

Comments for Planning Application 20/P/1438/FUL

Application Summary

Application Number: 20/P/1438/FUL

Address: Proposed Park And Ride Adj Heathfield Park Bristol Road Hewish

Proposal: Change of use of land from gypsy pony track/agricultural land to use for a Park and Ride car park for Bristol Airport with 3101 parking spaces plus arrival/departure area with construction of associated roads and surfaces and the erection of a reception centre

Case Officer: Neil Underhay

Customer Details

Name: Mr Clerk Puxton Parish Council

Address: 18 Mitford Slade Court Mendip Road Yatton

Comment Details

Commenter Type: Parish Council

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Puxton Parish Council:

20/P/1438/FUL Park & Ride adjacent to Heathfield Park, Bristol Road, for Bristol Airport with 3101 parking spaces plus arrival/departure area.

This application was discussed among members during the weeks before the meeting as well as at the meeting. In many ways it mirrors the recent application at J21; to that extent the objections to the application (as below) remain as at J21:

PPC Comment on planning Application 19/P/0704/FUL on 7th June 2019

The draft minute of Puxton Parish Council's review of the application reads:

Banwell Parish Application: 19/P/0704/FUL Park & Ride plus airport bus shuttle for 3000 cars. Information about this application arrived with us too late for review at our May meeting.

At first sight, from transport and business perspectives, this appears to be a sensible and logically argued proposal. The justification is that, on an analysis of all the available parking possibilities within a reasonable distance of the airport, this is the strongest contender as it is not in the green belt and takes car-parkers off the highway as soon as they exit the motorway: all those car journeys to the airport will be replaced by a few shuttle buses. As the Bristol Airport plan to provide car parking on a green belt site runs contrary to NSC policy and must therefore be refused, the J21 site will be the logical place to service the already proven need for extra airport parking.

Upon reflection, the bulk of airport traffic does not use the A370 / Brockley Coombe route. It is signposted off along the Portway in the north and onto the A38 in the south. The necessary motorway signage to airport access via J21 is surely going to increase airport traffic onto the A370 route that has no intention of using the Park & Ride facility. This increase in traffic volumes, the application claims, will mostly be from the south, so leaving the motorway nearer the airport will seem logical for the average driver. J21 is at the hub of a densely crowded section of the motorway: increasing the traffic flows on this section of road is likely to increase the risk of incidents closing the motorway and creating traffic gridlock between Gordano and Weston-Super-Mare. The J21 proposal will move the problem of airport parking into a narrow, commuter-crowded valley system blocked by hills to the east and the sea to the west, it will not resolve that problem but, rather, exacerbate the already notorious congestion that each motorway incident within that valley system brings.

After weighing up the pros and cons of the application, members unanimously felt that, on balance, they needed to object to this application. Clerk to so inform NSC.

However, this proposal (at Heathfield Park) is sited in a more residential area and is a mile and a half away from the motorway J21. From the consultation responses already available it would seem that basic considerations re ecology, fumes, light pollution, noise pollution, drainage integrity etc have not been thought through to the satisfaction of the planners. It is therefore reasonable to presume that, unless all these issues can be resolved, the proposal is unlikely to go ahead. There is another major omission to the plan as presented: the A370 is already operating at saturation levels but, despite this, there is no provision proposed for the management of motor traffic and other road users on the A370 as they enter, exit, or pass the proposed entrance to the site. Without efficient A370 traffic management approaching the entrance to the site - a roundabout was specifically mentioned - we know from all too regular experience, that there is likely to be significant traffic mayhem along the whole length of the road between J21 and Congresbury, and perhaps beyond: this would obviously effect the reliability of the proposed airport bus service, which is the most crucial element of this proposal and which will, in any event, be compromised whenever there is a major incident on the M5, despite proposals for an alternative route. There will need to be safe provision for pedestrians, cyclists horse riders and others along this stretch of road as well - it already feels like an unsafe experience for those who have no option but to use it. Any workable traffic and people management system on the A370 is likely to take up significantly more land than is obviously available. The conclusion of Members was that the number and complexity of the issues that need resolving to make the proposed scheme work are probably more than can be achieved.