

Expansion of Bristol Airport to 12mppa

PINS Ref APP/D0121/W/20/3259234
Planning Application Ref: 18/P/5118/OUT

Proof of Evidence for PCCA

Hilary Burn
Appendix

Application no. 20/P/2896/APPCON.

PLANNING APPEAL BY BRISTOL AIRPORT LIMITED IN RESPECT OF NORTH SIDE ROAD, FELTON (APPEAL REFERENCE: 3259234) - SUBMISSION OF ENVIRONMENTAL STATEMENT ADDENDUM, PASSENGER TRAFFIC FORECAST, ECONOMIC IMPACT ASSESSMENT ADDENDUM AND UPDATE TO THE PARKING DEMAND STUDY

Response to Consultation on addendum to Environmental Statement and associated documents to Bristol Airport Planning Application 18/P/5118/OUT from Barrow Gurney Parish Council

1. Barrow Gurney Parish Council (BGPC) wishes to confirm its **strong objection** to the proposed expansion of Bristol Airport.
2. BGPC has previously lodged **objections** to proposals for, or related to the expansion of the airport:
 - In January 2019: in respect of application 18/P/5118/OUT
 - In November 2019: in respect of Additional Information supplied to application 18/P/5118/OUT
 - In October 2020: in respect of the Bristol Airport Ltd (Land at A38 and Downside Road) Compulsory Purchase Order 2020.

BACKGROUND TO OUR OBJECTION

3. Barrow Gurney is a rural parish at the northernmost fringe of North Somerset District, bordering Bristol City. The village is approximately 6 miles by road from the City centre and only two miles as the crow flies from the Airport. It is located roughly midway between the A370 (Bristol - Weston super Mare) to the west and A38 (Bristol - Airport - Taunton) to the east. It is rural in character, a diffuse village comprising 4 main component parts:

- the village centre, the core of which was declared a Conservation Area in June 2018, predominantly linear in nature on either side of the B3130 (Barrow Street) which links the A370 and A38. As well as numerous dwellings it includes the Princes Motto pub, a newly established village shop, the village hall and the village green and play area, all of which form the heart of community activity.
- Barrow Court, located on higher ground approximately 1 mile to the west of the village centre. Originally a C13 Benedictine Nunnery it later became a private house; then for a short while a WW2 military hospital and thereafter a College of Education from 1949-1976. It was subsequently divided into 19 separate residential freeholds and forms an important part of the village community, including the Parish Church of St Mary and St Edward. All Court buildings are either Grade 2 or Grade 2* listed.
- Naish Lane area, a cluster of houses located approximately half a mile to the south of the village centre adjacent to the A38 and incorporating the Fox and Goose pub.
- Barrow Hospital, located approximately half a mile to the north east of the village centre. A (largely) new and expanding housing community set in woodland on the site of the former psychiatric hospital, incorporating a terrace of original hospital cottages.

As befits a rural community there are also several farms and a scattering of more isolated homes in close proximity. The total population of the village was recorded as 349 at the last census in 2011. We estimate this will have expanded by approximately 30% since then as a result of the Barrow Hospital development.

4. The B3130 route through Barrow Gurney village has long been regarded by many as a convenient short cut, particularly by taxi companies travelling between the city and the

airport, providing a convenient and direct route from the A370 to the A38. It is also a favoured route for traffic from Wales, most of which uses the M49, M5 route to Portbury, then across country to the A38 via Barrow Gurney, to avoid Bristol altogether. (This is the shortest and most direct route from Wales, and recommended by Satnav.) It is however singularly inappropriate for large volumes of traffic. The road through the village centre is single track in a number of places as it winds between the historic houses bordering the road on both sides, and there is a 7.5ton weight limit prohibiting HGVs. A traffic management scheme was implemented to deter traffic from coming through the village immediately after the new link road between the A370 and A38 was opened in 2016, including the provision of speed humps and road narrowing on entry to the village, chicanes, road markings and signs to control the flow of vehicles, and narrow walkways alongside the road to facilitate access for villagers to the core facilities. Despite these restrictions, and due to Satnav, there is still more traffic using the road than is comfortable or safe for villagers. Hence our strong objection to further growth.

THE BA “ADDENDUM” CASE

5. It is apparent from the addendum documents submitted (Application no. 20/P/2896/ APPCON) that Bristol Airport’s case is based mainly on the assumption that air passenger numbers have been “temporarily suppressed” owing to the Covid-19 Pandemic and that they can be expected to return to similar levels within 3-4 years, reaching 10 million in 2024, 3 years later than originally projected, and 12 million in 2030, four years later than originally projected. There can clearly be no such guarantee.

