



**Bristol Airport Expansion to 12 million
passengers per annum**
**The Bristol Airport Limited (Land at A38 and
Downside Road) Compulsory Purchase Order
2020**
Summary Proof of Evidence of Scott Witchalls

On behalf of **Bristol Airport Limited**



Project Ref: 332110139/5501 | Rev: - | Date: June 2021

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Document Control Sheet

Project Name: Development of Bristol Airport to accommodate 12mppa

Project Ref: 332110139

Report Title: Summary Proof of Evidence of Scott Witchalls

Doc Ref: 332110139/5501/004

Date: 28.06.2021

Prepared by: Scott Witchalls

Description: Summary Proof of Evidence of Scott Witchalls for The Bristol Airport Limited
(Land at A38 and Downside Road) Compulsory Purchase Order 2020

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1 A38 Highway Improvement Scheme

- 1.1.1 The main highways access to Bristol airport is provided via the A38 corridor connecting to one of two roundabout accesses on the A38. The northern roundabout provides access to the main terminal building, public transport interchange, drop-off area, short stay and premium long stay car parking; the southern roundabout provides access to long stay car parking (Silver Zone), staff parking and the recently completed administration building. A separate access on Downside Road is restricted for use by operational, logistics and emergency vehicles.
- 1.1.2 As part of the application to increase passenger throughput to 12mppa (reference 18/P/5118/OUT), BAL is proposing to develop a new Airport Surface Access Strategy to mitigate the impact of the development. The ASAS, summarised in section 4.5 of my Planning Appeal Proof of Evidence (see Planning Appeal Document BAL/4/2) is the framework that sets out the measures BAL intends to implement working with the Air Transport Forum (ATF) and other delivery partners, in order to achieve more sustainable surface access targets and objectives for the airport, the key objective of which is to achieve a 2.5% further shift to PT use as part of the 12mppa application. In addition, it is proposed to improve the A38 north of the airport from the northern roundabout through to just north of West Lane.
- 1.1.3 In this section of the A38, the existing signalled junction of A38/Downside Road and A38/West Lane priority junction are predicted to operate well over their capacity in the core forecast assessment year (2030) without development (Reference Case). Long queues and delays are predicted on all approaches affecting all road users including public transport services. The junctions also lack suitable pedestrian and cycle facilities.
- 1.1.4 It is proposed to widen the A38 from 1 to 2 lanes through this whole section, widen Downside Road to 2 lanes approaching the junction, signalise the West Lane junction, provide a new pedestrian/cycle path between the airport roundabout and Downside Road, and provide new pedestrian and cycle crossing facilities at the signalled junctions (**Appendix A** - Improvement Proposals, Drawing Number C1124-SK-38-010 Rev11.0).
- 1.1.5 These improvements, known as the A38 Highway improvement scheme or the scheme, have been developed and refined based on a range of options through discussions with NSC since 2018 to the proposed scheme and would deliver a significant increase in capacity to accommodate traffic growth and the development traffic to 12mppa, along with the provision of new pedestrian and cycle crossing facilities. Based on a series of robust forecast assumptions, the improved A38 scheme is predicted to operate within capacity in all peak periods for the 2030 'with development' Test Case.

- 1.1.6 Comprehensive independent review by NSC officers, their consultants, Jacobs, Highways England (HE) and their consultants endorsed the methodology and the findings of the Transport Assessment Report (see Planning Appeal Document CD2.9.1) and supporting supplementary information, including Transport Assessment Addendum (see Planning Appeal Document CD2.20.4) that demonstrated both the need for the scheme and that the scheme would operate within capacity in the Test Case.
- 1.1.7 Prior to the NSC Committee, agreement had also been reached with NSC that the proposed A38 Highway improvement scheme was required and proportionately mitigated the traffic impacts of the development.
- 1.1.8 The Scheme requires the acquisition of the Order Land (**Appendix B**)

