Downside Road, along with a right turn lane into West Lane. The centre of the carriageway will be hatched or have traffic islands in order to separate traffic flows. Downside Road will be widened to two lanes for 80m prior to the junction with the A38 and a new access provided into the Airport Tavern car park from Downside Road to replace the current access from the A38 which currently does not meet the necessary highway standards.
- 6.3 The junction with Downside Road will remain controlled by traffic signals but will be linked to new signals controlling the West Lane junction. The junctions will monitor traffic approaching the junctions and using Microprocessor Optimised Vehicle Actuation will adjust the timings to enhance traffic flow and reduce queuing. Traffic will only be able to turn left out of West Lane, while traffic travelling southbound will remain unable to turn right into Downside Road and will continue to double back at the main Airport roundabout with the A38.
- 6.4 The existing footway / cycle track will remain on the eastern side of the A38 with a new footway provided north of the West Lane junction. An enhanced footway / cycle track will be provided on the western side of the road between the Airport and Downside Road, with a footway provided for the section north of the Downside Road tying in with the existing facility north of West Lane. Pedestrian and cycle facilities will be provided within the Downside Road junction. A pedestrian crossing is included within the West Lane signals and both junction designs will incorporate drop kerbs. Bus stops will be maintained albeit adjusted for the new carriageway alignment. Access will also be maintained to the public footpath which runs along the northern boundary of land at the Airport Tavern towards Lulsgate Bottom.
- 6.5 A table summarising the proposed use of each of the plots, both during and post construction is provided at **Appendix 3**.
- 6.6 The proposed improvements are in-keeping with the current character of the area. The road will be constructed with an asphalt wearing course and antiskid surfacing will be applied on the approaches to the signal stop lines. All traffic signs, signals and markings will be provided in accordance with highway design standards applicable to the location and type of road. The area will continue to have street lighting in line with the Council's standards and local operations including dimming at night. Surface water drainage will be enhanced to accommodate the effects of the widened carriageway.

- 6.7 The highway improvements referred to above (the **Highway Works**) were agreed with North Somerset Council (the **Council**) officers and delivery of the Highway Works was included within the proposed heads of terms for the draft Section 106 Agreement submitted to the Council as part of the Application and in the Council's draft conditions for the Application. These heads of terms were agreed with Council officers and negotiations on the draft Section 106 Agreement with the Council to secure the heads of terms will continue as part of the Planning Appeal process.
- 6.8 As stated in the planning committee report of 10 February 2020, it is expected that the Council will carry out the highway works at BAL's expense as soon as is practical. If, however, for any reason the proposed Highway Works are not commenced within 3 years post-consent by the Council, then their delivery would revert to a 'Section 278' process in which case BAL will be responsible for carrying out the Highway Works to the Council's satisfaction. These scenarios, including the transfer of funds, are set out in the proposed Section 106 legal agreement and heads of terms. BAL does not consider there to be any change in this approach but continues to have dialogue with the Council. In the absence of agreement to this approach, BAL will exercise the CPO powers within the 3 year period from confirmation and then undertake the Highway Works itself under a combined section 278 and 38 agreement with the Council.

7. JUSTIFICATION OF THE USE OF THE ENABLING POWER

- 7.1 On 27 August 2020 the BAL Board formally resolved to make the Order under the Airports Act 1986 (the **Airports Act**). This followed recommendations by the Board's sub-committee at a meeting on 20 August 2020 to proceed. That sub-committee is leading BAL's development proposals.
- 7.2 BAL is the relevant airport operator for the Airport, being the company responsible for management of the Airport. BAL holds a certificate from the Civil Aviation Authority under section 57A of the Airports Act. Accordingly, under section 58 and schedule 2 of the Airports Act, BAL is deemed to be a statutory undertaker for the purposes of the Acquisition of Land Act 1981.
- 7.3 As a result, BAL, on being authorised to do so by the Secretary of State, has the power under Section 59 of the Airports Act to acquire land compulsorily for any purpose connected with the performance of the airport operator's functions.
- 7.4 The Highway Works are necessary for the performance by BAL of its functions in ensuring the continued, effective operation of the Airport in accordance with the Scheme to be delivered pursuant to the Application.
- 7.5 Whilst freehold interests are sought over all of the Order Land, some of the land is required only for construction purposes, for example for working space to allow the Highway Works to be constructed. Some of that land may also need to be subject to permanent new rights, for example for diverted services or drainage rights. Compulsory purchase powers do not currently allow for the temporary acquisition of land, since the relevant provisions of the Neighbourhood Planning Act 2017 are not yet in force.
- 7.6 In addition, BAL does not consider that, in this circumstance, it could rely on Section 59(3) of the Airports Act to acquire new rights over land, since such rights sought do not fall within the categories listed in Section 44 of the Civil Aviation Act 1982 (**Aviation Act**). The permanent rights sought would be in connection with off-airport highway mitigation works, as opposed to rights required to construct airport infrastructure. As a result, BAL does not consider that it could rely on Section 44 of the Aviation Act to request that the Secretary of State for Transport make an (additional) compulsory purchase order to acquire permanent new rights for temporary construction areas required for the Highway Works.
- 7.7 Since BAL is not authorised to acquire new rights over land to use as construction areas for the off-airport highway works, and nor is it able to take temporary possession powers over such land, it must acquire the Order Land permanently, even on plots where BAL does not propose to undertake permanent highway works. However, BAL undertakes to offer back land which is not required permanently to the original landowners, subject to BAL retaining any necessary rights

