



CPRE Avonside
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24/01/18

'Your Airport, Your Views'
Preparing a new Master Plan, Public Consultation, January 2018

CPRE Avonside response

1. The Campaign to Protect Rural England (CPRE) exists to promote the beauty, tranquillity and diversity of rural England by encouraging the sustainable use of land and other natural resources in town and country. CPRE Avonside comprises the four districts which cover the old county of Avon.
2. CPRE Avonside objects to the scenarios for expanding the Airport as set out in *'Your Airport: Your Views, a world of opportunities; Preparing a new Master Plan: Public Consultation November 2017'*.
3. **Comments on the 5 pillars:** No comment.
4. **What aspects of the airport experience would you like our future plans to focus on?** We are deeply concerned about the impact of Bristol Airport, and any expansion, on the surrounding countryside, Green Belt, local communities, transport network and environment. There needs to be greater recognition of the constraints that come with the expansion of this airport in what is otherwise a rural environment. The proposed 150% expansion of the airport carries significant threats to noise and light pollution from both day and night flights, road traffic and parking, emissions and climate change, and the quality of the landscape character, Green Belt and the Mendip Hills AONB.
5. We would like the airport to also focus on the following local concerns:
 - Noise pollution - residents should be able sleep undisturbed at night and walk locally without being disturbed by aircraft noise. The airport should make commitments to noise pollution limits.
 - Light pollution - visitors and residents should be able to see dark skies rather than an illuminated landscape. The airport should make commitments to light pollution limits.

- Illegal parking and waiting - the airport should condemn all illegal parking and contribute financially to North Somerset Council's enforcement of parking on Green Belt.
 - Road safety - airport traffic has reduced the ability of people to cycle along the A38 and local roads in safety. We would like to see the Airport making commitments to help stop local roads turned into rat runs for airport usage before it considers further expansion of this facility. The use of these country roads for airport traffic creates pollution, congestion and considerable danger to local people.
6. **How important is a successful airport to the regional economy?** There is insufficient information to judge exactly what impact the airport does have on the economy of the South West Region, the West of England Sub Region, or the economy of Bristol and North Somerset. Bristol Airport assume that the impact is positive, but we would like to see an independent examination of the economic impacts of the airport as it stands, and its proposed expansion. We are not convinced that the airport automatically qualifies as a strategic employment location. In fact, we believe its current employment value to the economy of the West of England is overstated. Should Bristol Airport expand its operations in this locations for activities such as freight, this would have an even greater impact on the local road network and damage local communities.
7. **How could access to Bristol airport be improved?** Current access to the airport by public transport is unacceptable. The vast majority of travellers drive to the airport, suggesting it is mainly facilitating local people travelling out of the country. Those who travel by bus have few options, on buses that are vastly inflated in price. A single fare on the Bristol Flyer being £7 for an adult. We strongly believe that this is an unsustainable airport location, heavily reliant on parking in Green Belt and driving on roads that are not fit for the capacity of cars. However, the solution is not to improve roads, and provide more parking. Evidence suggests that new roads generate more traffic, and soon become 'full up'. The South Bristol Link is a case in point, and is regularly at capacity or over capacity. No new car parking should be provided for the airport to facilitate expansion. Current levels of passengers should be encouraged to use public transport by vastly improved busses with much lower fares. A light rail to the airport must also be considered to facilitate faster public transport from Bristol. We believe that expansion of the airport is not sustainable and should not be permitted. Any mass transit or public transport system should be accessible to and benefit the local population to make up for the problems the airport causes locally.
8. **How might we use emerging technologies to reduce our impact on local communities and the environment?** We know of no new technology that could mitigate the considerable environmental and social impact of the airport both as it is now, and if it is expanded.

- 9. Is there a case for increased public and private investment in and around the airport?** An integrated transport network was promised under the airport planning consent of 2011. Bristol Airport should invest in this network itself and not expect or get public funding.
- 10. Which Scenario best reflects our five pillars and why?** The current planning approval layout of 2011 shows a transport interchange. This was a condition of the planning approval to 10 million passengers. It needs to be delivered before development consent for any new scenario is given. This is especially important as Bristol Airport acquired a Green Belt inset and planning conditions maximised this area to the north of the terminal utilising the landscape contours to mitigate the impact of development. This has not materialised and parking has expanded to the south taking valuable Green Belt and contributing to urbanisation and light pollution in this rural part of North Somerset. Any further encroachment of Green Belt land is inappropriate and premature.
- 11. CPRE Avonside concludes that we are unable to make informed comment on the scenarios as we have seen no traffic forecasts, noise assessments and environmental assessments for each scenario, compared with current situation. These must be funded by the Airport but carried out independently and the results fully published. The land acquisitions are all using Green Belt land, which should only be developed in exceptional circumstances. The for-profit environmental consultants employed by Bristol airport in connection with the previous master plan (2006) destroyed any credibility in their objectivity by uncritically supporting the airport.**
- 12. What information would you like to see presented at the next, more detailed, consultation stage?** Information must be provided in a format that allows a comparison of the scenarios, and with a no-further-growth scenario. We would like to know the following:
- The amount of land use (including Green Belt) required for scenario's A, B and C.
 - Traffic forecasts for each of the three scenarios as well as current traffic levels, including the impact of a mass transit system.
 - Infrastructure proposals
 - Impact on local people and the natural environment
 - Independent economic forecasting and growth rates in light of the most up to date information and with regard to Brexit post 2019
 - Comparison of noise and light pollution impacts of the three Scenarios as compared with the current situation.
 - Conditions to minimise impact on residents and the environment
 - Detailed analysis of the employment to be provided
 - Local roads should be subject to detailed assessment of traffic roads in a ten mile radius.