

Churchill And Langford Residents Action Group (CALRAG)

STATEMENT IN RELATION TO APPEAL REFERENCE

APP/DO121/W/20/3259234. Following the refusal by North Somerset Council of planning application reference: 18/P/5118/OUT

CALRAG has previously lodged its **strong objection** to proposals for, or related to, the expansion of the airport and **reaffirms these objections**.

CALRAG is an organisation set up to safeguard and promote the collective interests of the residents of Churchill and Langford Villages. We work closely with Churchill Parish Council on many issues. However, CALRAG can operate without the constraints of a body which must conform to local government protocols. This independence is valuable to both Churchill Parish Council and CALRAG. We have an extensive team of 51 volunteers with a high skill mix, representing approx. 1000 residents who have signed up to our website.

The CALRAG team has studied the new documentation presented by Bristol Airport and has failed to find anything new in the documentation to diminish the justification for North Somerset Council's decision to refuse planning permission for expansion of the Airport to cater for up to 12mppa.

CALRAG fully supports the submission made by Churchill Parish Council (CPC) and the Parish Councils Airport Association (PCAA). The main issues including the scientific argument referring to the very serious COVID 19 issues, are well documented in the CPC and PCAA submissions and accurately represent many of the CALRAG concerns.

Particularly important to residents is climate change, pollution, increased traffic on already congested roads, extremely sparse public transport, inappropriate parking in local lanes in Churchill and Langford, and the fear of increased noise due to the change of flight paths particularly night flights. The details need not be repeated here. CALRAG adds the following particularly concerning:

1. The Mendip Hills AONB:

- 1.1. The area immediately surrounding Bristol Airport is Green Belt land that can be viewed from the Mendip Hills AONB which are hugely valued and enjoyed not only by our residents but residents from the whole of the surrounding area including towns further afield.
- 1.2. The views from the AONB are protected under the Countryside and Rights of Way Act (CROW 2000). The act does not appear to cover the Permitted Development Rights (PDR) enjoyed by Bristol Airport, relying instead on Bristol Airport to have regard to the sensitivity of its setting.
- 1.3. Residents are hugely concerned that these PDRs have been abused. This is highlighted by the construction of 'Lulsgate House' which can only be described as a totally inappropriate, 'blot on the landscape' which can be seen as such from the Mendip Hills AONB. Built with total disregard to its rural setting.

- 1.4. Lulsgate House is currently for rent to other, non-airport users. A further example of misuse of permitted development rights.
- 1.5. A major concern is the unplanned urbanisation of the area through misuse of such PDRs.
- 1.6. A further concern from residents is light pollution spreading towards the Mendip Hills AONB to the south of the airport. Any further expansion will increase light pollution.
- 1.7. More than ever, AONBs such as the Mendip Hills need protection from noise, light and air pollution. They provide the source of quietude, the opportunity to exercise, a boost to physical and mental wellbeing. This has been made so much more evident by the extensive use of the area during the pandemic. There is a widespread recognition of the benefits of preserving these vital pockets of rurality for the health of the nation. You don't get more of these vital, tranquil spaces - you get fewer as they are eroded through unacceptable noise, light pollution and urban views. The COVID 19 pandemic has amply demonstrated that it is time to end irreversible erosion of vital rural amenities such as the Mendip Hills AONB and preserve them for generations to come.

2. Parking:

- 2.1. Bristol Airport have failed to fulfil their previous planning condition to build a multi-story car park to the North of the main passenger building, preferring instead to use Permitted Development Rights to park on Green Belt Land.
- 2.2. Off-site car parking has spread over a wide area around Bristol airport on inappropriate sites with unsuitable road access. Churchill is 6 miles from Bristol Airport yet airport cars manage to park in totally absurd and inconvenient places. Planning enforcement appears to be unable to deal with this.

3. Global Climate change:

- 3.1. The USA is shortly to re-join the Paris Climate Change Agreement providing a significant boost to the global climate fight. The UK hosts the UN Climate Change Conference in Glasgow on 1st November of this year. To allow the BAL application would be an embarrassment to the UK. Climate and the Environment are now the key issue facing North Somerset, the UK and the World. Surely, on a local, national and global basis, there can be no justification whatsoever to allow the Bristol Airport to expand.

4. SUMMARY

- 4.1. CALRAG strongly objects to any expansion of Bristol Airport in the current circumstances.
- 4.2. CALRAG strongly supports the statements to the Bristol Airport Appeal made by both Churchill Parish Council and the Parish Councils Airport Association.
- 4.3. CALRAG's extra concerns are summarised by the abuse and fundamental disregard for planning rules and its blatant abuse of its Permitted Development Rights. Local and National Government seem unable to enforce conditions or restrictions. This has led to a detrimental lack of trust.

4.4. Bristol Airport cannot claim that their fund to mitigate circumstances for residents in nearby villages is effective. When residents from Churchill have applied, the answer has been a firm NO.