6. A number of factors mitigate against such a conclusion:

- Forecasts used have emanated entirely from within the aviation industry and are speculative.
- There is a worldwide climate emergency and a desperate need to reduce carbon emissions. We are all (worldwide, but importantly as a nation) being encouraged to consider how we can reduce our own carbon footprint. Over the coming years there will need to be huge behavioural changes, partly government induced through alternative means of energy generation, promotion of changes to domestic heating systems, home insulation etc to reduce consumption of fossil fuels, and in particular in relation to transport, with a massive switch to electric, biofuel or hybrid cars and public transport.
- The aircraft industry is one of the major carbon polluters and has to play its part. However it plans to achieve this, it cannot escape the fact that the vast majority of its planes are reliant upon fossil fuels at present, and that many people will choose to reduce their air travel as an effective means of reducing their own carbon footprint. There has also been recent press speculation that financial penalties or restrictions on the number of flights permitted might be imposed on ‘frequent fliers’; again a disincentive to fly.
- Plans for electric, biofuel or perhaps hydrogen powered aircraft have yet to demonstrate with any certainty that there is any realistic prospect of an environmentally acceptable alternative to fossil fuel powered planes in the foreseeable future.
- The Covid-19 pandemic has encouraged people to think differently about their priorities, particularly in relation to the environment. Many have appreciated the change of lifestyle that the pandemic has necessitated; notably much greater home working leading to considerably less traffic on the roads, and the relative absence of aircraft noise disturbance. This, again, might lead them to reduce the number of flights they make.
- The massive growth in online communication through Zoom, Teams and other such means of holding face to face meetings remotely has brought very many to the

realisation that costly air travel for business purposes is often entirely unnecessary and can be more economically achieved.

- Many people will fear contagion while queueing at airports or sitting on tightly packed planes. Although vaccinations are already taking place, these will be rolled out over a period and are unlikely to be anywhere near complete until the summer of 2021. And even with these we still have precious little knowledge as to how effective they will be over time and how frequently we may need to be re-vaccinated. The need to wear masks and observe social distancing could be with us for a very long time.
- There will be concerns over travel insurance costs, inability to recover losses of fares or booking fees in the event of cancellations, fear of being placed in quarantine when returning from holiday, or of visiting countries where medical facilities may be either expensive or unreliable.
- Above all, none of us know how many people will have lost their jobs or how long it will take the economy to recover, with potentially very significant impact on their ability to afford foreign travel.

7. Taking these factors into account it is conceivable that air passenger numbers may take a great deal longer than the ES Addendum suggests to get back to pre-Covid-19 levels, let alone grow further. Even the Airports International Council (ACI) report referred to on P16 of the ES Addendum Main Report, which does predict a potential return to pre-Covid levels by 2024, concludes: “On the longer run, **it is predicted that the global traffic will not return to previously projected levels within the next two decades**, pointing to a potential structural change.” This suggests that 12mppa throughput at Bristol by 2030 may be very over-optimistic.

8. We consider that Bristol Airport, rather than pursue an appeal, would have been wiser to accept that there has been a dramatic fall in passenger numbers, wait to take stock of how quickly the demand for air travel - and thus the aircraft industry as a whole - would take to recover and at that stage, if necessary, re-submit a revised application that sought to find persuasive reasons to overturn the Council’s comprehensive reasons for refusal of the application.

ISSUES OF MAJOR CONCERN TO BARROW GURNEY PC

9. BA state that much of the original Environmental Statement remains valid. A major concern of BGPC throughout its consideration of the expansion proposals has been the impact of the airport’s growth on traffic passing through Barrow Gurney village, in terms of congestion, pedestrian safety, air quality and general disturbance. In normal times traffic starts passing through the village as early as 4.00am in association with the high volume of early morning flight departures. We have consistently argued that the road network across North Somerset is overloaded and that expansion proposals will lead to even more traffic using rat-runs through the many rural communities in the area to try to find quicker routes to the airport that avoid the often congested main routes. The principal reason for this is the exceptionally high percentage of people accessing the airport by private car or taxi. The proposals for expansion rely heavily on increased car parking at the airport, much of it on green belt land in its ownership, because the airport relies very heavily on the revenue generated by car parking charges. This will inevitably lead to more rat-running and even greater detrimental impact on Barrow Gurney and numerous other North Somerset villages.

10. What is needed is an alternative strategy:

- that is significantly more reliant upon access to the airport from Bristol and other centres by public transport (modal share currently 12.5%). Even at 17.5% (BA's target for future growth) this is paltry compared with most other regional airports;
- that promotes a Park and Ride facility on the M5 to cater for traffic from the SW, Wales and the Midlands, with a sustainable electric or biofuel shuttle bus link to the airport. This should be on land in the vicinity of J21 that lies outside the green belt.

11. Public transport from Bristol to the airport is at present exclusively by bus along the A38, which is largely single carriageway road. There is little scope to increase the intensity of the service as a result. The dualling of the carriageway is almost certainly a non-starter owing to the presence of the Barrow Tanks (the large reservoirs that supply water to Bristol) which abut the road on either side along approximately 1 mile of the route. All land adjoining the A38 between Bristol and the airport is green belt, meaning that any road improvements to expand its width would be likely to cause environmental harm. Any proposals to further intensify traffic movements along the A38 would be strongly opposed by Barrow Gurney PC, in particular in view of the impact upon the Naish Lane community, but also owing to the inevitable increase in the associated congestion that already occurs regularly at the peak aircraft arrival and departure times and the tailbacks that would occur on Barrow Street at its junction with the A38.

12. In our view, if the airport is to expand beyond 10mppa some form of rail link from Bristol is required in order to increase the proportion of people travelling by sustainable public transport to an acceptable level. This again would be highly unlikely to be constructed on account of the topography and the associated cost.

