

PLANNING APPLICATION COMMENT

FROM: BROCKLEY PARISH COUNCIL

Development Control Case Officer:

Application Site address:

Bristol Airport, North Side Road, Felton Wrington
BS48 3DP

Reference Number:

18/P/5118/OUT

Date of comments: 25 January 2019

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

We **object** to the proposal to increase the annual throughput of passengers to 12 million, with the aim of ultimately reaching 20 million, for the following reasons:

1. The effect on the local road network will be severe. At present there is no adequate public transport to the airport from areas of population, nor rail or bus stations and it seems airport policy is to encourage car usage by increasing on site parking. Increased car traffic will lead to increased air pollution (greenhouse gasses and other noxious gasses that affect human and biodiversity health), reduced transport efficiency (road saturation) and safety (narrow roads)
2. The proposal to use 5.1 hectares of green belt for an extension to the Silver Zone car park within 2 km of the Special Area of Conservation (SAC) for the greater and lesser horseshoe bats with the inevitable increase in light pollution, is unacceptable. It is known that horseshoe bats specifically are adversely affected by light and try to avoid it. It is imperative that the multi story car park (MSCP)2 with transport interchange should be completed before any more green belt land is used for parking.
3. Carbon emissions are predicted to rise by 59% from 2017 to 2026, however Bristol Airport claim that the airport will be carbon neutral by 2030. The plan to achieve this will not be published until 12 months after planning permission has been granted so this cannot be challenged. The seriousness of climate change and its consequences (already measurably under way) do not seem to feature as an urgency to be addressed by government, including local government. The JSP target for North Somerset is to reduce carbon emission by 50% by 2035.
4. It is often argued that an increase in passenger numbers will be good for the economy of North Somerset. In fact the number of business travellers has reduced from 19% to 16%

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since 2009 and most of the future growth will be in leisure travel away from North Somerset which will lead to a tourist deficit which will be detrimental to our economy.

5. The proposed increase to 12 million p.p.a means an increase of 50% from 2017 and will lead to one aircraft movement every 3 minutes. There should be no increase in night flights which are already up to 20 per night and the proposal to increase them in the summer, when they cause maximum annoyance to local residents, is totally unacceptable. There is increasing medical awareness of the importance of undisturbed sleep for people and especially for children. Increasing night flights is thus highly undesirable.

Detailed analyses and the evidence base for all these points and more have been provided by the PCAA, and environmental concerns by the CPRE. These analyses have reinforced Brockley Parish Council's view that the prospect of 20 million p.p.a is of very great concern. The proposal to expand from 10 to 12 million p.p.a. should not be allowed to be trivialised by the planned much larger proposed later expansion. The current application has significant adverse effects itself, and is the precursor to the larger application.

In conclusion, Brockley Parish Council is **opposed** to the planning application on the grounds that the impact on the local area, both to people and wildlife, will be severe and coupled with the proposals in the JSP to build thousands of houses will change this part of North Somerset from a rural community to an overcrowded transport hub.

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