relating, for example, to diverted services and drainage and subject to other terms being agreed, including as to compensation. The Order Land falling within this category is plots 4, 6, 11, 13, 15, 17 and 22. BAL will, however, continue to negotiate with affected landowners to acquire the necessary use of the land and rights by agreement.

- 7.8 As well as having powers of compulsory purchase in respect of the Order Land, BAL will rely upon Section 203 of the Housing and Planning Act 2016 to override third party rights over land and convert them into a claim for compensation. This will then enable the Highway Works to be carried out without the beneficiaries of rights being able to obtain an injunction against BAL or its successors in title. Instead, as stated above, former beneficiaries will have a right to claim compensation. BAL has already acquired the properties known as High Lands and Greenacre so that parts of the rear gardens of those properties (which have a frontage but no access onto the A38) do not need to be included in the Order.
- 7.9 In order to deliver the increase in passenger numbers to 12 mppa as part of the Scheme, BAL needs to secure the Order Land to be able to deliver the Highway Works. Without the use of compulsory purchase powers there is no guarantee that the acquisition of all interests through private treaty could be achieved within the timescales envisaged for the Highway Works, and in turn the expansion of the Airport, to proceed. Discussions with affected parties will continue with a view to securing the acquisition of interests and reducing the number of interests which need to be acquired compulsorily.

8. DETAILS OF ATTEMPTS TO ACQUIRE INTERESTS BY AGREEMENT

- 8.1 Negotiations to acquire the land required for the Highway Works including the Order Land have been ongoing for some time since before the Application was submitted.
- 8.2 BAL has already acquired two properties – Greenacre and High Lands, located to the south of plot 1. The rear portions of the gardens of those properties (which, as explained above, have a frontage but no access onto the A38) will be required for the Highway Works. As they have already been acquired, they do not form part of the Order Land.
- 8.3 BAL has appointed CBRE to support it in the promotion of the Order, including engaging with affected parties in an attempt to acquire all interests required for the Highway Works by agreement in advance of the use of compulsory purchase powers.
- 8.4 Whilst Highways England is listed as owner of plots 8, 12, 13, 14, 18 and 21, these parcels should have been transferred to the Council when the A38 was de-trunked but no formal land transfer took place.
- 8.5 BAL and CBRE have been in contact with all parties from whom permanent acquisition is required. Where appropriate, offers have been made following extensive discussions. It has not been possible to make offers for all interests because further information is required but in all cases, BAL has sought to acquire all interests by agreement.
- 8.6 All parties who have the benefit of rights, easements and covenants in land which are affected by a compulsory purchase order and known to the acquiring authority must be served with notices of the making of the Order. Diligent enquiries have been carried out to identify these parties but if there are any parties who have not been notified of the Order who are within this category, they may still be notified of the Order by the posting of notices on site.
- 8.7 BAL remains committed to seek to acquire all interests by agreement.

9. TIMESCALE FOR DELIVERY

- 9.1 The Highway Works are required to be undertaken once 10 mppa capacity is reached. BAL will seek agreement from the Council for the mechanism for undertaking the Highway Works. The previously agreed position has been that the Highway Works would be undertaken by the Council at BAL's expense. BAL does not consider that this position has changed and will seek agreement to this as part of the Planning Appeal. In the absence of agreement, BAL would look

to undertake these works under a combined section 278 and 38 agreement to be entered into with the Council as highway authority.

10. PLANNING POLICY AND PLANNING POSITION

10.1 The planning policy context for the grant of planning permission for the Highway Works is set out in the Statement of Case for the Planning Appeal and should be referred to but is not reproduced in full here.