13. Proposals to increase the amount of parking adjacent to the motorway (and thus off site) have been opposed by the airport in the past. BGPC wrote in **strong support** of such a proposal by Mead Realisations (Application 19/P/0704/FUL) in September 2019. Whilst this application was subsequently withdrawn we understand that a new application for a similar facility to provide more than 3,000 car parking spaces on land outside the green belt has been submitted (the Heathfield Park Development). NSC has requested a detailed Environmental Statement for this. Subject to the findings of the ES Barrow Gurney PC would be likely to support such a provision in order to reduce the amount of traffic passing through the village, allowing passengers from the South-West, Wales and the Midlands to park in close proximity to the motorway and travel by sustainable bus link to the airport, rather than using the network of smaller rural roads.

14. In the past we have been critical of the data provided by the Airport's transport consultants in support of its expansion proposals. Several examples of their simplistic and erroneous assumptions are given in our response to the Additional Information to 18/P/5118/OUT submitted in November 2019. Further evidence of their inaccurate forecasting skills is exemplified on page 31 of the Transport chapter of the Addendum ES Main Report where they forecast that the proportion of HGV traffic on Barrow Street in 2030 will be 3.2% (roughly comparable with other roads in the study area). They fail to take account of the fact that there is a ban on HGV's in place on Barrow Street and a 7.5ton weight limit. Once again we find we can have no confidence in the data produced.

15. Whilst Barrow Court residents are generally less affected by the traffic coming through the village, they suffer more from aircraft noise and in particular the effects of night flights, being situated nearer to the airport atop the ridge that gives residents in the village centre rather more protection from flight paths which are predominantly routed along the south east side of the ridge.

CONCLUSION

16. In conclusion, BGPC considers that the information contained in the Addendum ES, Passenger Traffic Forecast, Economic Impact Study and Parking Demand Strategy does nothing to alter the veracity of North Somerset Council's decision to refuse planning permission for expansion of the Airport to cater for up to 12mppa for the reasons summarised below:

- Expansion beyond 10mppa would generate additional noise, traffic and off-airport car parking resulting in adverse environmental impacts on communities surrounding BA and an adverse impact on an inadequate surface access infrastructure.
- The noise and impact on air quality resulting from the proposed lifting of seasonal restrictions on night flights would have a significant impact on the health and well-being of residents in local communities.
- The scale of greenhouse gas emissions would not reduce carbon emissions, would not assist transition to a low-carbon future and would exacerbate climate change contrary to the NPPF, NSC Policy CS1 and the Climate Change Act.
- Significant expansion of car parking would constitute inappropriate development in the Green Belt, with significant environmental consequences.
- Proposed public transport provision is inadequate and would not sufficiently reduce reliance upon private car access to the airport.

17. The direct impacts on Barrow Gurney village would be largely an increased flow of traffic, with associated danger to pedestrians. Drivers continue to use the B3130 as a rat run due to GPS. They frequently exceed the 20mph speed limit, ignore the "Give Way To Oncoming Traffic" signs and override the pavements at pinch points. Whilst traffic has reduced considerably since March 2020 due to the pandemic, in normal times during morning and evening peaks drivers often resort to foul-mouthed accusations to one another and bursts of horn-blowing. There are issues of pedestrian safety, excessive fumes due to the proximity of cars to people, litter casually thrown from car windows and noise disturbance to villagers starting as early as 4.00am. Residents in the Naish Lane area suffer the effects of pollution and congestion from airport related traffic on the A38 and those in Barrow Court from aircraft noise. Growth of the Airport to 12mppa would undoubtedly exacerbate these antisocial consequences. Accordingly Barrow Gurney Parish Council wishes to uphold its **strong objection** to the proposal to increase the capacity of Bristol Airport from 10mppa throughput to 12mppa and requests that the appeal be **dismissed**.

Appeal by Bristol Airport Limited against North Somerset Council's refusal of planning permission for the development of Bristol Airport to accommodate 12 million passengers per annum (Application Reference: 18/P/5118/OUT)

Appeal reference number in APP/D0121/W/20/3259234

Parish Councils Airport Association

Witness Statement from Parishes and Residents

Contents

Parishes in North Somerset

Brockley
Burrington
Butcombe
Churchill
Cleeve
Congresbury
Dundry
Kingston Seymour
Winford
Wraxall and Failand
Wrington

Parishes in Bath and North East Somerset

Chew Magna
Chew Stoke
Compton Dando
Compton Martin
Keynsham Town Council
Nempnett Thrubwell
Stowey Sutton
Timsbury
Ubley

Residents' Statements

Noise
Traffic

Parishes in North Somerset

Brockley

Statement of Objection by the Parish of Brockley to the Bristol Airport Planning Appeal 12 mppa

1. Introduction

Brockley Parish Council (BPC) **objects** to the Bristol Airport planning application and urges the Secretary of State to agree with North Somerset Council's decision to refuse it. We don't believe that the additional information given in the Addendum, and new documents relating to the original Environmental Assessment, are sufficient to overturn the refusal reasons given by North Somerset Council in their decision notice of March 2020. Furthermore, BPC fears that any increase in emissions will prevent carbon budgets from being met including the Net Zero Emissions target of 2050.

BPC is a member of the Parish Council Airport Association which is also representing our interests in the Appeal.

