

Comments on 18/P/5118/OUT:

Bristol Airport Expansion

Background

Yatton Parish Council has previously commented on this application to the following effect:

- The fundamental stipulation of the National Planning Policy Framework is that all development should be sustainable. The Parish Council consider that an increase to 12 million passengers per annum with the associated noise, pollution and increased traffic accessing the airport without significant infrastructure links is contrary to this. The proposed improvements to the A38 within this application do not adequately address these issues and the public transport proposals are deemed to be aspirations that have no consequence or penalty should they not be achieved. This has already been demonstrated historically as the targets for public transport within the last master plan for 10 million passengers have still not been reached.
- In order to facilitate a passenger figure of 12 million, major road improvements would be required to create direct links from the M5(J20) and M5 (J21) with the capacity to accommodate the volume of traffic this number of passengers would generate and to prevent increased traffic volume through the surrounding villages e.g. Yatton and Congresbury. A rail connection from Temple Meads and Bristol Parkway to the airport would be a further major infrastructure improvement the Parish Council supported.
- The proposals within this application working towards the 12 million passengers should not commence until the infrastructure improvements are in place. Bristol Airport is becoming one of the largest regional airports but is notable for its lack of adequate direct links to any major motorway or rail link by comparison to other regional airports.
- The lifting of seasonal restrictions on night flights was not supported by the Parish Council.
- The Parish Council considered that the passenger number should remain capped at 10 million.

The Airport have now provided more information, grouped under the following headings: transport; socio-economic impact; noise; landscape and visual impacts; climate change; air quality; flood risk and drainage; biodiversity. Because this new information is now available, Yatton Parish Council would like to make further comment on the application. Our existing comments still stand.

Comments

Transport

- It is important to note that the figures given in the Transport Assessment relate to modelled changes in journeys if the Airport expands from 10 million passengers per annum (mppa) to 12mppa. The current usage is 8.6mppa, so there will already be a roughly 16% increase in journeys compared with the current situation before the new figures are included. The increase from 10mppa to 12mppa will result in even more vehicle movements through Yatton (especially during the evening peak), with concomitant and unacceptable adverse effects on safety, air quality, climate change, noise, and congestion.
- One of the suggested “mitigation” measures – improved on-site parking provision – will actually exacerbate matters because it will encourage private car use.

- We would like to observe in passing that there are calculated to be 87 movements during the morning peak time of 07:00 to 10:00, equating to an average of 29 movements/hour (Transport Analysis, Table 4.1). Cherry-picking the least busy of those three hours and using its figure of 18 movements/hour is therefore misleading, and has the effect of underplaying the impact on local communities.

Environment

- We note with dismay that the adverse economic effects of contributing to climate change have not been included in the economic analyses, thus painting an unrealistically optimistic picture (Socio-Economic Analysis, page 14). If this application is to be genuinely sustainable, as required by the National Planning Policy Framework, it will need to show how the adverse climate effects of an increase of 20% in passenger journeys will be neutralised.
- The climate change mitigation measures deal only with the carbon footprint of constructing and maintaining the airport in such a way that it can support 12 million passenger journeys per year. This footprint is utterly dwarfed by the increased emissions from the extra flights that will be required. In order to be sustainable, in line with the National Planning Policy Framework, the Airport will need to show how it will mitigate these effects too.
- The noise contour maps in the Noise Analysis (Appendix 7D) indicate that there will be a particularly marked increase in the extent of night-time noise in Yatton. Residents are already very concerned about aircraft noise and we do not consider it acceptable to add to this already much-resented burden. If the application does go ahead, we would expect all properties in the parish of Yatton that fall within any part of the 70dB and above noise contour, however briefly, during any part of the year and at any time of the day or night, to be eligible for grants for the purchase and installation of sound insulation and double-glazing as necessary and permitted.
- We would like to observe in passing that the noise contour maps in the Noise Analysis show a small decrease in summer noise over Yatton when passenger numbers increase from the current 8.6 million per year to 10 million per year or 12 million per year, using the sixteen hour equivalent continuous A-weighted sound pressure level. This is presumably an error, because the eight hour and annual contour maps show the expected increase. Furthermore, the annual contour maps suggest that 10 million passenger journeys per year will generate less noise than 12 million. This suggests that the noise contour mapping is in considerable error.