

# **PLANNING APPLICATION COMMENT**

**FROM:      BARROW GURNEY PARISH COUNCIL**

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**Development Control Case Officer:**      Neil Underhay

**Application Site address:**      Bristol Airport, North Side Road, Felton  
Wroughton, BS48 3DP

**Reference Number:**      **18/P/5118/OUT – ADDITIONAL  
INFORMATION**

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**Date of comments:**      **1 December 2019**

**Barrow Gurney Parish Council** has reviewed the supplementary information provided in support of the application and has major concerns about the conclusions drawn in relation to use of the B3130 that runs along Barrow Street through the heart of the village. We consider that much of the information contained in *Section 7: Transport (Part 1) - Further Information Pursuant to Regulation 5* is not substantiated, is based on assumptions about the routes people will choose to use to access the airport and leads to erroneous conclusions about the volume of traffic that will pass through Barrow Gurney. We question why the re-assignment methodology described in the Technical Note (para 3.1) has added a link through Nailsea and Backwell when traffic from settlements such as Clevedon and Portishead is more likely to avoid these urban areas in favour of a more free-flowing route to the airport such as the B3130 Clevedon Road via Wraxall and Barrow Gurney. In turn this casts doubt on the number of vehicles using B3130 Barrow Street and the impact on the A38 / Barrow Street junction (J6). We consequently **STRONGLY OBJECT** to the expansion of the airport from 10,500ppa, as presently consented, to 12,000ppa on the grounds of the increase in traffic we consider is certain to be generated through Barrow Gurney.

Specific examples of the routes likely to be taken by people driving to the airport from nearby residential areas are suggested in the report by PBA in a series of Indicative Route Choices Maps in Parts 6-12 of the additional information.

In particular we question the routes "chosen" for illustrative purposes from Clevedon and Portishead (Part 7), and from Long Ashton and Pill (Part 11) to the airport, seemingly without any consideration of equally convenient or quicker alternatives.

The route from Clevedon to the airport is assumed to go south from Clevedon along the B3133 through Yatton to Congresbury, before turning north-east on the A370 through Cleeve; then along Brockley Coombe and through Downside. For those on the north side of Clevedon however, they are equally likely to take the B3128 through Tickenham and the B3130 through Wraxall, Cambridge Batch and Barrow Gurney, before turning onto the A38 to the airport. No account of this alternative route appears to have been taken in the assignment of traffic.

The route from Portishead assumes taking the A369, crossing the M5 motorway at Easton in Gordano and continuing through Abbots Leigh, past Leigh Woods to its junction with the A370; then via the Link Road from the A370 to the A38, continuing south west to the airport. This is quite a circuitous route. In practice, and in particular to avoid congestion at the roundabout crossing the M5 and then at the junction of the

A369 with the A370, many vehicles bound for the airport will choose to take a more direct route along Clapton Lane, crossing over the M5 into Whitehouse Lane, joining the B3128 Clevedon Road and then down Wraxall Hill or Belmont Hill to the B3130, continuing through Cambridge Batch and Barrow Gurney to the A38 and thence to the airport.

The route shown from Long Ashton is shown going via Cambridge Batch, along the A370 through Flax Bourton to Farleigh, and then via very minor, unclassified roads to Lulsgate Bottom and the airport. In point of fact the residents of Long Ashton are far more likely to continue from Cambridge Batch along the B3130 through Barrow Gurney and turn right onto the A38 to access the airport - a simpler route along classified roads.

Those coming from Pill, rather than following the route illustrated along the A369 through Abbots Leigh to Bower Ashton, then the link road from the A370 to the A38 and thence to the airport, are equally likely to take the rather more direct route along Portbury Lane, the B3128 and Flax Bourton Lane / Belmont Hill to the B3130 through Barrow Gurney and then the A38.

It would appear that the Transport Consultants - having identified the likely preferred routes from these locations, have assigned virtually no additional traffic to the B3130 west of the A38. We consider this is simply unrealistic. Common sense suggests that there will be a pro rata increase in volume of traffic if passenger numbers increase, particularly since Sat Nav systems still indicate a route through Barrow Street and identify it as an option.

The demand flow figures for the A38 / Barrow Street junction shown in the report do not fluctuate significantly for the 2018 Baseline, 2026 Ref Case or 2026 Test Case, reflecting the fact that the routes identified in the transport consultant's report appear to assign little or no additional traffic to Barrow Street as a result of the proposed increase from circa 8.5mppa at present to 12mppa. Nevertheless, we are concerned that the degree of saturation, queueing lengths and practical reserve capacity of the junction are adversely affected with each iterative increase. If, as we confidently predict, the volume of traffic along Barrow Street is greater than those forecast in the report the junction could become overly congested leading to lengthy delays.

For the above reasons, and in particular, the impact the growth of the airport will have on the volume of traffic coming through the village to the detriment of Barrow Gurney residents' amenity and air quality, particularly at peak times, we urge the Council to stay true to its stated policy to reduce carbon emissions and so REFUSE the application for expansion of the airport to 12mppa.