

According to the National Planning Policy Framework (NPPF) *there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:*

- *AN ECONOMIC ROLE ... identifying and coordinating development requirements, including the provision of infrastructure;*
- *A SOCIAL ROLE ... with accessible local services that reflect the community's needs and support its health, social and cultural well-being;*
- *AN ENVIRONMENTAL ROLE – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy."*

From the NSC Local Plan 2036 Consultation Section 7, *"The Airport wants to double permitted air traffic to 20 mppa by the 2040s. In the short-term it seeks a relaxation of existing limits to allow for growth to 12 mppa. Its longer-term ambitions for growth will be set out in a new Airport Master Plan. Through the JSP, North Somerset Council recognises the existence of additional growth opportunities at the Airport but many detailed local issues remain to be resolved."*

How does this development and its proposed road and air use contribute to the national and global required reduction in carbon emissions e.g. relating to climate change and health issues? What will be environmental effect on people, humans, wildlife and their associated natural habitats? If this application does not reduce emissions, which it clearly is not, then development should not be permitted.

I believe that the proposed development is therefore contrary to local policy CS23 *"Proposals for the development of Bristol Airport will be required to demonstrate the satisfactory resolution of environmental issues, including the impact of growth on surrounding communities and surface access infrastructure."* CS10 Transport and Movement, *"... reduce the adverse environmental impacts of transport and contribute towards carbon reduction; mitigate against increased traffic congestion; "*

I believe not enough attention or significance is given to the environmental role. In this case I believe that an increase of 2 million passengers per annum (mppa) to 12 mppa by 2026, and 20 mppa by 2040, without proper assessment and consideration of the associated noise, air and land pollution, associated health risks, and increased traffic, especially without infrastructure links in place, is not sustainable or acceptable.

*"2.5.5 Bristol Airport is operational 24 hours a day, 7 days a week, 52 weeks of the year."*

What are the current and proposed private, commercial and maintenance flight paths over Bleadon and the villages? What are the current and proposed daily flight frequencies and timings? What are the current and proposed night time flights and timings? What effect will the seasonal adjustments have? Clear comparative information on the current, 2021, 2026, 2040 and 2050 proposals, with and without seasonal and night adjustments. This type of clear comparative information is also needed for passengers, staff, fuel tankers, car rental deliveries and operational deliveries

*"8.3.1 ... passenger growth at Bristol Airport has been primarily from the South West and South Wales. Passenger growth for 10 mppa and the 12 mppa is predicted to continue in this trend by introducing new flight destinations ... 3.2.3 ... the Development Proposals are predicted to result in a peak daily uplift of 7,085 passengers in the summer month of August ... "*

How are the transport issues and congestion to be properly addressed if the JSP, NSC Local Plan 2036, proposed M5 J21a/Junction 21 Bypass or Relief Road, and the new Sandford and Churchill Bypass are still in discussion and not finalised? How will the massive increase in housing

development affect/contribute to congestion on the road network especially to/from Weston-super-Mare to Bristol? What routes are passengers/workers from the South expected to travel? What routes are passengers/workers from WSM expected to travel to/from the airport? Information has been stated on FTE, how does any job share commuting affect these figures, especially carbon emissions? What is the impact on the villages on the main routes to be taken e.g. from M5 Junction 21 and Junction 22 bottlenecks? Clear comparisons between now, 2021, 2026, 2040 and 2050 are required?

*“3.3.2 ... strategic infrastructure being promoted as part of the West of England Joint Spatial Plan (JSP) is also unlikely to be delivered before the predicted 12 mppa year of 2026, and will not therefore materially alter passenger catchment before the 2026 horizon ...*

*7.3.3 The A38 is a strategic route between Bristol City Centre and Taunton, connecting to the M5 at Junction 22 and enabling connections to Somerset, Devon and Cornwall, to Weston-super-Mare via the A368 and A37 and provides connections to many of North Somerset villages. The A38 is single carriageway with a variable speed limit ...*

*7.3.4 Downside Road, located to the north of the site boundary, connects to the A370 near Brockley. The A370 connects to Weston-super-Mare from M5 Junction 21 as well as local villages and towns*

...

*10.4 Highways England Junctions Net Trip Generation During the pre-application process, Highways England requested M5 junctions 18 to 22 to be considered as part of the numerical assessment. The junctions did not form part of the agreed traffic survey study area, and therefore the existing junction operations cannot be quantified as part of this assessment. However, an overall analysis of traffic volume increase has been undertaken ...*

*10.4.3 As described in Section 10.2, the BASHT is an all or nothing assignment tool. Therefore, all traffic to or from the south has been routed through Junction 22 and all the traffic to or from the north has been routed through Junction 18. The SATURN plots have been provided in Appendix I... Chapter 5.2 “‘Access to Bristol Airport and A38 Corridor’ ... a lack of motorway junction on the A371 crossing the M5 has resulted in increased traffic flows on the A370 to access the M5 and increased traffic using country lanes ... Additional issues on corridors include that Bristol Airport has no direct access to the Strategic Road Network (SRN) and no direct rail links. The report states that “to meet future needs of the airport it will be necessary to both improve road capacity on the A38 and transport the quality of public transport connections to the Airport”.”*

The submitted data tables are confusing and some are scrambled. What does the difference of 2 mppa represent? It should be the difference between current and 2021 10 mppa and 2026 12 mppa. Is the 10 mppa after seasonal changes or current situation? A clearer comparative table of information is needed.

Until the above issues have been fully considered and addressed this application should be refused with the cap of 10 mppa, without night time or seasonal adjustments, remaining or more preferably reduced.