

PLANNING APPLICATION COMMENT

FROM: BARROW GURNEY PARISH COUNCIL

Development Control Case Officer:

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

Reference Number: **18/P/5118/OUT (additional information)**

Date of comments: 23 May 2019

The formal comments from **Barrow Gurney Parish Council** regarding the above are:

Barrow Gurney Parish Council has already submitted a strong objection to the original application primarily based on the continuing failure to address the transport infrastructure problems created by the location of the airport in relation to the major regional transport links.

The new support information contains a great deal of detail on the ability of major junctions on the approach to the airport to absorb the inherent increases in the traffic load as throughput increases from 10 to 12 mppa. However, this analysis totally neglects to evaluate the effect of the increased traffic movements on the network of rural approach roads and the potential chaos at the pinch-points within the local "rat-runs".

We are already facing the effects of an increase from 8 to 10 mppa and approval of this further expansion will pile yet more pressure on local roads and therefore communities.

The airport's submission suggests that virtually all this additional throughput will be generated by additional patronage from Wales and the South West. It is worth noting therefore that SatNav systems still direct all Wales bound traffic to turn left into Barrow Street at most times of the day rather than continue on to the SBLR.

This additional support information also concentrates on the sensitivity of the traffic flow assessments to variations in the modal assumptions in respect of public transport. This is considered important because of the historic failure to provide attractive means of arriving at the airport on "mass transit" vehicular options. It would be a great deal more productive if proper post-submission consideration were to be given to new transport initiatives that would fundamentally shift the balance between cars and buses. In our previous objection we pointed out that large Park & Ride facilities operated by BAL from locations close to the M5 junctions could serve to completely mitigate the problems of increased car traffic across the local network.

Please send comments to both the case officer and
dmscanningrequests@n-somerset.gov.uk

Indeed, we pointed out that a significant commitment to this approach could even reduce the current airport related traffic loading.

The fact that a private concern has submitted a very well-argued case for planning approval of a large Park & Ride close to Junction 21 further reinforces this assertion.

Given the current concerns on global and local emissions of CO2 we would argue that any expansion at the airport beyond the currently approved level should be refused until BAL have actively addressed the problem of general emissions and, in particular, unwanted car journeys to the airport site and replaced a significant proportion of such local journeys with multiple occupation vehicle journeys from major transport links.

So, unless and until Bristol Airport Ltd properly addresses the environmental issues, any further expansion is **STRONGLY OBJECTED TO** by Barrow Gurney Parish Council.

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