10.2 National planning policy

10.2.1 The revised National Planning Policy Framework (June 2019) (**NPPF**) considers (at paragraph 80) that planning decisions should help create conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Paragraph 104 recognises the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time- taking into account their economic value. The growth of the Airport to 12mppa will provide significant economic and regeneration benefits to the local economy, West of England sub-region and the wider South West region.

10.3 National aviation policy

10.3.1 There is strong national aviation policy support for the growth of regional airports and making the best use of existing runways. BAL's Planning Appeal directly responds to the Government's aviation policy and objectives by making better use of the existing airport runway, increasing the South West region's connectivity and by delivering significant economic benefits that will help 'level-up' regional growth.

10.3.2 The Government's policy objective for aviation, as set out in the Aviation Policy Framework (**APF**), is to make the UK one of the best-connected countries in the world and for the aviation sector to make a significant contribution to economic growth of the UK, an objective which is now even more essential following the UK's departure from the EU and the economic down-turn caused by the COVID-19 pandemic. To achieve this objective, the Government's aviation policy is that airports should, subject to environmental issues being addressed, make the best use of their existing capacity and runways.

10.3.3 The APF recognises that regional airports help to "*accommodate wider forecast growth in demand for aviation in the UK which could help take some pressure off London's main airports*", that they "*play a very important role in UK connectivity*" and that "*new or more frequent international connections attract business activity, boosting the economy of the region and providing new opportunities and better access to new markets for existing businesses*". This objective aligns with the Government's levelling-up agenda. The APF also states that the "*Government wants to see the best use of existing airport capacity*" which was further endorsed by Government in Beyond the Horizon – The Future of UK Aviation: Making Best Use of Existing Runways (June 2018).

10.3.4 Emerging national aviation policy contained in the Green Paper Aviation Strategy 2050: The Future of UK Aviation (**Aviation 2050**) also supports the growth of regional airports as a catalyst for regional economic development and connectivity and reaffirms the Government's making best use policy. At paragraph 4.4, Aviation 2050 states:

"Airports have a crucial role to play in their regions. They are hubs for growth within and beyond the region in which they are situated. Local airports, such as Newquay, Norwich and Prestwick serve their immediate catchment area, offering domestic and short-haul destinations. Regional airports, such as Bristol, Belfast International, Newcastle and Glasgow, serve larger catchments and offer extensive short-haul

network and some key long-haul routes, providing their regions with access to global markets."

10.3.5 In a number of recent statements to Parliament, the Government has reiterated the importance of airports to the economy, to the connectivity of the UK and regions and to delivering the levelling up agenda. For example, the Secretary of State for Transport's Ministerial Statement dated 27 February 2020 stated that *"Our airports are national assets and their expansion is a core part of boosting our global connectivity. This in turn will drive economic growth for all parts of this country, connecting our nations and regions to international markets, levelling up our economy and supporting a truly Global Britain."*

10.3.6 The Secretary of State's recent decision in respect of the reopening and development of Manston Airport has confirmed that substantial weight can be afforded to developments which support and implement these important Government policy objectives for aviation.

10.4 Local Planning Policy

10.4.1 Policy CS 10 of the North Somerset Core Strategy indicates that development proposals that encourage an improved and integrated transport network and allow for a wide choice of modes of transport as a means of access to jobs, homes, services and facilities will be encouraged and supported. Policy DM24 of the Sites and Policies Plan Part 1: Development Management Policies sets controls over development which will be permitted provided it would not prejudice highway safety or inhibit necessary access for emergency, public transport, service or waste collection vehicles. It is considered that the Highway Works will improve highway safety.

10.4.2 Policies CS23 of the Core Strategy and DM50 of the Sites and Policies Plan Part 1: Development Management Policies require that proposals to further develop the Airport include appropriate provision for surface access, including highway improvements and/ or traffic management schemes to mitigate the adverse impact of airport traffic on local communities, together with improvements to public transport services.

10.4.3 The Highway Works are in accordance with these policies.

10.5 Planning Application / Consent

10.5.1 The Application was submitted to the Council in December 2018 and was recommended for approval in the Officer's Report to the Planning and Regulatory Committee of 10 February 2020.

10.5.2 However, contrary to the Council officer's recommendation, planning permission for the Application was refused at that Planning and Regulatory Committee meeting on 10 February 2020, and this decision was ratified on 18 March 2020.

10.5.3 The reasons for refusal related to the overall planning balance in terms of economic benefits and environmental impacts, aircraft noise, air quality impacts, greenhouse gas emissions, development of car parking in the green belt and public transport provision.

