



Town Clerk: Dr Cheryl Scott
15-17 Temple Street
Keynsham
Bristol BS31 1HF
Temporary Tel: 01225 395951
Fax: 0117 986 6359
townclerk@keynsham-tc.gov.uk

FAO Planning Department
North Somerset Council
Town Hall
Walliscote Grove Road
Weston-Super-Mare
BS23 1UJ

14th January 2020

Dear Sir/Madam

**OBJECTION TO PLANNING APPLICATION
REF: 18/P/5118/OUT (BRISTOL AIRPORT EXPANSION)**

Keynsham Town Council would like to strongly object to these proposals to expand Bristol Airport for the following reasons and ask that this objection be listed as such in the documents section of the Planning portal.

Addressing Climate Change and Carbon reduction

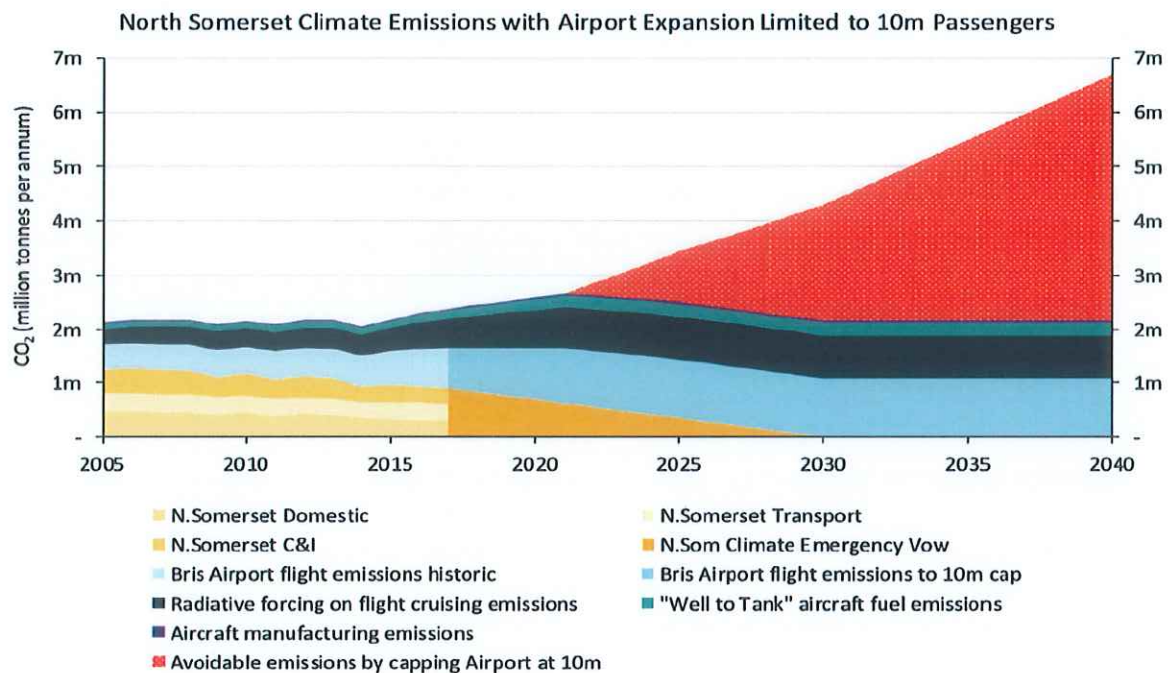
The Town Council like BANES, Bristol and North Somerset Councils, has declared a Climate Emergency as it is increasingly concerned about the negative impact carbon consumption is having on our planet.

UK law now requires all UK greenhouse gas emissions to reduce to net zero by 2050. The government has confirmed to Parliament that this obligation covers the whole economy including aviation.

The first section of North Somerset Council's Core Strategy (2017) is focused on "Living within Environmental Limits" and CS1 details North Somerset's commitment to reducing carbon emissions and tackling climate change. The Committee on Climate Change (CCC) has recently advised that 'Measures should be put in place to limit growth in demand to at most 25% above current levels by 2050'. The CCC also notes that 'Current planned additional airport capacity in London, including the third runway at Heathrow, is likely to leave at most very limited room for growth at non-London airports'

However the proposed development at Bristol Airport wants growth to 12 million passengers per annum as phase 1 of eventual growth to 20 mppa. This is a 50% increase from 2017 when Bristol Airport reached 8 mppa and will mean a throughput 97,373 aircraft movements in a 12 month calendar period, a flight almost every three minutes (source – Parish Councils Airport Association (PCAA)).

In spite of Bristol Airport's commitment to be carbon neutral by 2025, these plans do not include emissions from the planes themselves or vehicles travelling to and from the airport. The graph overleaf shows the impact of the airport if North Somerset Council (yellow) were able to achieve zero emissions by 2030 and if Bristol Airport (blue) were capped to 10m passengers per year. Bristol Airport would still be responsible for 2 million tonnes of carbon per year. (source Adrian Gibbs 2019 Just Plane Wrong Insomnia)



It is therefore difficult to understand how this proposal complies with CS1 and how, if NSC support this application, they are adhering to their own policies in respect of addressing climate change.

At the very least, the Council should be considering capping movements at 10 mppa to reflect the CCC advice

Environmental Impacts and Flood Risk Assessment (CS3)

The pollution of the atmosphere with 50% increase in emissions from planes and cars attributed to the expansion will impact on the health and wellbeing of both the local communities and those outside the planning authority area such as Keynsham.