2 Objections to the Order

- 2.1.1 There is no stated reason for refusal by NSC relating to the Scheme, including any detailed matters of design.
- 2.1.2 There are 9 traffic and transport related objections to the CPO Order. These relate to :
- Contrary to planning policy;
 - Traffic impacts;
 - Impacts on local residents regarding access;
 - Lack of rail or motorway link
 - Safety of Airport Tavern access
 - Impact on the A38 MRN project
- 2.1.3 The proposals are in accordance with the Policy requirements of NPPF para. 108 and 110 (see Planning Appeal Document CD 5.8) and CS10, Transportation and Movement, of the NSC Core Strategy 2017 (see Planning Appeal Document CD 5.6), since they :
- Deliver a comprehensive highways mitigation package agreed with Highways England and previously agreed with offers and their advisors at NSC
 - Propose significant improvements to public transport services and infrastructure
 - Include a broader package of measures, targets and monitoring to reduce the proportion of car trips to the airport
- 2.1.4 The traffic impacts of the Development are mitigated by the A38 Scheme, as demonstrated by detailed capacity testing.
- 2.1.5 Access to all properties will be maintained, with no significant changes proposed to the eastern side of the A38 as shown on the Scheme proposals drawing (**Appendix A**).
- 2.1.6 Assessments have demonstrated that Bristol Airport will operate effectively without a direct rail or motorway link.
- 2.1.7 It is proposed to relocate and improve the Airport Tavern access to provide a safer access.
- 2.1.8 The A38 Scheme as proposed forms part of the MRN project, so it is inconceivable that it '*will jeopardise the whole MRN project*' as stated by NSC.
- 2.1.9 I do not believe any the objections to the Order are justified.

3 Conclusions

3.1.1 The A38 improvement scheme will deliver:

- A major improvement over the 'do nothing' scenario as a result of the additional capacity to accommodate a further 2 mppa and relieve significant congestion that would arise in the absence of the Scheme and Development, in accordance with NPPF (see Planning Appeal Document CD 5.8) and CS10 of NSC's Local Plan (see Planning Appeal Document CD 5.6);
- Better facilities for pedestrians and cyclists, which would improve accessibility and safety to local residents by sustainable modes;
- Improvements at the A38/Downside Road junction as a result of the proposed new access arrangements to the Airport Tavern;
- A scheme that accords with the A38 MRN corridor upgrade proposals outlined in JLTP4;
- Substantially reduced delays for all road users and improved journey time reliability for public transport services; and
- A scheme in balance with the wider BAL proposed environmental enhancements, including public transport improvements and traffic management proposals, that will form part of the ASAS.

3.1.2 The detailed design of the proposed A38 Highway improvement scheme is not a Reason for Refusal of the planning application of the Appeal Proposal and nor is the potential prejudice to the MRN project.

3.1.3 A significant number of options were explored to deliver the above objectives whilst minimising 3rd Party Land requirements and effects to property and environment. The improvement scheme proposed is the optimum layout of some 10 detailed schemes explored.

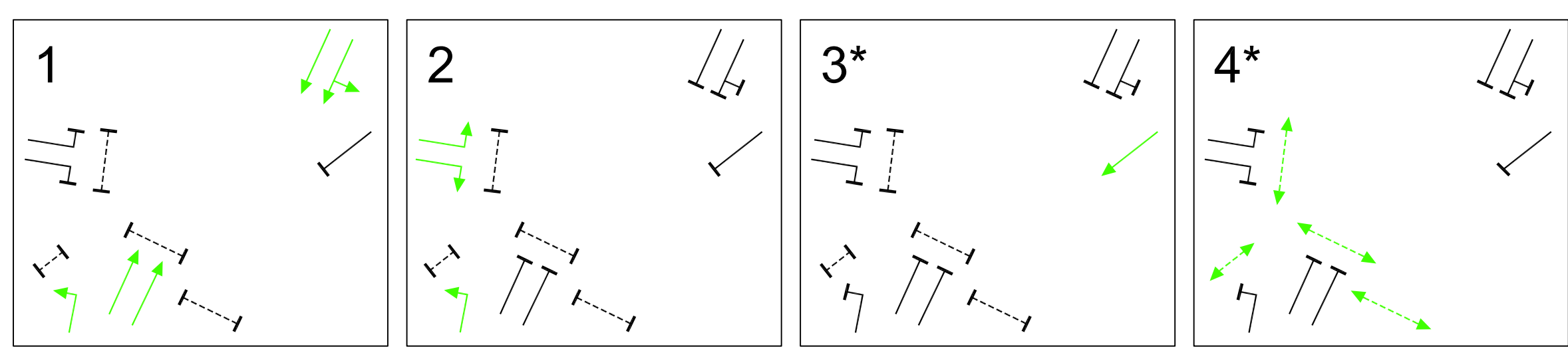
3.1.4 There are no sound reasons as to why planning permission for the Appeal Proposal, including the proposed A38 Highway improvement scheme, should be withheld. The proposals are in accordance with the Policy requirements of NPPF para. 108 and 110 and CS10, Transportation and Movement, of the NSC Core Strategy 2017.