2. Location and Description of Brockley Parish

Brockley is a parish of North Somerset and at its closest point is just over a mile from the western end of the airport runway. The parish is primarily a mix of farmland and woodland and is linked by a patchwork of narrow lanes and is dissected by the A370. The parish is crisscrossed by footpaths and bridleways and over half of its area is green belt land.

Finally, Brockley is home to a variety of bat species including one of Britain's largest populations of the Greater Horseshoe bat. This is a rare species of bat, and so for this reason, the building in which it breeds has been declared a Site of Special Scientific Interest.

3. Impact of Airport Growth on Brockley

The airport already had an adverse impact on Brockley at its pre-covid level of about 8 mppa. This will be exacerbated as the capacity increases to the current plan of 10 mppa and to the proposed plan for 12 mppa. The main adverse impacts are:

- To the local road network,
- To rare bat species within the parish,
- Increased aircraft noise pollution.

Local Road Network

The effect on the local road network of the current plan (10 mppa) and proposed plan (12 mppa) will be severe. At present there is no adequate public transport to the airport from areas of population, nor rail or bus stations and it seems airport policy is to encourage car

Brockley cont.

usage by increasing on-site parking. Increased car traffic will lead to increased air pollution (greenhouse gasses and other noxious gasses that affect human and biodiversity health), reduced transport efficiency (road saturation), safety (narrow roads) and increased litter. The combined effect is unacceptable.

Rare Bat Species

The proposal to use green belt land for an extension to the Silver Zone car park within 2km of the Special Area of Conservation (SAC) for the greater and lesser horseshoe bats with the inevitable increase in light pollution will adversely affect the horseshoe bats. It is known that these bats try to avoid light and so the extra airport light pollution will reduce the foraging area for the bats which is unacceptable.

Aircraft Noise Pollution

The proposed increase in passenger throughput to 12 mppa means an increase of 50% from pre-Covid 19 levels and will lead to one aircraft movement every 3 minutes. Furthermore, the proposal to increase them in the summer, by scrapping the existing seasonal constraint on night flights will cause maximum annoyance to local residents. There is increasing medical awareness of the importance of undisturbed sleep, especially for children. The direct and consequential impacts of the proposed increases to passenger throughput is unacceptable.

4. Conclusion

We are not averse to having an airport next to the Parish but the proposal to increase its capacity to 12 mppa will adversely impact Brockley in a variety of unacceptable ways.

15th Feb 2021

Burrington

Burrington Parish Council supports the general concerns about airport expansion expressed by the PCAA. Our specific concerns are related largely to the environmental impacts on the surrounding area of North Somerset and surface access to the airport, as this parish is not particularly affected by take-offs, landings and over flying.

Our concerns about the airport and its expansion include:

- Creeping, unplanned urbanisation of the area around the airport, including inappropriate use of permitted development rights by the airport (e.g. the development of Lulsgate House in which the airport is now trying to let space to other occupiers);
- incursions into the Green Belt south of the airport, for car parking and other activities;

Burrington Cont.

- light pollution resulting from the spread of the airport to the south;
- off-site car parking over a wide area around the airport on inappropriate sites with unsuitable road access, which appears to be difficult or impossible to control by planning enforcement;
- increasing road traffic on unsuitable local roads such as Burrington Combe and Ashey Lane;
- impacts on road traffic on the A38 between Bristol and the M5 Junction 22, including delays north of the airport due to congestion;
- proposals to upgrade the A38 south of Bristol to increase road capacity; and
- proposals to upgrade the A368 between a new Junction 21A on the M5 and the A38 at Churchill Gate, which would also generate additional traffic on the A368 east of the A38 towards Bath.

I hope these comments are helpful.

Regards,

Roger Daniels

Vice Chairman, Burrington Parish Council

Butcombe

Objection Statement by Butcombe Parish Council to the above planning appeal

Butcombe constitutes a rural parish in North Somerset located close to Bristol Airport. The surrounding agricultural countryside is much valued and enjoyed by residents, particularly its attractive landscape, sense of tranquility and quiet lanes.

We are a member of the Parish Councils Airport Association (PCAA) which is representing our interests in this Appeal

Butcombe Parish Council has previously submitted responses objecting to the above planning application and supports all the reasons given by North Somerset Council for its refusal in March 2020, particularly Reason 1 relating to additional traffic and off-airport car parking abuse. We understand that our previous responses will be taken into account as part of the Appeal proceedings.

Butcombe cont.

The additional information given in the Addendum and new documents relating to the original Environmental Assessment are not sufficient to overturn the original refusal reasons given by North Somerset Council in their decision notice of March 2020.

In addition, the recent information requests made by the PCAA in their response to the Addendum to the Environmental Statement should be granted in order to ensure that there is a full examination of the application in the Appeal.

Firstly, having declared a climate emergency, we consider that North Somerset Council has a primary duty to refuse consent for an application that clearly does nothing to reduce local carbon emissions and neither will it help the UK Government's statutory aim of achieving net zero emission status by 2050.

Secondly, further expansion of Bristol Airport would compound a number of significant adverse impacts already being experienced locally by the residents of Butcombe Parish to the detriment of their quality of life including –

The inadequate surface access infrastructure, particularly in relation to the A38, has resulted in a noticeable increase in traffic along the narrow country lanes of Butcombe, often by dangerously speeding vehicles. The A38 is frequently subject to long traffic jams and frustrated drivers therefore try to avoid this by diverting along unsuitable country roads. There is wholly insufficient provision in the planning application to mitigate this problem, which can only be exacerbated by an increase in passengers using Bristol Airport.

