

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

Justin Milward

**JUSTIN MILWARD : Proof of Evidence regarding APP/D0121/W/20/3259234 -
Appeal against refusal of Bristol Airport planning application 18/P/5118/OUT to
increase passenger numbers to 12mppa**

1. My name is Justin Milward - I have lived in the village of Butcombe for 25 years and I am a Parish Councilor. I strongly support all the reasons given by North Somerset Council for refusal of Airport planning application 18/P/5118/OUT in March 2020. Notwithstanding the subsequent cosmetic amendments to the application, I believe that all five of the Council's reasons for refusal still stand.
2. I was born and brought up in north Somerset, living in nearby Backwell, and have seen Bristol Airport expand from a low key provincial aerodrome in the 1970s to the major aviation hub of today. As a child, I remember being taken with my cousins as an end of holiday treat to see a rare Russian plane on the runway. Nowadays such international planes scream down into the Airport every few minutes. Having poor transport links was not a problem 50 years ago but whilst the number of passengers using the Airport has grown enormously, the transportation system conveying them has not.
3. As a result of this massive disjunct between huge passenger volume and small transport capability, I have personal experience of sitting for hours in gridlocked traffic jams on the A38. Even at 5 or 6am in the early morning, it is often difficult - and sometimes hazardous - trying to maneuver onto the A38 from New Road or Row of Ashes Lane in Butcombe because of the sheer volume of passenger traffic and service vehicles arriving for early flights.
4. The problem of passenger traffic is not confined to the A38 because, due to drivers' frustration with congestion of this inadequate trunk road, vehicles consequently divert down the surrounding narrow rural lanes at inappropriate speeds in order to meet flight deadlines. Butcombe's country lanes have unfortunately now become 'rat runs' for the Airport's convenience, causing residents to lobby for speed limits through the village.
5. A further problem is the constant scourge of unauthorized Airport car parking in and around Butcombe. This causes ongoing disruption to residents as a result of light pollution, noise disturbance and more speeding vehicles, particularly at night, as well as visual despoliation of our country landscape. North Somerset Council's planning enforcement service is unable to contain this unauthorized parking : as soon as one such car park is closed down, it reappears on another site, freely advertised on the internet.
6. But, most of all, I object to the creeping industrialization - both within the Airport perimeter and also associated service infrastructure outside (hotels, parking etc.) - of what still remains an essentially unspoilt rural landscape, and the realization that this creeping industrialization will only be exacerbated under the planning application. This application is clearly only one step along the way to the Airport's clearly stated desire to

achieve passenger throughput of 15mppa by the mid-2030s and 20mppa by the 2040s, as set out in their still unfinished Master Plan. If you divert off the M4 motorway at Heathrow Airport and continue along the A4, you can see what will inevitably happen along the A38 too, if Bristol Airport continues to expand : unconstrained, unsustainable and extremely unattractive development created purely to service omnivorous airport demand.

7. Attached below is a photograph taken across farmland from Row of Ashes Lane in Butcome showing the recently built Airport Administration building and the red & white radar tower. Both these structures have been put up under Permitted Development rules, thus avoiding the need for full public consultation. To add insult to injury, the Administration Building now appears to be surplus to the Airport's requirements as office space is currently available to let. These constructions show how the Airport insidiously creeps across the rural skyline, causing gradual but permanent visual degradation to our precious Green Belt countryside. The effect is enhanced by nighttime light pollution, also visible from the Mendip Hills AONB above Blagdon. This will only get worse if planning application 18/P/5118/OUT is allowed, and the pastoral landscape character of Butcombe and the surrounding villages will be lost for ever.



8. If anyone was seeking to establish a new Bristol Airport now, Lulsgate would be one of the most unsuitable places for consideration due to the obvious inadequacy of public and private transport infrastructure, damage to the countryside and disturbance to residents. But it is what it is, and we residents have to accept that. However, to go on compounding this unsuitability through continued Airport expansion can no longer be justified, as set out in North Somerset Council's reasons for refusal of the planning application.