

Where does CPRE stand on ...

**... aviation?**

Like most people, we agree air travel has a part to play in our transport system, but shouldn't it be subject to the same kinds of controls as other forms of transport – like road travel, for instance? Shouldn't demand be managed? Shouldn't action be taken to reduce pollution from aviation, as it is in all other areas? Shouldn't there be a tax on aviation fuel - as there is on other types of fuel? There's a lot of pressure to give in to predicted demand and build more runways, terminals and other airport buildings, taking up vast amounts of land – let's be sure they are really needed.

**... energy?**

We all know that our modern lifestyle demands energy to fuel it, and that we need to find sources of energy that don't damage our environment and destroy our planet. We support the government's commitment to reduce greenhouse gas emissions, and that means researching renewable energy technologies, encouraging energy-efficient developments, addressing the problem of air transport emissions, and doing all we can to reduce the need for people to travel by car. And while we're searching for cleaner, greener power, let's stop scarring the landscape to produce it: for example, by encouraging new power cables to be laid underground, and ensuring that opportunities are not lost to underground existing cables when major infrastructure works are taking place.

**... on-shore wind turbines?**

Wind-power is a clean and renewable energy source, and its contribution to our energy needs should be valued. But should turbines the height of Big Ben's tower be sited all over our countryside without carefully weighing the benefits of each particular proposal against its environmental impact? Let's treat every case on its own merits, and make sure wind turbines aren't seen as the answer to all our energy problems.

**... farming?**

Without farmers, we'd have very little countryside to protect! Farming has endured many crises in the past few years alone, and our increasingly urban lives have made us forget the links between the food we eat and the landscape it's produced in. We have to ensure farmers are rewarded financially for good management of our precious landscapes. We need to support and encourage farm diversification schemes that benefit the local community and environment, and press for the recommendations of the 2002 Policy Commission on the Future of Farming and Food to be enacted (see 'Our Views' on the CPRE national website - [www.cpre.org.uk](http://www.cpre.org.uk)).

**... local foods?**

Haven't we all started to feel that we want to know where our food has come from? Don't we all want fresh, healthy foods? Supporting local growers, producers and businesses can revitalise rural communities and support investment in our landscape. Let's buy local ourselves, and encourage retailers and restaurants to do the same. It will also go some way to reducing the unnecessarily high and environmentally damaging 'food miles' clocked up in this country. See Cheshire CPRE's Buy Local Awards Scheme

**... hedgerows?**

Surveys show most of us love the hedgerows and dry-stone walls of the English countryside, yet in the last 50 years, we've lost around half of these boundaries. We've been actively campaigning to protect hedgerows and encourage their restoration and replacement as attractive field boundaries and wildlife havens. Cheshire CPRE offers advice to landowners on managing and restoring their hedgerows, and runs an annual Hedgerow Award Scheme.

**... roads and bypasses?**

New roads aren't always a bad thing – bypasses have protected the rural character and tranquillity of many villages, but, they have also led to infill development in many others. So, before we build a new road, let's make certain we're really solving the problem, and not just generating more traffic and encouraging urban sprawl along the route. Most transport professionals now agree that road-building is no more than a short-term answer to traffic congestion and that we have to provide high quality public transport systems which will achieve modal shift. The government has admitted in both of the last two Transport White Papers that 'predict and provide' is not sustainable as far as road-building is concerned and equally the public have come to realise the scale of direct and indirect environmental impacts which new roads such as the Newbury Bypass cause. Yet similarly damaging schemes are still being contemplated for Cheshire right now. Let's make sure that, before a new road ploughs through green fields, we know that all the other options have been considered. Let's improve public transport, help local shops to thrive, and make it easier for people to live closer to their work, so we're not as reliant on our cars. And if we do have to build the road after all, let's make that there is a robust economic case for it, that it has been subjected to a full strategic environmental assessment, that it is a last resort and that its planning and routing causes the least possible damage to the countryside.

**... housing and urban sprawl?**

Urban areas still tend to sprawl into the countryside around them, despite 50 years of the Green Belt acting as a divide between town and country. Between 1997 and 2001, 119 new developments in the Green Belt were allowed. CPRE was one of the organisations involved in the creation of the Green Belt - and we're still fighting to keep that green buffer-zone today. Of course we need more homes for people – but we need far more smaller units and affordable homes than executive dwellings – and we need to support the regeneration of our urban areas by re-using buildings and plots in towns and cities. While we're at it, let's call for housing densities and design that make better use of space