Butcombe Parish also suffers from disturbance from unauthorised off-site airport car parking in surrounding fields and yards. The legal planning remedies available to curtail and/or prevent this are currently ineffective. This blight affects quality of life as a result of night time vehicle noise and light disturbance from passengers arriving late at night and early in the morning, as well as visual degradation to an attractive pastoral landscape adjoining the Mendip Hills AONB. Again, many vehicles using these car parks are driven at dangerous speeds on narrow country lanes. There have also been cases of Airport passengers actually leaving parked vehicles on country roads for the duration of their holidays.

Due to constant tinkering with passenger drop-off/collection arrangements and also prohibitive charges, taxis and private collection vehicles are dis-incentivised from using short term Airport parking facilities. Consequently, many vehicles park temporarily in country lanes and unfortunately act as a constant source of litter. A site visit to New Road in Butcombe, close to its junction to the A38 just south of the Silver Zone car park roundabout, would provide immediate evidence of this litter scourge, which has to be collected by Butcombe Parish Council volunteers in order to prevent the approach to Butcombe looking like a rubbish dump. Because of the local hilly topography, wind and rain serve to circulate this rubbish further around Butcombe Parish.

The proposal to mitigate the car parking problem by creating more space by developing into the Green Belt is unacceptable. Not only would it still be inadequate for the net increase in passenger car parking requirements generated by the application, thus driving yet more

Butcombe cont.

illegal off-site parking, but the further loss of Green Belt to the Airport would detract from the visual and environmental value of the wider countryside around Butcombe. Creeping industrialisation of the rural landscape is deeply worrying to the local community.

By regularly changing its original development plans under permitted development rights, Bristol Airport is gradually despoiling the rural character of the surrounding landscape by moving infrastructure right up to the airport perimeter - e.g. the unattractive administration block known as Lulsgate House (currently available to rent because the airport office need has apparently reduced) and the tall luminous red radar beacon, both now located adjacent to the Silver Zone car park roundabout (A38) on the southern side of the airport. The radar beacon in particular contributes further to the massive night sky light pollution already being generated by the airport, being widely visible across the locality. Both these structures were originally scheduled to be built in less prominent locations in the last major (10mppa) planning application but were then re-positioned under permitted development rules as they remain within the declared airport planning boundary.

Butcombe Parish Council therefore maintains its original objections to this planning application and urges the Secretary of State to agree with the decision of North Somerset Council and to reject it. However this planning application is presented, the cumulative impact of more traffic and aircraft movements will inevitably result in a further increase in net carbon emissions and also a continuing deterioration in the quality of life of residents of Butcombe Parish, gradually impacting on the health and well-being of the local community.

Churchill

STATEMENT IN RELATION TO APPEAL REFERENCE APP/DO121/W/20/3259234.

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

Whilst Churchill Parish Council recognises Bristol Airport as an asset to the region it has serious concerns regarding further expansion. These concerns are summarised below.

Churchill Parish Council sees nothing in the new 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.

Churchill Parish Council is a member of the Parish Councils' Airport Association and fully supports the detailed and thorough submission offered by the latter body. Bristol Airport's poor connection by surface transport is a major concern for all local residents. This connection is by road only and the principal road connection is the A38.

Churchill cont.

BACKGROUND TO CHURCHILL PARISH COUNCIL OBJECTION

1. Churchill is a rural parish comprising the villages of Churchill and Langford. It lies adjacent to the A38, 6-7 miles south of Bristol Airport and 8 miles east of Weston-S-Mare. It also lies adjacent to the Mendip Hills Area of Outstanding Natural Beauty (AONB).

1.1. There is a major traffic-light-controlled intersection between the A368 and the A38 at Churchill Gate at the foot of the Mendip Hills AONB.

1.2. The villages comprise 1150 houses – 300 of which have been constructed in the last two years. Recent housebuilding east of this road has caused the A38 now to cut the settlement into two. Since this road now runs through the settlement the extra traffic bound to and from the expanded airport will introduce a very undesirable extra traffic contribution. The affordable component of the recent housing development is situated adjacent and exposed to the A38 on the right on the approach to the traffic lights where traffic can be stationary.

1.3. Both Langford and Churchill contain Conservation Areas. There are approximately 27 listed buildings, one of which is Grade 1, one historic park/garden and one unregistered historic park/garden.

1.4. The Parish is predominantly a rural community containing several farms, Langford House (Grade 2 listed) Veterinary School, homes for senior citizens in each village, a small supermarket on the A38, and a Doctor's surgery. The villages contain both a primary and a secondary school.

2. THE BA “ADDENDUM” CASE

2.1. From the addendum documents (Application no. 20/P/2896/ APPCON) it is understood that Bristol Airport's case centres on the assumption that air passenger numbers have been only “temporarily suppressed” owing to the COVID-19 Pandemic. Since submission of BA's appeal documentation, much new information has accumulated concerning the profound difficulties posed by the virus. These features now make it evident that profound and long-term effects both epidemiologically and socio-economically are to be expected from COVID-19.