3.1.5 I believe that the significant public benefit derived from the A38 improvement scheme will outweigh the private loss, that there is a compelling case in the public interest to implement this scheme, and that the CPO requirements for the scheme have been fully justified.

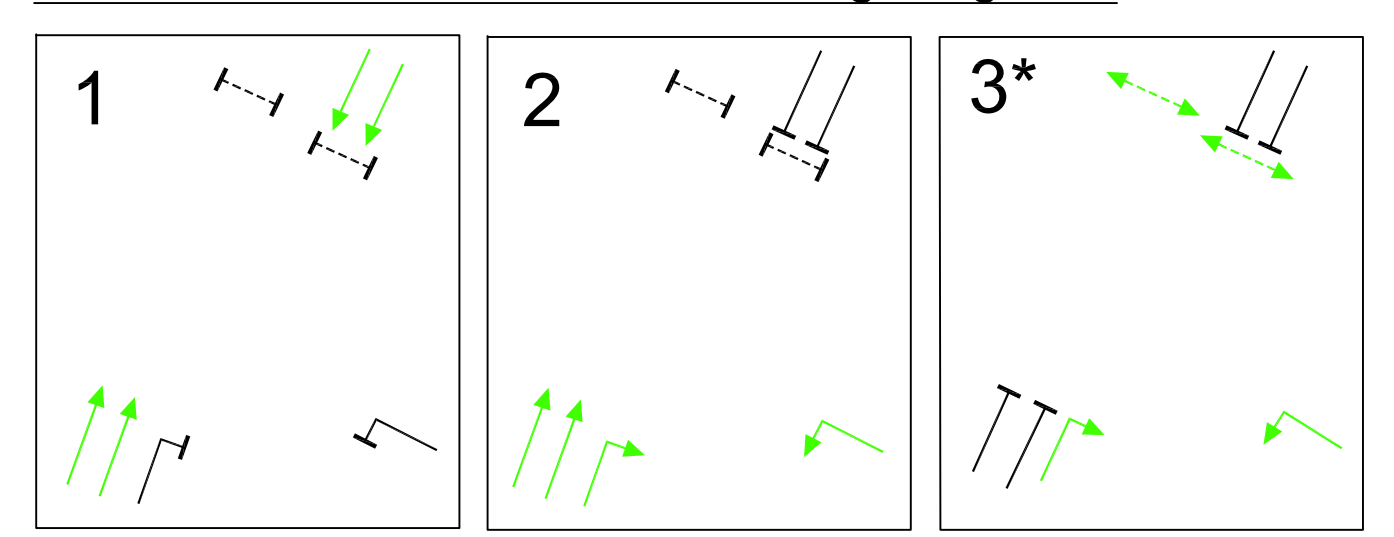
- 3.1.6 Further, there are no objections pertaining to highway matters which mean that the Order should not be confirmed. I therefore request that, subject to the planning appeal being allowed, the Order should be confirmed.