10.5.4 BAL has since submitted an appeal against the refusal of the Application (the **Planning Appeal**).

10.5.5 As demonstrated in the Statement of Case submitted as part of the Planning Appeal, the Scheme accords with the NPPF, Local Planning Policy and national aviation policy and there are no other material considerations which weigh significantly against the Scheme. The Application would give rise to substantial local and regional benefits which are material considerations that weigh significantly in favour of granting consent.

This same conclusion was reached by Council officers in recommending approval of the Application.

- 10.5.6 Given the interlinkages between the Order and the Planning Appeal, BAL will ask for the Planning Appeal and any inquiry into the Order to be co-joined, and for the Secretary of State to recover the Planning Appeal decision. As a result, the outcome of the Planning Appeal will be known to the decision-maker of the Order.

11. FUNDING

- 11.1 Financial approval was obtained in September 2018 for funding to proceed with acquisition of the necessary land for the Highway Works. Since then, BAL has continued discussions with affected parties, with acquisition of the properties of Greenacre and High Lands achieved by agreement and approved by the Board. BAL will seek to acquire the remaining interests in accordance with that approval. The figures for the financial approval are commercially sensitive given the ongoing negotiations for acquisition.
- 11.2 The funding for the Highway Works will be confirmed once the Order powers are confirmed. Any final decision will be linked to a decision to implement the planning permission for the Planning Appeal. BAL's majority shareholder is The Ontario Teachers' Pension Plan which is Canada's largest single-profession pension plan, with \$193.9 billion in net assets at June 30 2018. BAL (and Bristol Airport Developments Limited (**BADL**), being a subsidiary of BAL) has a strong track record of capital investment projects. In 2018 this amounted to £20.3m by BAL and £20.8m by BADL which included the new administration building, multi-storey car park and new fire station. Whilst the final costs of the Highway Works will be settled as part of the tender process, BAL is confident that it has the capital resource to be able to fund them.

12. COMPLIANCE WITH GUIDANCE

- 12.1 In promoting a compulsory purchase order, acquiring authorities should have regard to government guidance. The relevant government guidance is MHCLG Guidance on Compulsory Purchase Process published in July 2019 (the **CPO Guidance**). Matters which should be addressed include:
- 12.1.1 Authorities should seek to acquire interests by negotiation where practicable. A compulsory purchase order is intended as a last resort in the event that attempts to acquire by agreement fail. A summary of the negotiations with third parties is contained in section 8 above.
- 12.1.2 There must be a compelling case in the public interest to justify the compulsory acquisition. This is set out in this Statement.
- 12.1.3 There should be a clear idea of how BAL intends to use the land and that the necessary resources are likely to be available to achieve that end within a reasonable timescale. Substantive information on the sources of funding of the scheme is required, together with information on the timing. As set out above, BAL has the funding to complete the acquisitions.
- 12.1.4 There must be a reasonable prospect of the scheme proceeding and it should not be likely to be blocked by impediments to implementation. Securing ownership of the Order Land will allow delivery of the Highway Works and the Scheme.

13. COVID-19 GUIDANCE

- 13.1 Given the current pandemic during which BAL has made the Order, BAL will follow the Ministry for Housing, Communities and Local Government Coronavirus (COVID-19): compulsory purchase guidance which was last updated 27 May 2020 (**COVID-19 Guidance**) and the Minister of State for Housing's Written Statement (HCWS316) on the online inspection of documents made on 25 June 2020.

- 13.2 As a result, in accordance with the COVID-19 Guidance, where BAL uses post by recorded delivery to serve any documents under the Acquisition of Land Act 1981, BAL will rely on Royal Mail logging the name of the person accepting documents sent by recorded delivery, rather than capturing signatures.
- 13.3 In addition, as recommended by the COVID-19 Guidance, BAL has increased the time period for objections to the making of the Order to be submitted to the Secretary of State from the minimum statutory 21 day period from the date that the making of the Order is first advertised to 28 days.
- 13.4 The COVID-19 Guidance confirms that the Government considers that publication of the Order and its supporting map online by an acquiring authority fulfils the requirement under the Acquisition of Land Act 1981 to publish these documents in a 'place'. A copy of the Order, the map and this Statement of Reasons are available at the following website address: www.bristolairport.co.uk/CPO.
- 13.5 In addition, it is also recommended under the COVID-19 Guidance to ensure that effective notice is provided that the Order has been made and to mitigate the risk of prejudicing interests of those who may not have access to the internet, that the acquiring authority provides contact details in the notices for individuals to request a hard copy of the Order and map. BAL's notices for the making of the Order refer individuals who would like a hard copy of the Order and map to contact Liz Higgins of BAL at liz.higgins@bristolairport.com or on 01275 473499.

