

Expansion of Bristol Airport to 12mppa

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Planning Application Ref: 18/P/5118/OUT

Proof of Evidence for PCCA

Winford Parish Council
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Winford

Statement of the damaging impacts on Winford Parish residents from the proposed Bristol Airport expansion

There is no model that will help predict the future flight and passenger volumes for the present pandemic. For this exercise therefore the pre-pandemic environment has been used as those were the conditions recognised in the BA proposal.

Our Location: Winford Parish's boundary to the west adjoins BA's property with landing lights just a few yards away. The Parish has the three villages of Felton, Winford and Regil.

IMPACTS

1. Our three rural villages of Felton, Winford and Regil are increasingly commercialised with B&Bs, 'Park in my Drive' houses, Meet & Greet parking operations, plus some organised parking in fields. We also get casual airport parking by Airport users who just leave cars around the village roads, and surrounding lanes or on Felton Common.
2. The airport is a 24hr operation, so we have all the traffic, parking noise and disturbance 24hrs a day. Much of this road disturbance is by people driving stressed by their travel priorities who pay little regard to the noise they are making in the village moving people, cars and luggage day and night.
3. The expansion BA are hoping to achieve would mean aircraft flight and ground noise will be increasing day and night. The Airport's expansion consultants Wood noted in their comments that airport noise levels are predicted to increase to noticeably damaging levels. See Note 8 below.
4. There is an unclassified road from the A 38 at Lulsgate to the East called West Lane and Felton Lane to Winford. This has become overloaded with airport passenger vehicles, large commercial vehicles and Airport supply vehicles going through Winford and Felton villages.
5. Felton Common which is next to the Airport's eastern boundary is very popular for walking and has parking areas for visitors. The most used is the parking area near the A38 at Lulsgate by Felton Church. When the Airport is operating this frequently gets overwhelmed by the airport's waiting taxis and private cars. Unfortunately, drivers have frequently been reported using the nearby hedge by the Church for a toilet!
This parking area is used despite the Airport's free 1 hr waiting area, probably because that is away on the South side and many just do not know about it. Also, the Airport's one hour free parking there is limiting as waiting times can be very variable. These taxi drivers and other waiting drivers are the Airport's travel partners and the airport should be more generous with the free parking time at the Waiting Area to make this area more useful. This would take pressure off our Felton Common car park and the other waiting sites.

6. Noise, and in particular night flight noise, is a major complaint of local residents. We are particularly concerned at the proposal to increase the number of summer night flights as a result of introducing flexibility in the annual cap between summer and winter allowances. This should not be allowed as summer is when people will want to have windows open. Neither should the Airport be allowed to 'borrow' from previous years' underused allowances.
7. Air quality. The prevailing wind in this area is South West which means the Airport air flow will carry poor quality air downwind through the villages of Felton and Winford. This includes aircraft engine exhaust from high revs for take-off and ground running engines plus supply vehicles and the Airport road traffic from the A38 and other feeder roads all coming downwind through the villages.

BRISTOL AIRPORT EXPANSION PROPOSALS – Aircraft Noise

This section deals with the BA consultants Wood's Environmental Statement Vol1 section 7-10-50 to 7-10-53

The terms LOAEL (Lowest Observable Adverse Effects and Significant OAEL are defined in the DEFRA Noise Policy Statement for England (NPSE)

The NPSE also states that "environmental noise" also includes noise from transportation sources.

The BA Consultants Wood's predict in para 7.10.51 that "As traffic increases in the future at night the number of dwellings to experience noise levels at or above LOAEL will rise from 3750 ...to 5150. An additional 1,400 dwellings will be impacted by these higher noise levels.

DEFRA noise policies say that people experiencing noise levels at LOAEL perceive it as Noticeable and Intrusive and that one would expect "changes of behaviour" and "having to close windows for some time because of the noise", they would have "a perceived change in the quality of life". For those people in the dwellings experiencing noise levels above LOAEL (above LOAEL means SOAEL.) the experience would be likely to be "Noticeable and Disruptive" and they would have "material changes in behaviour and attitude" and would see their quality of life as diminished.