Appendix A Improvement Proposals, Drawing Number C1124-SK-38-010 Rev11.0

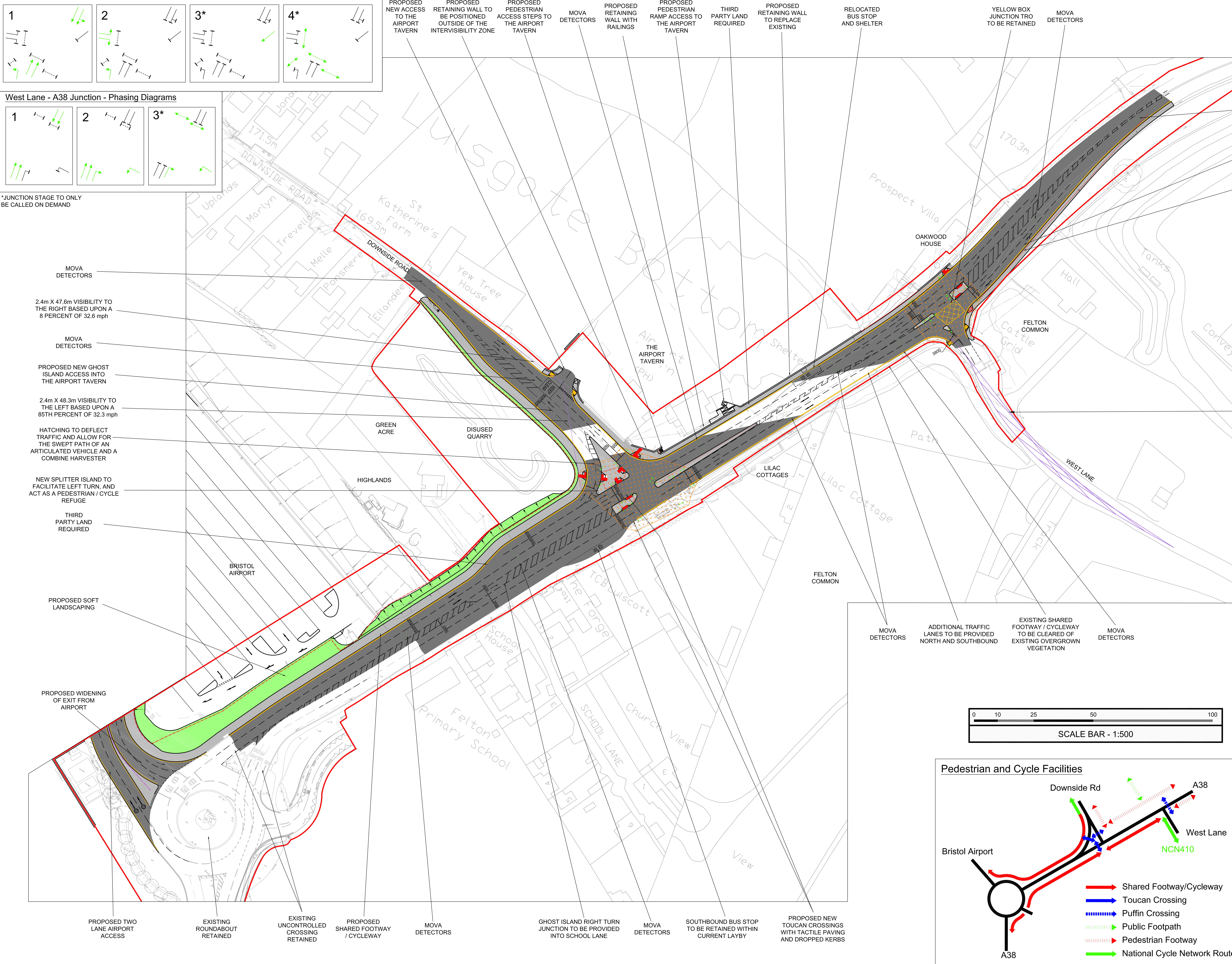
Downside Road - A38 Junction - Phasing Diagrams



