

# SUTHERLAND PROPERTY & LEGAL SERVICES LTD



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Dear Sirs

## OBJECTION - THE BRISTOL AIRPORT LIMITED (LAND AT A38 AND DOWNSIDE ROAD) COMPULSORY PURCHASE ORDER 2020 – AIRPORT TAVERN

The following concerns The Bristol Airport Limited (Land at A38 And Downside Road) Compulsory Purchase Order 2020 (CPO), with particular reference to my client, Mr Lane, who is the leaseholder of parcels 3,4,5,6, 7 and 8.

My client is aware that the Freeholder (Hawthorn Leisure (Mantle) Limited) has also provided an objection (their reference EMDL/CHBG/MANC/163201.00041). This objection should be read in conjunction with their comments.

### Land Parcels

The land parcels subject to this objection are as follows:

3	Hardstanding between A38 highway and Airport Tavern building, hedgerow and shrubbery within field to the north of the Airport Tavern
4	Enclosed parking area adjacent to Downside Road and hedgerow (Airport Tavern)
5	Field, hedgerow and shrubbery (Airport Tavern) and public footpath (LA2/37/10/X)
6	Field, hedgerow and shrubbery (Airport Tavern) and public footpath (LA2/37/10/X)
7	Footway (north eastern corner Downside Road)
8	Hardstanding between A38 highway and Airport Tavern building

### Objection Grounds

As the holder of a long lease my client has a pecuniary interest in the land, having invested substantial sums in both the Airport Tavern and in the carrying out of a lawful airport carparking business.

### **Airport Tavern**

The Airport Tavern currently has patron parking (11 spaces) to the front of the site and a narrow footpath serving the front door. The narrow footpath had not previously been an issue due to the buffer of the carparking from the main road. The current proposal sees the removal of this carparking and the introduction of a new footpath to the front door.

The Airport Tavern relies on customers attending via car due to the limited local population, as such the car parking spaces are considered essential to a successful operation of the Public House

The removal of the carparking is a particular concern. Patrons enjoy the easy access to the site while the buffer of the carparking provides mitigation to the proximity of the busy road.

The new proposal sees the introduction of a 2 lane road with footpath to the immediate entrance of the site. Appendix A of TRANSPORT ASSESSMENT - APPENDIX D (18/P/5118/OUT) appears to show a 2 metre offset, a considerable reduction in the current footpath plus 11 front end parking spaces available.

As part of the CPO no offer of alternative carparking for patrons has been made nor has any analysis on the noise impact on the business (both on diners and guests staying in the rooms) been undertaken. The creation of two lanes on both sides of the road is itself a considerable change, with the movement of the road to the direct frontage of the Tavern considered to detrimentally impact on the operation and desirability of the business.

### **Airport Carparking**

A successful airport car parking operation is run from the land to the rear of the Airport Tavern. Clients enjoy the close proximity to the airport and ease of access to the A38.

Airport Car parking is a carefully considered business, with the number of employees to cars carefully worked out so that there is no wastage in staff time. The Airport Tavern competes directly with the much larger Bristol Airport Limited parking operation, which requires it to be both competitive and nimble in operation.

The removal of nearly a 1/3 of the area available for the operation of the site is incredibly detrimental to the efficient running of the business. It has the potential to remove efficiencies in staffing (the same number of staff will be required, with less cars to offset salaries) which, in a competitive market, may see the failure of the business.

The CPO offers no attempt at mitigation or compensatory land for the parking of cars. As Bristol Airport Limited are the largest provider of spaces for airport carparking (and are applying for an increase of some many thousands of spaces) there would appear to be a conflict between the desires of Bristol Airport Limited and the potential closure of my client's business due to Bristol Airport Limited looking to remove substantial amounts of his land.

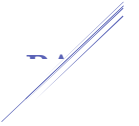
### **Summary**

In conjunction with the Freeholder, my client (the leaseholder) strongly objects to the CPO and the proposed mitigatory measures. It will have a detrimental impact on his businesses that may well force their closure.

As such it is respectfully requested that this objection is taken note of during the CPO inquiry.

Yours faithfully





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