2.1.1. It needs to be appreciated that the virus is always ahead of us. Further mutations are continually to be expected. The arrival of new (point) mutations is only part of the problem. The other element is genetic recombination, as distinct virus strains with different genomes meet in one infected individual, reassort and so cause novel gene sequences (extra genetic variety ‘variants’) to arise in consequence. RNA viruses like COVID are especially quick to produce variants (see *eg ref below and many others).

2.1.2. In the world context, a substantial viral genetic library will certainly persist for decades and even in Britain it's unlikely that development and deployment of vaccines will abolish this. We cannot expect a speedy elimination as was finally the case for smallpox. Worldwide public health measures, including isolation and quarantine will be required for at least a decade. The molecular biology of coronaviruses is uncomfortably clear.

Churchill cont.

2.1.3. These considerations and the conclusion, will be widely resisted, the prospect is widely if not universally considered unappealing and to be ignored; unfortunately, time will corroborate this concern and will finally result, not merely in a rising UK concern about viral imports, but globally, others will become equally concerned about our own viral exports – however hard the UK works to keep abreast of viral evolution.

2.1.4. The debate about vaccination v public health measures (as above) is in detail complex. This virus requires a major long-term change in human behaviour. Vaccination within the UK does not confer adequate protection internationally. We are dealing with an international problem in response to which we will need to maintain global public health control measures long into the future. Within a year, UK might/may achieve herd immunity by vaccination; but many countries will not achieve this – at least for several years. Globally, the reduction of infective spread to acceptable levels may take decades. In the interim, substantial travel limitations must/will inevitably remain. The recovery projected by BAL towards a growth rate exhibited in the past is evidently unrealistic.

2.1.5. It could be argued that the success of the UK's vaccination programme would indeed mitigate against the above notes. However, this will only apply if over 70% of people have herd immunity (this is still uncertain and current predictions rate the percentage as possibly needing to be higher still). Not everyone will have been vaccinated. People will be mindful of queueing in airports and sitting and eating beside strangers who may not have been vaccinated or could be unwittingly carrying the virus. There are many more implications – travel costs may well increase due to distancing and extra personnel at airports, more administration, insurance, quarantine regulations having to come in whilst abroad to name but a few.

2.1.6. Where this fits in with international travel, we can expect persistent and substantial reduction in travel and an international retreat into less inter-connected population units. Certainly, the future for air transport implies contraction, not expansion. On these grounds alone, an expanded Bristol Airport would be a monumental stupidity.

*Ref. for example: M Figlerowicz, M Alejska, AK Kurtzinska-Kokorniak and M Figlerowicz (2003) *Genetic Variability: The key problem in the prevention and therapy of RNA-based virus infections* Med Res Rev (2003) 488-518

2.2. Consequently, BAairport's anticipation of a rapid return to a previous trend of growth established in the past of reaching 10mppa in 2024, and 12mppa in 2030, is now based on a deeply flawed assumption.

2.3. As detailed above, it is now clear that coping with COVID-19 is not simply a question of locking down for a short period, as was originally supposed. It is likely that the virus behaviour implies very long-term reductions in international air travel. Furthermore, we are now rapidly expanding the use of alternative digital electronic means of remote communication, a change which will permanently remove much of that air travel undertaken for business purposes.

2.4. We have become more aware of climate change and more aware too of the carbon emissions of air passenger transport for non-essential travel. We have also realised that working from home can be less stressful. The reduction in aircraft noise has been both welcomed and enjoyed.

Churchill cont.

2.5. Climate Change is now far higher on individuals' agendas with a stronger realisation of the need to reduce our individual carbon footprints.

2.6. The introduction of aircraft powered by renewable fuels is technically very challenging and a distant objective. It certainly could not be offered as a reason why passenger numbers will increase in the next 3-4 years to reach 10mppa or 12mppa by 2030.

3. Issues of immediate/local Parish concern to Churchill Parish Council

3.1. Increased Traffic Overhead *Churchill and Langford are now immediately below some flight paths at take-off. This results from changes to the CAA rules CAP1616 plus CAP1615 and 1617, Consult Schedule ACP-2018-55 (paused at present)).*

3.2. INCREASED SURFACE ACCESS TRAFFIC

3.2.1. The A38 around Churchill becomes severely congested during peak holiday periods. At the traffic-light controlled intersection with A368, lengthy traffic queues develop both north and south-bound; with traffic stacking up as far back as Havyatt Green. The same applies in the opposite direction heading north towards Bristol Airport. Now that there is a new group of houses adjacent to the A38, pollution could be an issue at such times.

3.2.2. Some vehicles approaching the congested junction between A38 and B3133 now take an alternative route short-cut along Langford Road through Lower Langford in order to avoid the delays on the A38. This road runs through the Langford Conservation area.

3.3. On-street airport parking far and wide for lengthy periods

3.3.1. Recently cars have started appearing e.g. in Hilliers Lane, Churchill which again becomes heavily congested as it is also used by School buses and is a through route to Churchill Academy. This road is approx. 300m long yet when the schools come out it can take up to 20 minutes to traverse it partly because it is used obstructed by the (parked) school buses. When cars are inappropriately parked sometimes even close to the junction on the opposite side to the parked cars and buses, it can take even longer. Some of these cars parked on the wrong side of the road are believed to belong to travellers using Bristol Airport. There is a Falcon Coach that stops at Churchill traffic lights to take passengers on to Bristol Airport.