West Lane - A38 Junction - Phasing Diagrams



*JUNCTION STAGE TO ONLY BE CALLED ON DEMAND

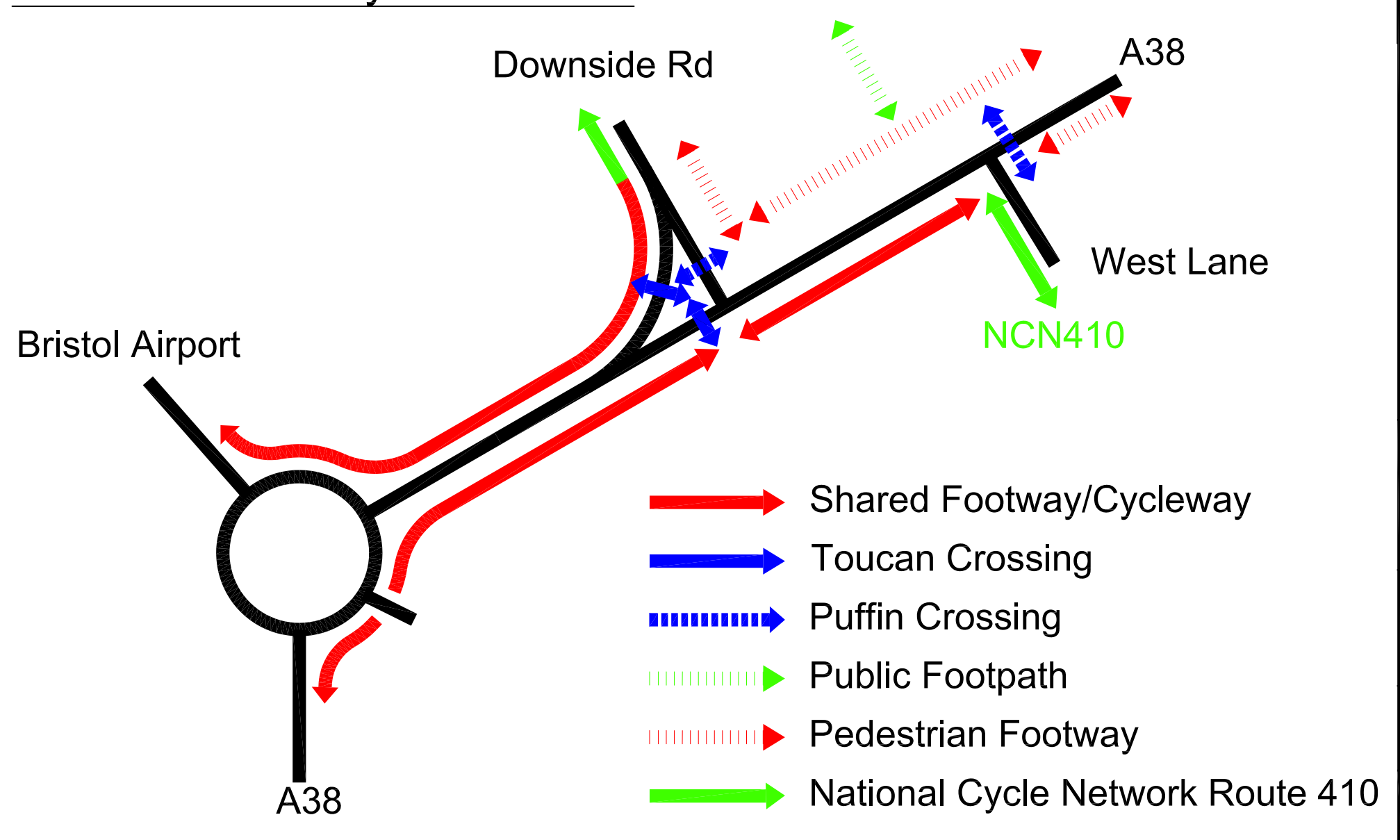


LEGEND

- RED LINE BOUNDARY
- HIGHWAY BOUNDARY
- INTERVISIBILITY ZONE
- VISIBILITY SPLAYS BASED ON SSD SET OUT WITH MFS
- VISIBILITY SPLAYS BASED ON SSD SET OUT WITH DMRB

11.0	AIRPORT EXIT ONTO ROUNDABOUT AND WEST LANE STOP LINE AND SIGNALS AMENDED. TACTILE PAVING AND WORKS AROUND THE AIRPORT TAVERN UPDATED. A38 SOUTHBOUND LANE WIDTHS ALTERED	DR	18/04/19	CC
10.0	AMENDMENTS FOLLOWING ANALYSIS	JP	20/11/18	CC
9.0	AMENDMENTS FOLLOWING RSA	JP	25/10/18	CC
8.0	AMENDMENTS TO PROPOSED LAYOUT	GS	16/10/18	CC
7.0	ADDED RED LINE BOUNDARY	GS	15/10/18	CC
6.0	AMENDMENTS TO PROPOSED LAYOUT	GS	12/10/18	CC
5.0	OAKWOOD HOUSE CARAVAN ADDED	DR	18/09/18	CC
4.0	LAND OWNERSHIP ADDED	AW	03/09/18	CC
3.0	REMOVED HIGHWAY BOUNDARIES	MW	23/08/18	CC
2.0	FUTURE HOTEL ACCESS AMENDED	MW	13/04/18	CC
1.0	FIRST ISSUE	MW	13/04/18	CC
Rev	Description	Drawn	DATE	Auth

