

## **Expansion of Bristol Airport to 12mppa**

PINS Ref APP/D0121/W/20/3259234  
Planning Application Ref: 18/P/5118/OUT

# **Proof of Evidence for PCCA**

Councillor Karen Warrington

Councillor Karen Warrington, Chew Valley Ward, Bath & North East Somerset

## Statement to Appeal for the Expansion of Bristol Airport- Proof of Evidence

### Context

I, together with my colleague, Cllr Vic Pritchard, represent a number of parishes that would be directly impacted by an expansion of Bristol Airport, these Parishes are:

- Chew Magna
  - Chew Stoke
  - Compton Martin
  - Nempnett Thrubwell
  - Norton Malreward
  - Stanton Drew
  - Stowey Sutton
  - Ubley
1. This is a very rural ward made of some larger villages but also very small villages; with rural businesses, such as B&Bs, tourism and agriculture a large part of the local economy. As Bristol is commuting distance away, many residents choose to live in a rural and sometimes quite isolated location and either work from home or commute into Bristol. Much of the Ward is also Green Belt and it borders on the Mendip Hills.
  2. Residents appreciate the rural lifestyle, quietness and air quality that goes with a rural location.
  3. The roads in the Ward are not built for large volumes of traffic. Even our 'major' roads, the B3130 and A368, are relatively narrow, winding single lanes and in places they are only one car wide and traffic in one direction has to wait. Then there are the very narrow lanes winding through the villages and countryside.
  4. Many of my parishes, and the residents we represent, are very concerned about the expansion of the airport. They have no wish to see the airport disappear, recognising that it brings jobs and contributes to the economy, but the transport links are not fit for purpose currently, let alone if there is an expansion. With Climate and Nature Emergency high on the agenda, both nationally and locally, my residents are much more aware of the harm that pollution has on our physical and mental health. They want to ensure that they, and others around them, are contributing to cutting all forms of pollution.

### **Impacts on Residents in the Chew Valley and wider locations.**

#### Climate and Nature Emergency

5. Bath & North East Somerset Council has declared a Climate and Nature Emergency and policies are being reviewed to reflect this.
6. Many of the parishes within the district are fully engaged in a commitment to halt Climate change and the negative impact on our local, national, and global natural habitats. Those parishes that have not yet declared a Climate and Nature Emergency are either working on doing so or are engaging with the Chew Valley Climate and Nature Emergency Working Group in order to make a difference.
7. Residents within the Chew Valley are rightly concerned about the impacts that Bristol Airport has on them, their children, the climate, and nature.
8. There is currently a Private Member's Bill that is gathering support amongst residents (the Climate and Ecology Emergency Bill) that it is hoped will go before Parliament that states

that zero carbon emissions by 2050 will be too late to prevent a plus 1.5c increase in temperature which is set by the Paris Agreement.

#### Pollution

9. There are number of pollutants that will increase due to the increase in the number of passengers. This will be both pollution from Aviation and from an increase in cars.
10. Water: - There is a great deal of water running through both North Somerset and the Chew Valley. The water is a spectacular part of the scenery in the Chew Valley and environs. Residents are extremely concerned that there will be an increase in polluted water running through the Chew Valley.
11. Light pollution: - Residents are concerned about the light emanating from the lighting on the airport grounds from both the terminal and the additional car parks, not to mention the lights from additional cars travelling through the area. This has not just an effect on humans and their quality of life but also disturbs our wildlife. Some of this wildlife is rare and includes unusual species of bats such as the greater and lesser horseshoe bat.
12. Noise pollution: - This certainly will increase if the flights are to be carried out throughout the night. Noise from night flights will impact on the mental health of our residents who may well be woken up periodically due to this noise. With an increase in night flights there will also come an increase in cars travelling at unusual and anti-social times.
13. With Covid and the various lockdowns and with people losing their jobs it is a difficult time and the mental health of the nation is in the spotlight. Surely anything that continues to pile pressure on residents at this difficult time and with no evidence that the capacity for 2 million more passengers is required should be taken into consideration?

#### Roads

14. There is no appropriate infrastructure in the environs to service the airport which only has a single carriage road, the A38, which runs from Bristol. The M5 may appear to be close by but is only accessible via winding narrow lanes that run through small villages. This airport is one of only a couple that does not have a dual carriageway to access it.
15. The roads within the Chew Valley Ward are narrow and often vehicles commuting and accessing the airport use the villages as cut throughs. This increases the amount of traffic through small rural villages and impacts on:
  - the amenity of residents in that they have to navigate increased traffic congestion.
  - the health and safety of vehicles drivers as increases in traffic volume increases the risk of an accident.
  - the health and safety for walkers as there are few pavements, and the virtual pavements are shared spaces for traffic, horse riders, cyclists, and pedestrians, thus increasing the risk of accident and injury.
  - the increase in pollution from vehicles on narrow lanes with engines often idling to wait for traffic to pass.
16. Residents in our villages do not want to see an increase in urbanisation, traffic signals and increased pollution in order to accommodate an expansion at the airport.

#### Other infrastructure

17. There is no public transport to access the airport, apart from a bus service. Whilst this service runs north/south to and from Bristol and roughly east/west to capture some airport users, the service runs along narrow lanes and is therefore not convenient in terms of time spent on the bus.

18. There are no trains or other forms of transport to service the airport. Thus, the reliance on private vehicles.
19. Indeed, Bristol Airport is reliant on parking charges as a major form of income, which increases the impact on residents and businesses that have to try and absorb the increase in vehicles that will come from the expansion of the airport.

Car parking

20. Residents recognise that there is an impact on green fields in green belt if the car parking is increased, however they are extremely concerned that travellers are using car parks and narrow lanes within the environs in which to park with no charge. Chew Magna car park and Bishop Sutton's narrow streets often have cars staying there for days on end without moving. This impacts very negatively on the amenity of villagers who just want to go about their business without impediments.
  21. Also, cars are picked up at unsocial hours, with engines starting up, car doors banging and car lights shining through villagers windows.
22. I do hope that you will take the concerns of my residents into consideration. They feel so strongly that they have written themselves and have asked their local representatives including me and their Parish Councils to write and express their concerns.

Yours faithfully

*Karen R Warrington*

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