

From: Roger Daniels [REDACTED]
Sent: Sunday, December 08, 2019 1:59 PM
To: Publicaccess@n-somerset.gov.uk
Cc: Neil Underhay <Neil.Underhay@n-somerset.gov.uk>; [REDACTED]; Town & Parish Clerk Burrington [REDACTED]
Subject: RE: Comments for Planning Application 18/P/5118/OUT

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Can you please ensure that these comments are posted on your web site **in the name of Burrington Parish Council under <documents>**, so they can be found by parishioners. They are currently listed under my home address on page 215 of Public Comments dated 29th January 2019 (No. 2,141)

Regards,

Roger Daniels
Vice Chairman, Burrington Parish Council

[REDACTED]

[REDACTED]

From: Publicaccess@n-somerset.gov.uk <Publicaccess@n-somerset.gov.uk>
Sent: 29 January 2019 16:43
To: [REDACTED]
Subject: Comments for Planning Application 18/P/5118/OUT

Mr Roger Daniels,

You have been sent this email because you or somebody else has submitted a comment on a Planning Application to your local authority using your email address. A summary of your comments is provided below.

Comments were submitted at 4:43 PM on 29 Jan 2019 from Mr Roger Daniels.

Application Summary

Address: Bristol Airport North Side Road Felton Wrington BS48
3DP

Proposal:

Outline planning application (with reserved matters details for some elements included and some elements reserved for subsequent approval) for the development of Bristol Airport to enable a throughput of 12 million terminal passengers in any 12 month calendar period, comprising: 2no. extensions to the terminal building and canopies over the forecourt of the main terminal building; erection of new east walkway and pier with vertical circulation cores and pre-board zones; 5m high acoustic timber fence; construction of a new service yard directly north of the western walkway; erection of a multi-storey car park north west of the terminal building with five levels providing approximately 2,150 spaces and wind turbines atop; enhancement to the internal road system including gyratory road with internal surface car parking and layout changes; enhancements to airside infrastructure including construction of new eastern taxiway link and taxiway widening (and fillets) to the southern edge of Taxiway GOLF; the year-round use of the existing Silver Zone car park extension (Phase 1) with associated permanent (fixed) lighting and CCTV; extension to the Silver Zone car park to provide approximately 2,700 spaces (Phase 2); improvements to the A38; operating within a rolling annualised cap of 4,000 night flights between the hours of 23:30 and 06:00 with no seasonal restrictions; revision to the operation of Stands 38 and 39; and landscaping and associated works.

Case Officer: Neil Underhay

[Click for further information](#)

Customer Details

Name: Mr Roger Daniels

Email: [REDACTED]

Address: [REDACTED]

Comments Details

Commenter Type: Parish Council

Stance: Customer objects to the Planning Application

Reasons for comment:

- Conflict with local plan
- Inadequate access
- Increase in traffic
- Increase of pollution
- Information missing from plans
- Noise nuisance
- Not enough info given on application
- Out of keeping with character of area

Comments: Burrington Parish Council commented previously on the Airport's informal consultations in January and July 2018. Extracts from our response reproduced below. As the

planning application does not allay the concerns we expressed, we repeat them below. We endorse many of the comments of the Parish Council Airports Association, We also note that Highways England is not satisfied with information provided on the highways impacts of the proposed growth at the airport.

Response of Burrington Parish Council to Bristol Airport's Master Plan Consultation Stage II: Development Proposals and Options, May 2018.

In our previous consultation responses we asked for the publication of evidence in support of the demand forecasts of an increase in passenger numbers to 12mppa and then to 15 mppa by the mid-2030s, taking into account Airports National Policy, the planned expansion of Heathrow and prospective growth at other regional airports including Cardiff and Exeter. We also asked for an explanation of the sources of future growth in passenger numbers when past growth has been so closely associated with the expansion of budget airline flights for overseas holidays by residents of the Bristol sub-region. We also asked for information about the growth of road traffic that would be generated by the projected growth in passengers at the airport.

We expressed the view that that expansion of the airport should not be driven by a 'predict and provide' model based on unsubstantiated forecasts, but by a clear justification in terms of economic benefits; by information on the environmental implications of the physical expansion of the airport and increasing numbers of flights; and by clear proposals to mitigate adverse environmental impacts including the growth in road traffic and car parking.

We hoped to see these concerns addressed in the next Master Plan consultation. We also hoped to see further consultations on airport expansion linked with consultations on the West of England Joint Spatial Plan and Joint Transport Plan, including proposals in those documents to improve surface access to the airport including links to the M5 motorway.

We find information with the current application does not provide satisfactory answers to the concerns of local residents

We understand that there is planning permission for up to 10 mppa and that the current level of use is about 8 mppa. Whilst the proposed expansion to 12 mppa can be largely contained within the existing airport boundary it does nevertheless represent about a 50% increase in passenger numbers, with major implications for road traffic and the numbers of flights. More detailed information is needed on these implications.

The Airport's 'Surface Access Charter' promised further consultations on an Airport Surface Access Strategy, solutions to problems of off-site car parking, a package of local transport improvements and 'further work...with the aim of bringing forward...' strategic road improvements and proposals for mass transit. The target is 'a long-term shift towards more sustainable modes of transport to and from the airport by the mid-2030s'.

The promise of significant changes in modal split for surface access does not therefore appear to be within the scope of the currently proposed expansion to 12 mppa but only by the mid-2030s by which time the consultation says demand could rise to 15 mppa.

The concerns of neighbouring parishes like Burrington are much more about the wider environmental and traffic impacts of airport expansion than about the design and configuration of activities and buildings within the airport boundary, although there are concerns about the visual impacts and the light pollution that would result from expansion of the airport to the south.

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