

## *Is there an alternative?*

Yes. Bristol Airport should:

\* **Plan sustainable expansion** that grows in lockstep with aviation technology, green legislation and public transport provision

\* **Invest in public transport, not parking sites**

The Lulsgate site, smack in the Green belt, has minimal public transport and inadequate road access. The Airport should invest in sustainable public transport links to minimise the need for car access.

\* **Rediscover its regional roots**

Instead of sucking in passengers from Wales the Airport should become part of a network of sustainable regional transport hubs including Cardiff, Exeter and other airports.

## *What can you to do?*

Register an objection to the Airport planning application with North Somerset Council on their website or by mail. Ref: 18/P/5118/OUT <https://tinyurl.com/BristolAirportExpansion>.

Comment will be accepted until a few days before the planning meeting (date tbc) so encourage family and friends to register and objections, even if they live elsewhere. See our website and facebook for the latest details.

**We are...**

The Stop Bristol Airport Expansion alliance. For more information about our work, or if you'd like to join our campaign, visit our website:

[www.stopbristolairportexpansion.org](http://www.stopbristolairportexpansion.org)

or Facebook page:

[stopbristolairportexpansion](https://www.facebook.com/stopbristolairportexpansion)

or contact us via email:

[stopBAex@gmail.com](mailto:stopBAex@gmail.com)



What's the plan for  
**Bristol Airport?**

8 million passengers  
used the airport in 2017

Bristol Airport now  
plans to add **24,400  
more flights** every year  
to service 12 million  
passengers by 2025

...and then increase to  
20 million.

## ***What will all this mean?***

Within 5 years, the people of North Somerset and Bristol will be dealing with:

- \* **increased air pollution** with 59% more carbon emissions from 24,000 more flights over the region planes
- \* **gridlock** on the A38 with traffic up by 9,000 cars daily from airport traffic alone
- \* **destruction of the Green Belt** to create an additional 2,700 Airport parking spaces
- \* more **parking sprawl** from illegal parking sites
- \* **pervasive noise**, and other health hazards from expanded flight paths and up to 4000 summer night flights across the region
- \* **environmental damage** to wildlife habitat and landscape

***All to create bigger profits for the Canadian pension fund that owns Bristol Airport***



## ***Why is the airport so keen to expand?***

Increased profit of course, but part of the answer is surprising:

- \* Bristol Airport loses money on its aviation operations...
- \* ... so it depends on some profit by renting space to retail and food outlets...
- \* ... but most of all it makes shedloads of money from its car parks. There are no rail links and only one significant bus service so 87% of airport passengers arrive by car.
- \* So its secret business model sees car park expansion as the key to more profit.  
Simple but not so obvious ...

## ***Who benefits...?***

The communities of North Somerset and Bristol won't benefit from airport expansion:

- \* 85% of Bristol Airport passengers fly for leisure ...
- \* so the Airport funnels over £2 billion spending power out of the region every year!
- \* expansion will not significantly increase local job opportunities. Work will be automated and contracted outside the region
- \* the only beneficiaries of expansion will be the Ontario Teachers Pension Plan – the Canadian investment fund that owns the Airport. The OTPP enjoys 8-12% p.a. returns on its investment, an increased asset price and pays minimum UK tax contributions.

***Regional communities pay the cost through damage to health, well being and the environment.***