3.3.2. The Falcon Coach is unreliable as a method of transport as it starts its journey in Plymouth so is subject to motorway delays and closures.

3.3.3. Bristol Airport has not constructed the multi-storey Car Park which was one of the conditions of the previous planning consent. Instead, its present operating policy for parking effectively litters the countryside with additional impromptu car parking on Green Belt land.

3.4. A huge building entirely discordant with the local landscape has been constructed on the airport site. This can only be described as an 'inappropriate carbuncle' that has been constructed with total disregard for the setting which is within sight of the Mendip Hills AONB and is thus contrary to the Countryside and Rights of Way Act 2000. Although not

Churchill cont.

closely related to expansion, it demonstrates what could happen if further expansion were to be permitted.

4. Summary

4.1. Churchill Parish Council considers that the information contained in the Addendum ES, Passenger Traffic Forecast, Economic Impact Study and Parking Demand Strategy does nothing to alter the justification for North Somerset Council's decision to refuse planning permission for expansion of the Airport to cater for up to 12mppa

4.2. Bristol Airport's case is based on a deeply flawed assumption that air passenger numbers have simply been "temporarily suppressed" by the COVID-19 Pandemic.

4.3. Climate Change concerns indicate that it is necessary to curtail flying.

4.4. Expansion would cause unacceptably increased road traffic passing through Churchill Parish.

4.5. Inappropriate weeks-long parking in the village occurs to avoid the parking charges at the airport.

4.6. Due to CAA rule changes, we are now another Parish immediately under a flight path.

Accordingly, Churchill Parish Council wishes to uphold its **strong objection** to the proposal to increase the capacity of Bristol Airport from 10mppa to 12mppa and respectfully requests that the appeal be **dismissed**.

Cleeve

STATEMENT IN RELATION TO APPEAL REFERENCE: APP/DO121/W/20/3259234

1. Cleeve Parish Council has responded to the Bristol Airport planning application and to the Addendum to the Environmental Statement consultation which closed on 6 January. We retain our objections on the grounds of noise, day and night, from increased air transport movements and an increase in traffic which affects car parking in Cleeve and the Climate and Ecological Emergencies. We continue to support North Somerset Council in their five reasons for refusal. We are a member of the Parish councils Airport Association who support our concerns.

2. Context of the Parish

2.1. Cleeve Parish is situated south west of the Airport with the A370 running through the village. It is in the direct line of the airport runway and about 3 km distant from the runway. The motorway J21 links with the A370 which carries significant car travel to and from the Airport. The dominant noise in our village is from aircraft movements. Cleeve falls into several noise contours, 60, 57, and 54 dBL. Cleeve is a rural village which is in the green belt and sits between the two urban centres of

Cleeve cont.

- 2.2. Weston super Mare and Bristol. It falls into the Forest of Avon catchment area. The village lies at 30m above sea level below a steep limestone ridge. The village contains two wooded combes, Cleeve Combe and Goblin Combe, and also King's Wood, thus, almost half the parish is covered by woodland. King's Wood and Goblin Combe are both SSSI and King's Wood represents one of the largest ancient woodlands in North Somerset. This woodland supports the protected species of Greater Horseshoe Bats and Dormice. The roost of the bats is in a Special Area of Conservation (SAC). There is also a locally significant heronry in the parish. There are multiple footpaths and these have been intensely used during the pandemic by local residents and people from Bristol. There is a famous view point from Goblin Combe woods known as 'the Toot' which is part of an ancient bronze age settlement.
- 2.3. Note that Goblin Combe SSSI is classified as 'favourable condition' by Natural England. However, King's Wood and Urchin Wood SSSI are classified as both 'unfavourable recovering' and in some areas 'unfavourable declining'. Any increase in air pollution, activity or noise has a potential to accelerate the decline of these delicate areas, which have been awarded the highest level of protection
- 2.4. There are 364 dwellings in Cleeve and 727 residents shown on the electoral roll. There are a number of 17th and 18th century houses which are listed and a grade two listed church.
- 2.5. Although Cleeve is a small rural village, we play an important part in protecting the local biodiversity and the woodlands. CPC takes its responsibility seriously and fights to maintain or improve the integrity and the attractiveness of its woodlands and biodiversity. These are valued highly by local people and those further away and are threatened by increases in aircraft noise, worsening air quality and loss of foraging for our rare and protected bats. The footpaths have become well known in a wider area, offering benefits to health and well-being. The woodlands provide a wide range of ecosystem services. These include provisioning (fuel and timber), supporting (e.g. soil formation), regulating (e.g. climate, flood hazard, noise, and air quality regulation), and cultural (e.g. cultural heritage, amenity, health, recreation).