Winford Parish Council maintain that the conclusions provided for Bristol Airport management in the Woods Environmental Statement are at odds with the definitions for LOAEL and SOAEL given by DEFRA.

Local residents would not agree with the Consultants claim that this impact was a "very low effect" as claimed in the Environmental Statement.

The DEFRA Noise Policy statement for England, March 2010 concludes - those responsible for creating the noise levels should:-

- Avoid significant adverse impacts on health and quality of life
- Mitigate adverse impacts on health and quality of life
- Where possible, contribute to the improvement of health and quality of life

It is our quality of life that Winford Parish residents feel will be badly impacted by the proposed expansion of Bristol Airport.

Cars parking on Felton Common



1



2

1. 4 or 5 taxis waiting in Felton Church car park 2018 look ok except they are occupying Felton Church parking area ignoring a notice to keep it clear and drivers using the bushes as a toilet. The church warden has to rope off the car park hours before weddings or funerals to keep some space.
2. The car left for 2 weeks at the top of the street on Felton Common is either left by the owner or more likely a 'park in my drive' or similar operation who has too many cars booked so finds any space they can.



3

3. The enlarged Felton Common parking area during lockdown. This area has been enlarged a few times over the years because of the increasing use by airport passenger's cars. Overnight parking is not allowed but it happens at times.

Residents Comments

All these comments have come from identified Winford Parish residents

Against BA Expansion

Aircraft noise,

1. "the quiet at night during lockdown means I sleep better and feel noticeably more refreshed during the day"

Road Traffic,

2. "We have lived in Winford for almost 50 years and seen traffic grow, slowly at first, but since 2000 at an accelerating pace so that it has reached more or less unacceptable levels already. Further expansion would make the situation intolerable. **It is well-known that Bristol is already by far the busiest airport in the UK which does not have some form of rail, motorway, or dual carriageway road access or a rapid transport system. Further expansion should not be authorised until this problem is solved** in a way that is acceptable to local communities as well as to airport users"
3. "The traffic through West lane to Winford is much less during lockdown" but Winford high street is a narrow section of the B3130 which has cars parked in the road for houses and the village shop resulting in a single lane section. Very difficult."
4. "I would add a comment about my own small campaign for a speed limit from the cattle grid to Winford which has a bearing on the pollution effect and considerable element of danger for our villages"
5. "We live on the east side of Winford, approximately two miles away from the airport but directly under the flight-path. With the prevailing wind the aircraft coming into land pass over us at some 400 feet. When the wind is in the east the aircraft as they take off are accelerating and climbing steeply. In both situations we can neither entertain in nor enjoy the proper use of our large garden, as the noise of the aircraft makes conversation impossible. The aircraft fly throughout the night so we cannot sleep with an open window in the summer. At peak times there are aircraft movements every three minutes or so, so there is little respite from the noise.
In addition the aircraft as they pass over leave their exhaust fumes and unburned fuel resulting in a miasma of paraffin and in sooty deposits on fruit trees and hedges. As there is no proper transport provision for the airport our roads become so clogged that it is difficult to emerge from our lane in the car and out of the question to walk to the village along the road.
Further expansion of the airport can only make matters worse.
The main beneficiaries of the airport are its Canadian owners, the selfish people who fly from it seeking cheap holidays, the shareholders of Easy-jet, hotels and restaurants in holiday destinations and, to a much smaller extent, those few local residents whom it employs.
The present pandemic has brought a most welcome respite.
In addition to these local observations there are of course compelling national and global reasons why flying should be restricted rather than encouraged."

In favour of BA Expansion

1. "I am in no way linked to the Airport, nor do I get anything from the Airport if it expands, in fact, my house prices would likely fall. I think the expansion is not such a bad move for the local area and would create a far more sustainable partnership than the current status quo"
2. "I am supporting the airport expansion" (resident and Airport employee)