

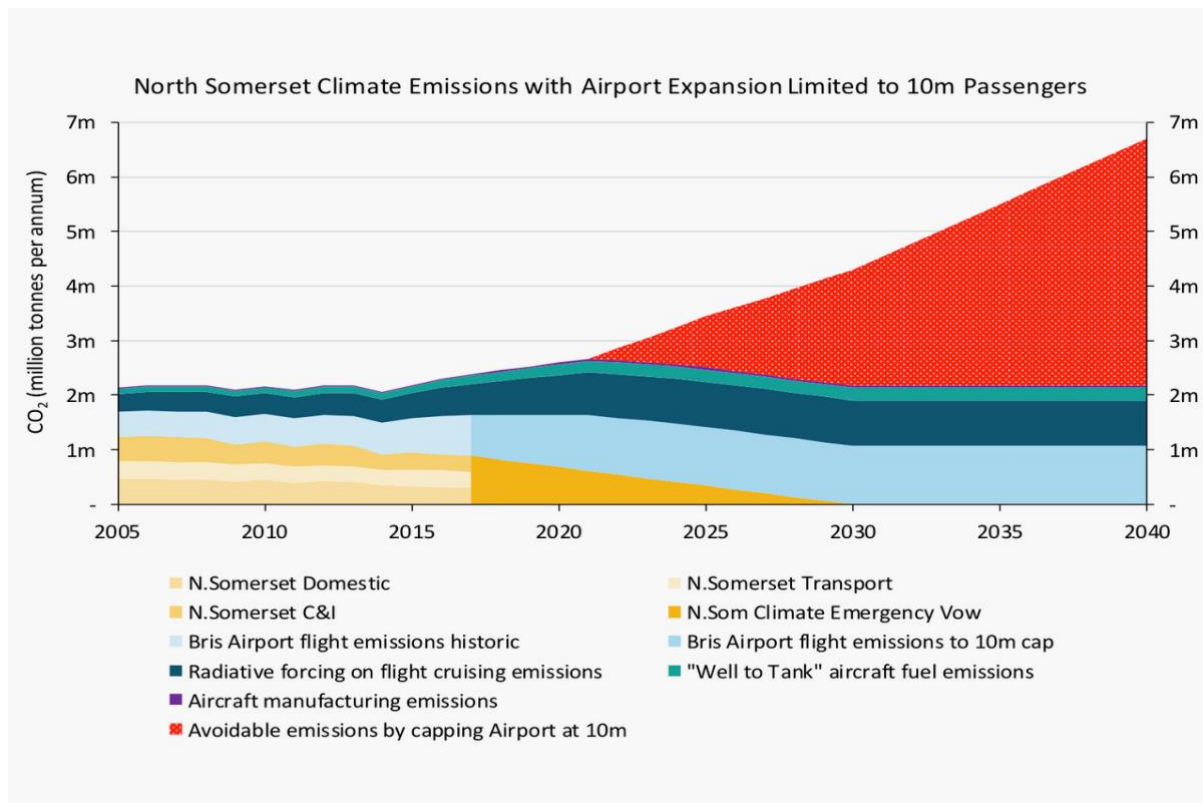
North Somerset Planning Application 18/P/5118/OUT

Chew Magna Parish Council Objection to further expansion of Bristol Airport

Chew Magna Parish Council strongly OBJECTS to the further expansion of Bristol Airport for the following reasons:

1 Climate Emergency:

Chew Magna Parish Council like BANES, Bristol and North Somerset have declared a Climate Emergency as it is increasingly clear of the negative impact carbon consumption is having on our planet. In spite of Bristol Airport's commitment to be carbon neutral by **2025**, these plans **do not include emissions from the planes themselves or vehicles travelling to and from the airport**. The graph below shows the impact of the airport if North Somerset Council (yellow) were able to achieve zero emissions by 2030 and if Bristol Airport (blue) were capped to 10m passengers per year. Bristol Airport would still be responsible for 2 million tonnes of carbon per year. The red area show further avoidable emissions if the airport was capped at 10 m passengers per year.