The proposed number of take-offs and landings between 23:30 and 06:00 are currently limited to 3,000 in the summer season and 1,000 in the winter season (Planning condition 38). As part of the application Bristol Airport is seeking to amend this condition to a limit of 4,000 for two adjoining seasons – meaning all proposed 4000 could be focused in the summer months.

One of the main impacts on Keynsham would be exposure to aircraft noise and light, especially at night with the increased number of flights proposed. The following recreational “receptor sites” in Keynsham have been identified in the Environmental Impact Assessment which are situated in highly populated areas/residential developments in Keynsham:

- Manor Road Playing Fields /Chalfield Close Play Area – Chandag Estate/Wellsway and Greenbelt further on towards Burnett–
- Orchid Drive play area – The Meadows and adjacent Castle Primary School
- Holm Oak Playing Field – Bilbie Green, Charlton Place and Bloor Homes Developments
- The Mead play Area – The Meadows Development

Residents are already complaining of “tasting” the pollution in the air, aviation fuel on their cars, and disturbance not just by noise but by the aircraft lights shining into their bedroom windows. There has been no consultation performed to assess the impact both now and in the future that these proposals will have on the residents of Keynsham.

Transport, Car Parking and Congestion in Keynsham and the wider area

The A38, A370, roads connecting them and B roads and lanes leading to the airport are already congested with existing volumes of traffic. Increasing these volumes by 50% will make the congestion significantly worse. Bristol Airport has an unfortunate modal split in that some 85% of its passengers travel to the airport in their private cars. Also Bristol Airport is also the only major UK airport that is not accessible on a dual carriage way or motorway.

The road improvement measures proposed in the planning application would do very little to ease existing congestion and take no account of problems occurring further afield. There has been no assessment or account taken of the considerable amount of traffic heading to/ from Bath that chooses to use the time-saving rat runs towards Whitchurch and thence Woollards Lane and Charlton Rd through Keynsham rather than the prescribed ring road route owing to the delays caused by the number of traffic lights. With the projected 3000 homes at Whitchurch and ongoing developments in Charlton Road Keynsham (Bilbie Green, Charlton Place and Bloor Homes) any proposed airport expansion will have an even greater impact on the already congested roads within Keynsham than just the proposed developments.

As the Airport's business model depends on substantial revenues from low-cost passenger car parking in the Green Belt, it would appear to have a vested interest in maintaining the current distribution of access traffic between private cars and public transport. The location of the airport as well as the surrounding topography would make the substantial access road improvements necessary to ease the congestion time consuming and expensive.

The mitigation measures proposed by the airport would have no effect at all on the substantial increase in road traffic volumes envisaged under the planning application and therefore does not comply with CS10 “Transport schemes should mitigate against increased traffic congestion, reduce the adverse environmental impacts of transport and contribute to carbon reduction”

Furthermore the Town Council notes with concern the opposition by the airport to the 'Mead' application for a parking facility close to Jct 21 of the M5 as an alternative to the proposed use of Green belt for expanding car parking facilities

Economic Case

The Town Council draws attention to the CPRE-commissioned report by New Economics Foundation in respect of inaccuracies in the Bristol Airport's report on economic benefits.

Concern is also expressed in respect of the business model : Bristol is a “leisure” airport. Approximately 60 % of its passengers are international outbound tourists, 13 % are international inbound tourists, 11 % are domestic tourists, a mere 16% are business passengers. For every pound spent in the UK by foreign visitors flying into Bristol Airport, five pounds are spent by UK tourists flying from Bristol Airport to foreign holiday resorts. This gives rise to a tourist deficit which, in 2017, amounted to £2.4bn.

This figure illustrates the extent to which tourist expenditure in the traditional seaside resorts of the South West (including Weston-super-Mare) is being depleted by low-cost holidays in the, mainly Mediterranean, destinations served by Bristol Airport. Rather than supporting the UK economy (including the regional economy of the South West), Bristol Airport makes a negative contribution to the UK's balance of payments whilst its owners in Ontario, (to the extent that the airport is

profitable), will reap the benefits .The burden would fall almost entirely on local communities. And it would hit them hard, through ill- health (especially for the young and the elderly), loss of amenity and tranquillity, traffic chaos, environmental degradation and declining house prices.

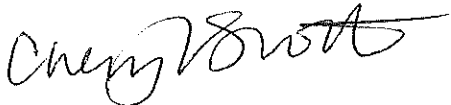
In Conclusion:

This planning application is environmentally unsustainable, economically flawed, does not provide the necessary mitigation measures for the surrounding area and pays scant attention to the significant harmful impacts the expansion will have on those further afield in town and villages outside of North Somerset such as Keynsham

The Town Council endorses the submissions by the Parish Councils Airport Association and its members, acknowledges the contributions by Wrington, and Chew Magna Parish Councils that have helped to formulate this response and calls on Councillors at North Somerset Council to reject this application outright.

Please acknowledge receipt of this objection to townclerk@keynsham-tc.gov.uk

Yours sincerely

A handwritten signature in black ink, appearing to read 'Cheryl Scott', written in a cursive style.

Dr Cheryl Scott
Town Clerk and Responsible Financial Officer
Keynsham Town Council