14. RELATED APPLICATIONS, ORDERS ETC

- 14.1 As part of the Highway Works, it will be necessary to secure additional consents and approvals. These are being discussed with the Council. As part of the Planning Appeal process a section 106 agreement will be advanced. In addition, in the event that BAL undertakes the Highway Works, a section 278 agreement (as well as dedication under section 38 of the Highways Act 1980) will be required. BAL will also discuss with the Council the need for any order to close and re-provide the private means of access to the Airport Tavern and any temporary closure of the public footpath within plots 10 and 11 whilst the Highway Works are undertaken.

15. SPECIAL CONSIDERATIONS AFFECTING THE ORDER LAND

- 15.1 Whilst plots 8,12, 13, 14, 18 and 21 are listed as being owned by Highways England, the A38 has been de-trunked and the parcels should have been transferred to the Council, so BAL does not consider that this is special category land.
- 15.2 Whilst BAL seeks to compulsorily acquire land belonging to North Somerset Council (as highway authority) to allow delivery of the Highway Works, under Section 57A of the Airports Act, BAL is deemed to be a statutory undertaker. As a result, under Section 17 of the Acquisition of Land Act 1981, the Order would not be subject to special parliamentary procedure.
- 15.3 Plot 21 falls within and on the western boundary of the Felton Hill Common Land area. The total area of this plot at approximately 31 m² is less than 250 square yards and in any event is needed for the widening /drainage of existing highway. It is adjacent to the current A38 highway and is in the ownership of Highways England. It is also located to the west of the existing cattle grid on West Lane. There is some uncertainty as to whether this land is in fact Common Land given its location to the west of the existing cattle grid on West Lane (which separates it from the vast majority of Felton Hill Common) and given it is owned by Highways England. There may be an error in the mapping. The giving of exchange land is unnecessary, whether in the interests of any persons entitled to rights of common or other rights, or in the interests of the public due to the size and proximity of the plot to the highway and remainder of the common. As a result, it is not considered that the Order should be subject to special parliamentary procedure, and the Secretary of State will be asked to certify accordingly under section 19(1) of the Acquisition of Land Act 1981 that the provisions of section 19(1)(b) apply. The Order also seeks to discharge plot 21 from all rights, trusts and incidents under section 19(3) of the Acquisition of Land Act 1981. This is being done on a precautionary basis since the rights over plot 21 are uncertain. BAL has made enquiries with the Council as the Commons Registration Authority, but further information is still awaited.

16. HUMAN RIGHTS ACT

16.1 The Human Rights Act 1998 (**HRA**) came into force on 2 October 2000 and must be considered by authorities promoting the use of compulsory purchase. In its report to the Board dated 27 August 2020, BAL considered the impact on human rights of those affected by the Highway Works. In particular BAL has had regard to the following conventions which can be invoked by individuals pursuant to the HRA:-

16.1.1 Article 8 – the right to respect for private and family life and his/her home

16.1.2 Article 1 of Protocol 1 – the protection of property

16.1.3 Article 6 – the right to a fair hearing.

16.2 In resolving to make the Order, BAL carried out an assessment of the interference with individuals' rights and, having regard to the purpose and benefits of the Scheme as set out above and in its Application for planning permission, considered that:-

16.2.1 With regard to Article 8, there is a legal basis for making the Order under Section 59 of the Airports Act and the Order pursues a legitimate aim to facilitate the delivery of the Scheme, which will bring socio-economic benefits. It is considered, therefore, that the interference with the protected rights of the individuals are in accordance with the law and necessary in a democratic society in the interests of the economic well-being of the country.

16.2.2 With regard to Article 1 Protocol 1 (**A1P1**), it is considered that the interference with the individual's property is in the public interest and subject to the conditions provided for by law; in particular, the interference with A1P1 rights is justified by the advantages accruing to the public by proceeding with the development particularly taking into account the fact that there is a legal right to compensation for the property acquired under the Order.

16.2.3 With regard to Article 6, the compulsory purchase process offers the opportunity for those affected by the Order to make representation on the Order and to be heard by an Inspector appointed on behalf of the Secretary of State to consider the case for compulsory acquisition, either through written representations or through a public inquiry. BAL considers that the right to a fair hearing is met through the compulsory purchase process.

17. EQUALITIES ACT 2010

17.1 In addition to the HRA, the Acquiring Authority is required to comply with the Equalities Act 2010. The Company has considered the impacts on those that would be affected by the land acquisition. There are no known negative impacts arising from the Highway Works on anybody with protected characteristics. The Highway Works will deliver much improved segregated access for pedestrians and cyclists and provide Disability Act compliant access to the Airport Tavern via a ramp (in addition to steps).

