

Are You Bristol Airport Expansion Aware?

(Even if you are, please read this!)

Bristol Airport is applying for planning to increase its capacity to 12 million passengers per year by 2025 (passenger numbers are at 8m+ per annum), on a trajectory to handle 20 million passengers by 2040.

What is the impact and truth of their expansion plans?

Traffic Congestion:

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). The East and West connections are via minor B roads that pass through Chew Magna to the East and Brockley to the West. These country roads (particularly along the B3130) narrow down to a single lane in a number of places. 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).

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.

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.

Climate Emergency:

It is increasingly clear the negative impact carbon consumption is having on our planet. Climate emergencies are being declared in many areas of the world and in the UK; our own councils of Bristol, North Somerset and BANES have also signed up. Is this really the right time to be considering an extension to the airport and the associated increase of circa a million tonnes of carbon per year? You may have seen that Bristol Airport, in response to these environmental concerns, has brought forward its commitment to be carbon neutral by **2025** – so you may think that there is nothing to worry about? However, these plans **do not include emissions from the planes themselves or vehicles travelling to and from the airport**, just the infrastructure and vehicles on the airport site!

What to do? – if you would like to object to the airport's application, go to the planning website (details below) or fill in one of the enclosed cards. Further facts and online information over the page.

This needs to be done by the end of August to guarantee inclusion in the Council planning meeting expected in September.

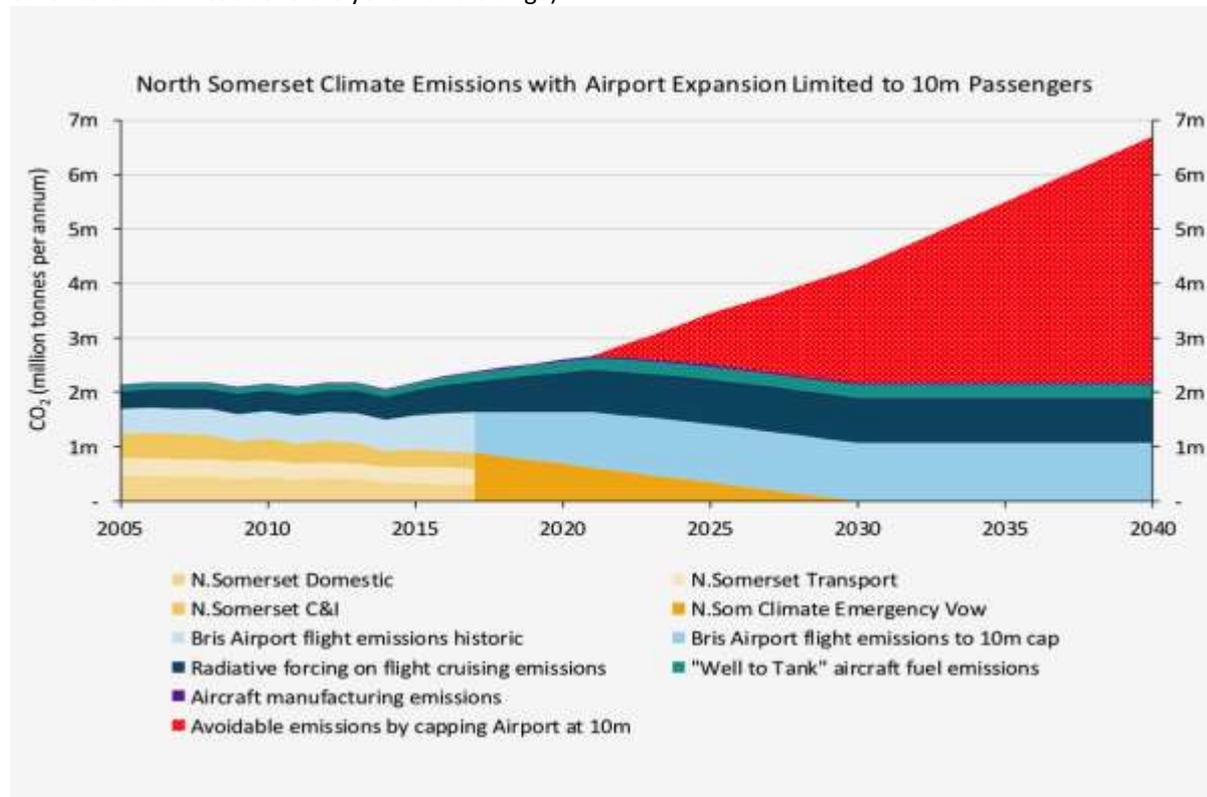
Spend 3 minutes to register your views on the planning website. Encourage **everyone** in your household to do so and also friends anywhere in the world!

Planning Link : <https://planning.n-somerset.gov.uk/online-applications/>

Insert this reference into the search line: 18/P/5118/OUT

North Somerset Council has vowed to achieve zero carbon emissions by 2030 (the yellow/orange triangle).

Why Bother? – this graph shows that airport expansion will more than cancel out its efforts (as shown by the other coloured lines above the yellow and orange).



Top 10 UK Airports and their transport links.

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| 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 | M8, A737 (dual carriageway), rail link |
| 8 | Glasgow | M8, A737 (dual carriageway) |
| 9 | <u>Bristol</u> | <u>A38 (single carriageway)</u> |
| 10 | Belfast | M2 |

Search on YouTube for a recent talk outlining the facts surrounding the airport expansion plans and the impact it will have (6 parts): Bristol Airport The Truth

Useful website providing further information: <http://www.stopbristolairportexpansion.org>

Video letter to Ontario teachers: <https://www.youtube.com/watch?v=HwpB6aL0nVU>

Keep in touch with parish updates by signing up to the Wraxall and Failand Parish Council website <http://www.wraxallandfailand-pc.gov.uk/default.aspx>