Pedestrian and Cycle Facilities



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Client
Bristol Airport

Project
Bristol Airport 12MPPA Masterplan

Title
A38 Junction Improvements
Option 10

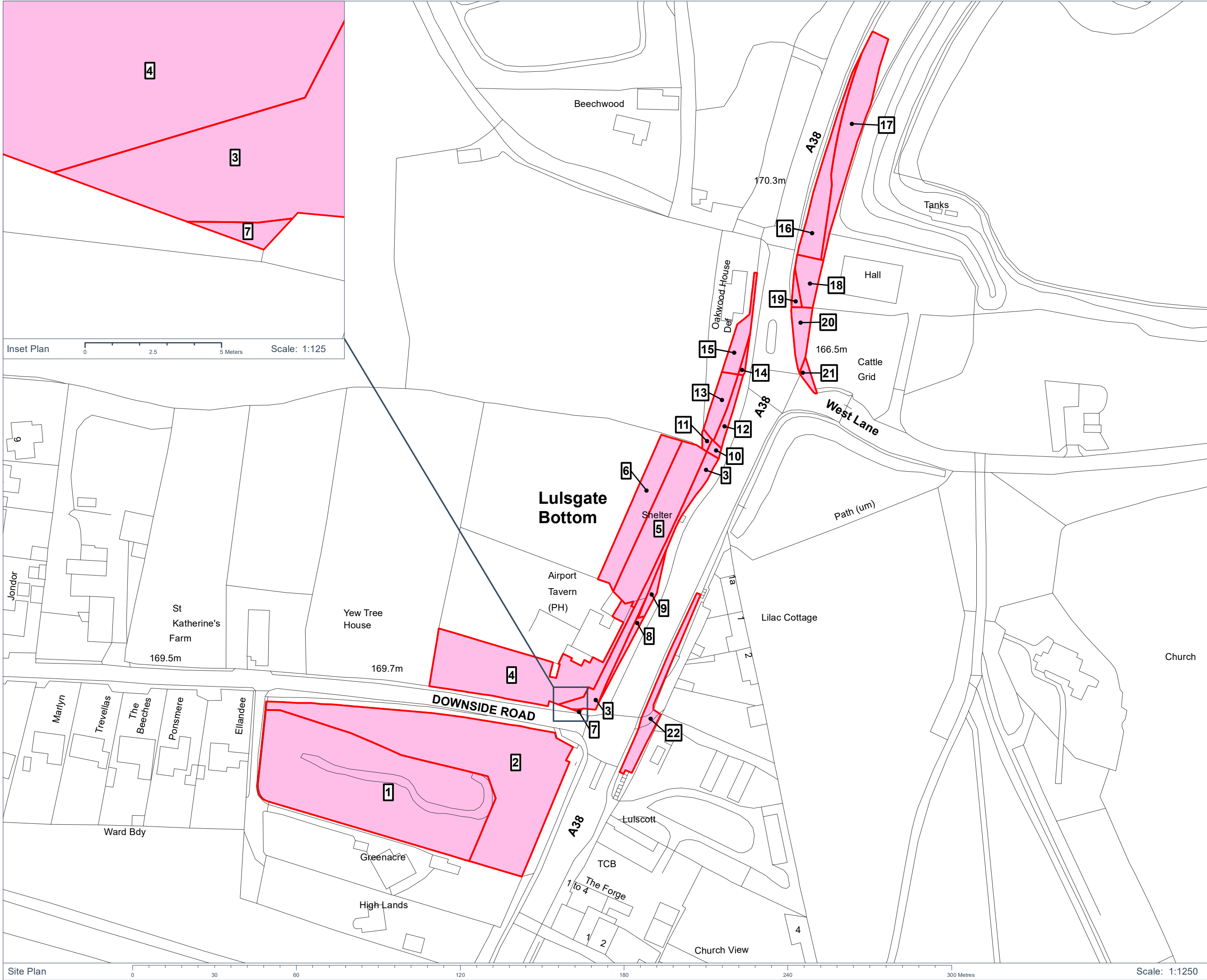
Original Scale	Drawn By	Date	Checked By	Auth
1:500@A0	TO	24/10/18	DR	CC

Drawing Number
C1124-SK-A38-010

Rev
11.0

Appendix B Order Land

Drawing Location: C:\Users\luis.mendes\Documents\Bristol Airport Limited\194590_CPO_Land_Plans_v4.mxd



DM

DALCOUR
MACLAREN

Key:

Permanent Acquisition

Date:

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

Director

Director

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

N

Bristol Airport

Amazing Journeys start here

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