18. VIEWS OF GOVERNMENT DEPARTMENTS

18.1 No views relating to the Order have been expressed by Government departments.

19. INQUIRIES PROCEDURE RULES

19.1 This statement is not intended to discharge BAL's obligations under the Compulsory Purchase (Inquiries Procedure) Rules 2007 in the event of a public local inquiry being held.

20. DOCUMENTS ETC TO BE REFERRED TO OR PUT IN EVIDENCE IN THE EVENT OF A PUBLIC INQUIRY BEING HELD

20.1 Should it be necessary to hold a Public Local Inquiry into the Order, BAL would intend to refer to or put in evidence the documents identified in **Appendix 1**. It should, however, be noted that BAL reserves its right to add to the list as necessary and will endeavour to notify the Inquiry and any remaining objectors of any such documents as soon as possible prior to the opening of the Inquiry.

21. CONTACTS FOR FURTHER INFORMATION

21.1 Any queries in relation to this Order can be raised with BAL's Planning Manager, Liz Higgins, Bristol Airport, Bristol, BS48 3DY; email liz.higgins@bristolairport.com

21.2 Any owners and occupiers of land affected by the Highway Works who wish to discuss acquisition by BAL should contact Henry Church of CBRE, telephone 0207 1822194 email henry.church@cbre.com

22. COMPENSATION

22.1 Provision is made by statute with regard to compensation for the compulsory acquisition of land and the depreciation in value of properties. More information is given in the series of booklets published by the Department for Communities and Local Government entitled "Compulsory Purchase and Compensation" listed below:

Booklet No. 1 - Compulsory Purchase Procedure.

Booklet No. 2 - Compensation to Business Owners and Occupiers.

Booklet No. 3 - Compensation to Agricultural Owners and Occupiers.

Booklet No. 4 - Compensation for Residential Owners and Occupiers.

Booklet No. 5 - Reducing the Adverse Effects of Public Development: Mitigation Works.

22.2 Copies of these booklets are obtainable, free of charge, from:

Communities and Local Government Publications, Cambertown House, Goldthorpe Industrial Estate, Rotherham S63 9BL, Tel: 0300 123 1124

22.3 In addition, the booklets are available to download for free online at:

<https://www.gov.uk/government/organisations/department-for-communities-and-local-government/series/compulsory-purchase-system-guidance>

APPENDIX 1

Core Document List

Document Number	Document
1.	<p>Compulsory Purchase Order and supporting documents:</p> <ul style="list-style-type: none"> 1.1 The Order 1.2 The Order Map 1.3 Statement of Reasons 1.4 Board Report dated 27 August 2020 1.5 Board Resolution dated 27 August 2020
2.	<p>Planning application documents</p> <ul style="list-style-type: none"> 2.1 Application for outline planning permission (reference 18/P/5118/OUT) 2.2 Officer's Report to the Planning and Regulatory Committee at North Somerset Council on 10 February 2020 2.3 Planning and Regulatory Committee Update Sheet 10 February 2020 2.4 Report to Planning and Regulatory Committee 18 March 2020 2.5 Planning and Regulatory Committee Update Sheet 18 March 2020 2.6 Decision Notice 2.7 Planning Appeal documentation including the Statement of Case
3.	<p>Legislation</p> <ul style="list-style-type: none"> 3.1 The Airports Act 1986 3.2 The Civil Aviation Act 1982 3.3 The Acquisition of Land Act 1981 3.4 The Human Rights Act 1998 3.5 The European Convention on Human Rights 3.6 Neighbourhood Planning Act 2017 3.7 Housing and Planning Act 2016 3.8 Highways Act 1980 3.9 Equality Act 2010 3.10 The Compulsory Purchase (Inquiries Procedure) Rules 2007
4.	<p>National Planning Policy and Guidance</p> <ul style="list-style-type: none"> 4.1 Ministry of Housing, Communities & Local Government's National Planning Policy Framework February 2019 4.2 Department for Transport, Aviation Policy Framework March 2013 4.3 Department for Transport, Beyond the Horizon- The Future of UK Aviation: Next Step Towards an Aviation Strategy April 2018 4.4 Department for Transport, Beyond the Horizon – the Future of UK Aviation: Making Best Use of Existing Runways June 2018