2 Traffic Congestion and Inadequate Transport links:

Bristol has the 9th largest airport in the country. All the other 8 UK airports are served by either a motorway, a dual carriageway and/or a rail link. Bristol Airport is served by a single carriageway road (A38) that connects with the M5 to the South after 18 miles, and to the North via the A4 to the M5 (13 miles away). In the application no consideration is given to the connections to the East of the airport which are via minor B roads that pass through Chew Magna. These country roads (particularly along the B3130) narrow down to a single lane in a number of places including at the entrance, middle and exit to the village. The congestion caused by the volume of traffic is evident on a daily basis. Common sense would dictate that no expansion approval should even be considered until substantial improvement to the road infrastructure is in place, rather than vague promises of future development (which have been regularly discussed for the past 20+ years). The table below illustrates the transport links to the top 10 airports in the UK.

Top 10 UK Airports and their transport links.

1	Heathrow	M4, M25, rail link
2	Gatwick	M23, rail link
3	Manchester	M56, rail link, Metrolink
4	Stansted	M11, A120 (dual carriageway), rail link
5	Luton	M1, rail link
6	Edinburgh	M9, M90, A90 (dual carriageway), Tram link
7	Birmingham	M42, A45 (dual carriageway), rail link
8	Glasgow	M8, A737 (dual carriageway)
9	Bristol	A38 (single carriageway)
10	Belfast	M2

3 Noise:

There will be over **24,000** more flights with this planning application and a further **48,000** flights based on the planned increase to 20m passengers per annum. Currently aircraft are required to adhere to a straight-line flight envelope of 5 miles on take-off and landing. To manage this increased capacity, the airport is looking to change the 5-mile restriction and peel off earlier. This will greatly increase the number of houses and people the planes will be flying over and disturbing. Added to this, the airport wishes to significantly increase the number of night flights in the summer months by amalgamating those which it does not use in the winter months. CMPC strongly objects to this.

4 Health:

Traffic congestion and more aircraft journeys bring with it a hidden killer in the form of damaging emissions. Various medical studies have drawn the link between serious illness and transport emissions. Increasing the concentration of these around the airport will potentially have a damaging impact on residents' health and wellbeing. Carbon emissions from aircraft and the height at which they are emitted also exaggerate the impact of carbon on air quality and therefore health.

5 Increased flooding risk:

Due to the poor transport links and no rail link then for the airport to increase its capacity further more Green Belt would be covered by car parking and the impervious surfaces would cause more run off. In addition, there would be less ground to soak up heavy rainfall. Both of these factors would in turn increase the likelihood of flooding in Chew Magna. There could also be an increased risk of contamination by water sewage.

6 Inaccurate information in the application provided by Bristol Airport:

A recent study carried out for Campaign to Protect Rural England by the independent New Economics Foundation casts major doubt on the potential economic benefits claimed for the proposed expansion of Bristol Airport. The NEF study concludes that:

- The proposed development of the airport is incompatible with inevitable and essential future constraints on air travel because of climate change.
- Claimed benefits for the West of England region have been overstated by almost 50%.
- Claimed benefits for the wider South-West region and Wales have been overstated by as much as 70 %.
- Much of the methodology used by the Airport's advisers appears to be inconsistent with the methods recommended and used nationally.
- Using Dept for Transport standard models, traffic at Bristol Airport in 2030 is likely to be only 8.5 million passengers a year, not the 12 million suggested by Bristol Airport Ltd.
- Most of the additional traffic will come from "displaced" activity from other airports that already have spare capacity.

The full report can be found on the NEF website at: <https://www.nefconsulting.com/cpre-expansion-of-bristol-airport> and on the CPRE Avonside website at: <http://avonside.cprelocalgroups.org.uk>