

## **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**

Rachel Middleton

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I am emailing to state my opposition to Bristol Airport's appeal to expand. I am against the appeal proposals for all the reasons given by North Somerset councillors for rejecting the appeal.

Bristol City Council declared a Climate Emergency in 2019 and claims to be aiming for Carbon Neutrality by 2030. The expansion of Bristol Airport sits in direct opposition to these aims and weighs heavy on my mind, preoccupied with the environmental, economic, and social changes which must happen immediately and form part of a green recovery from Covid-19.

My main reasons for opposing this align with the reasons given by North Somerset councillors and are as follows:

1. The proposed increase in passenger numbers would exacerbate climate change and would not help the transition to a low carbon future. If further Airport expansion goes ahead in 2026 emissions will rise to 1,183.87 kilo tonnes, an increase of 437.1 kilo tonnes or 59% in less than 10 years. This figure could be higher if a newer, less-polluting fleet of aircraft does not materialise. Carbon offsetting is clearly not the answer, given a tree takes 40 years to absorb one tonne of CO<sub>2</sub>: to offset the additional emissions would require 180 million trees to be planted every year.
2. There would be an adverse impact on wildlife habitats and would not boost biodiversity. Given the proximity of the airport to the Mendip Hills AONB, I find this particularly troubling.
3. The additional noise, traffic and off-airport car parking would result in adverse environmental impacts on communities. Extending the silver zone car park and allowing the seasonal car park to be used year-round is inappropriate development in the green belt and there are no "very special circumstances" that outweigh the harm. The number of deaths linked to air pollution in 2018 was a staggering 8.7million - almost 4 times the number of deaths from Covid-19. Our failure to address this in the UK will lead to an increase in pollution related ill-health and premature death. It is not possible to mitigate the adverse effects of this pollution.

The economic and social recovery post-pandemic is an opportunity to make changes which will benefit local economies and environments. Short-haul air travel has had its day, and Bristol and North Somerset should not facilitate the continuation of this environmental catastrophe that is Bristol Airport Expansion.

Thank you,  
Rachel