Document Number	Document
	<p>4.5 Department for Transport, Aviation 2050 – The future of UK aviation December 2018</p> <p>4.6 Ministry of Housing, Communities & Local Government's Guidance on Compulsory Purchase process and The Crichel Down Rules July 2019</p> <p>4.7 Ministry of Housing, Communities & Local Government's Guidance entitled Coronavirus (COVID-19): compulsory purchase guidance May 2020</p> <p>4.8 Ministry of Housing, Communities & Local Government's Compulsory Purchase System Guidance Booklets 1-5 26 October 2004</p>
5.	<p>Local Planning Policy</p> <p>5.1 North Somerset Council, Core Strategy January 2017</p> <p>5.2 North Somerset Development Management Policies Sites and Policies Plan Part 1 (July 2016)</p>
6.	<p>Other supporting documentation</p> <p>6.1 The Secretary of State for Transport's Ministerial Statement dated 27 February 2020</p> <p>6.2 Minister of State for Housing's Written Statement (HCWS316) on the online inspection of documents made on 25 June 2020</p>

APPENDIX 2

Order Map

Key:
 Permanent Acquisition

Date:
 Executed by **Bristol Airport Limited** acting by a director and a director/secretary:

Director
 Director/Secretary

Notes:
 Coordinate System: British National Grid
 Projection: Transverse Mercator
 Datum: OSGB 1936

Location:
 A38, Lulsgate Bottom, North Somerset, BS40 9XA

Coords: 351,352 165,725

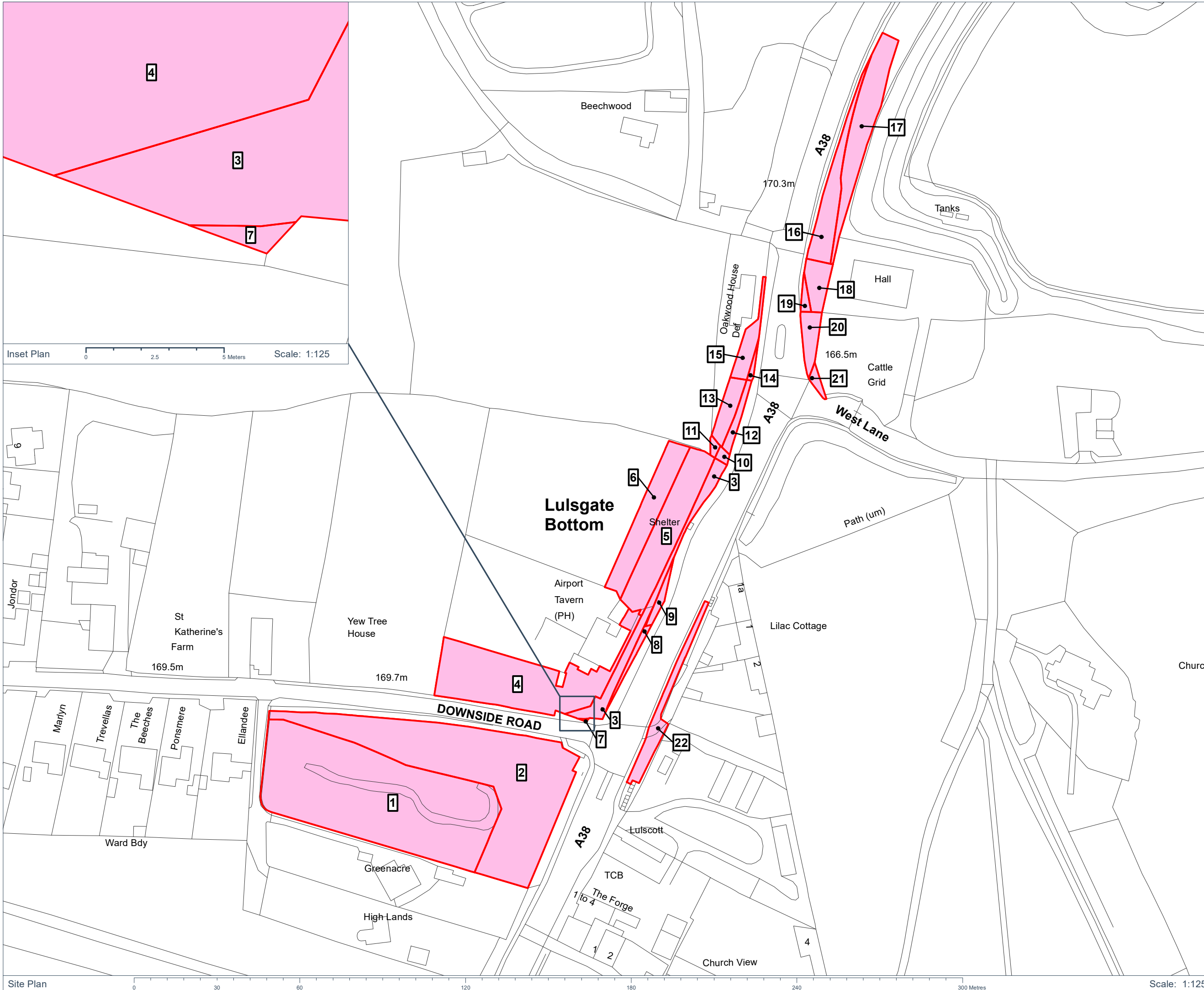
Scheme Name:
 A38 Land Referencing

Drawing Name:
 Map referred to in the Bristol Airport Limited (Land at A38 and Downside Road) Compulsory Purchase Order 2020

Drawing No: 194590_PLN_CPO_306.1_D

Rev	Date	Description
-	22.07.2020	First Issue
D	24.07.2020	Amendment to Template and Plot
B	30.07.2020	Plot Amendments
C	14.08.2020	Plot Amendments & Renumbering

Drawn:	PR
Approved:	OK
Sheet No:	1 of 1
Sheet Size:	A3



Drawing Location: C:\Users\luis.mendes\Documents\Dalcour Maclaren\A38 Land Referencing - Geomatics\01 DM Plans\20200807_194590_CPO_Land_Plans_v4.mxd

APPENDIX 3

Table summarising plot proposed use

Plot No.	Notes / Proposed usage
1	<p>Provide additional space for contractor to construct new road / footway</p> <p>Continued use as a bat habitat through reinforcement works as part of the Integrated/Embedded Landscape, Visual and Ecology Mitigation Masterplan</p> <p>Safe working space around old quarry workings</p>
2	<p>Construction of new carriageway</p> <p>Construction of new footway and cycle track</p> <p>Erection of street lighting and traffic signals</p> <p>Construction of new surface water soak-away</p> <p>Diversion of buried statutory services</p> <p>Soft landscaping following conclusion of construction works</p>
3	<p>Construction of new carriageway</p> <p>Diversion of buried statutory services</p> <p>Construction of new public footway and pedestrian access (both steps and ramp) to The Airport Tavern</p> <p>Construction of structural retaining wall</p> <p>Erection of street lighting, traffic signals and bus shelter</p> <p>Relocation of post box</p>
4	<p>Creation of new junction and vehicular entrance into the Airport Tavern from Downside Road</p> <p>Re-grading of the parking area to accommodate change in level between existing parking area and Downside Road</p> <p>New white lining within property</p>

Plot No.	Notes / Proposed usage
	Amendments to existing surface water drainage system (private drainage for property)
5	Foundations for retaining wall Landscaping and associated earthworks Works to existing highway surface water soak away and connections
6	Provide additional construction space for contractor to safely construct new road / footway / retaining wall Undertake changes to existing surface water soak away
7	Construction of new carriageway and footway Diversion of buried statutory services
8	Construction of new carriageway and footway Diversion of buried statutory services
9	Construction of new carriageway and footway Diversion of buried statutory services
10	Construction of new carriageway Construction of new footway Diversion of buried statutory services Erection of street lighting Provision of new public footpath stile
11	Provide additional construction space for contractor to construct new carriageway / footway Re-grading of earth embankment Creation of new steps for public right of way
12	Construction of new carriageway Construction of new footway

Plot No.	Notes / Proposed usage
	Diversion of buried statutory services Erection of street lighting and traffic signals
13	Provide additional space for contractor to safely construct new road / footway Re-grading of earth embankment New fencing as boundary treatment
14	Diversion of buried statutory services Construction of new carriageway Construction of new footway Erection of street lighting and traffic signals Re-provision of stone wall
15	Provide additional space for contractor to safely construct new road / footway Re-grading of earth embankment Re-provision of shrubbery
16	Construction of new carriageway Construction of new footway Diversion of buried statutory services Erection of street lighting
17	Provide additional construction space for contractor to safely construct new road / footway Provide additional space for service diversions
18	Construction of new carriageway Construction of new footway Diversion of buried statutory services

Plot No.	Notes / Proposed usage
	Erection of street lighting
19	Construction of new carriageway
20	Construction of new carriageway Construction of new footway Diversion of buried statutory services Erection of street lighting and traffic signals
21	Construction of new footway Diversion of buried statutory services Construction of new carriageway Erection of street lighting
22	Provide additional space for contractor to safely construct new carriageway / footway Provide additional space for service diversions Upgrading of street lighting, existing traffic signals and related equipment