The growth of Bristol Airport to date has caused considerable impacts to the village which we shall now describe:

3. Noise

- 3.1. The parish is situated under the flight path and close to the western end of the runway which cause ground and air noise, day and night. Residents' sleep is often disturbed, they are unable to open their windows in summer months and often conversations with people have to be halted when an aeroplane passes overhead. Gardens can be no longer enjoyed with any tranquillity.
- 3.2. The winds are predominantly from the South West which means approximately 70% of all flights depart from runway 27 and fly over the village. The airport commences

Cleeve cont.

at 06.00 hrs with a vengeance as multiple aircraft depart at that time. There is usually a flight every three minutes in the summer months between 06.00 hrs and 07.00 hrs. The noise is considerable and residents are woken on a regular basis. But since 2016 aircraft have been departing earlier than 06.00 in the summer months. There are now flights from approximately 04.00 hrs. These aircraft movements again disturb residents. When these flights commenced in 2016, residents complained to the Airport and the issue was discussed at the Airport Consultative Committee but to no avail. Flights before 06.00 have increased yearly since 2016. Cleeve Parish Council (CPC) have a representative who sits on the Airport Consultative Committee.

- 3.3. CPC is not an expert on the modelling of noise but we do know and accept that residents do not hear an average decibel level of noise but a noise event. We recognise that the frequency of the noise events is what creates an annoyance. The frequency of aircraft movements at Bristol Airport has continued to grow and under the 12 mppa application this will take away any tranquillity left to residents.
- 3.4. The timing and frequency of movements during growth to 10 mppa and subsequently have not been considered in the Airport Health Impact Assessment nor within the Environmental Statements. We request that the frequency and timing of aircraft movements are examined.
- 3.5. CPC fully concur with the Independent Commission on Civil Aviation Noise (ICCAN) in their review of aviation noise metrics and measurement which was published in July 2020. ICCAN commented that *'we acknowledge and agree that people do not experience noise as an average, and therefore reliance entirely on LAeq does nothing to aid public understanding, let alone trust, in the data being published.'*
- 3.6. For an affected community living under the flight-path, disturbance and annoyance will increase according to the number of flights passing overhead coupled with the associated shortening of the respite period between flights. The precise level of noise generated by each aircraft is almost immaterial. An assessment that is based on an average decibel level over time does not reflect the form of disturbance that we experience. Whilst it may be the case that aircraft are getting less noisy this will do nothing to reduce the level of annoyance
- 3.7. The use of average noise levels is clearly flawed. The calculation is insensitive to the number of aircraft noise events. A doubling of aircraft movements, say, would lead only to a relatively marginal increase in the average decibel level. If that doubling of movements was coupled with a small reduction in the noise emitted by each aircraft, then the average noise level could in fact remain the same. For local residents on the ground however this is nonsensical. The level of disturbance and annoyance would be hugely increased by a doubling of flights. The fact that each flight was fractionally less noisy would be immaterial.
- 3.8. Bristol Airport not only has commercial air transport movements, it also has private jets, general aviation and helicopter movements which are equally disturbing and noisy. The Passenger Transport Forecasts of November 2020 state in Appendix B:

Cleeve cont.

Core Case Scenarios that with and without development there will be 600 positioning movements and 10,040 'other movements' (private jets and general aviation, note that helicopter movements are excluded from the table). We request that these air transport movements are limited to 10,000 atm's per annum in the interests of residents' health and well-being. General aviation from the flying club can be particularly annoying as these movements circle round the airport for a considerable period of time on the same circuits delivering a persistent, irritating buzz on local residents. Helicopter training is also carried out with similar impacts. This training is not just for the local area but also for other airports, such as the Cotswold Airport.

4. Night Noise

- 4.1.** The summer months will see an increase in night flights as the Airport still wishes to change the condition from the one at 10 mppa which retained a winter limit of 1,000 atms and summer limit of 3,000 atms between 23.30 - 06.00 hrs and to replace this with a rolling annual total. This delivers an average of 11 flights per night in the summer months but it simply doesn't work like that as there are more flights at the weekends than on Tuesdays or Wednesdays. There could be 22 or more at peak times which equates to one every 15 minutes. If there are an additional 4 flights per night, as suggested by the Environmental Statement, there could easily be 30 flights per nights at the weekend as the 4 additional movements are not evenly distributed.
- 4.2.** CPC view the change of condition as a backward step in terms of a balanced approach to noise. We strongly object to the change of the night noise condition and request a reduction in night flights in the summer months. This would be in-line with the increasing evidence shown on the impacts of noise on health and well-being which the PCAA have highlighted in their submissions. **CPC strongly object to any change in the condition on night noise.**

5. Ground/Background Noise

- 5.1.** Ground/background noise is received in Cleeve when Runway 09 is in operation. Problems with ground noise commenced with the delivery of the Western Apron under the planning consent of 10 mppa. Residents can now suffer from ground noise at the same time as noise from aircraft approaching the Airport. This will become worse under the future proposals.
- 5.2.** Note that residents have no respite from noise at all as there is only one runway and it is always in operation.

6. Noise Insulation

- 6.1.** Noise insulation is offered to residents in Cleeve in the 57dBL contour. CPC do not believe that the noise insulating scheme is generous. Many house owners have to contribute substantial finance on top of the noise grant in order to insulate the

Cleeve cont.

majority of their home. No compensation is given for the intrusion of noise into their gardens and the lack of tranquillity outside. CPC note that the PCAA has requested a cost/benefit analysis of noise against the benefits of expansion. To date, this has not been provided. Note, also, that residents bear significant additional financial penalty as the value of their houses decreases when airport expansion is permitted.

7. Air quality impacts from aircraft

- 7.1.** Aircraft engines generally combust fuel efficiently but the Aviation Environment Federation states that ground-level emissions during take-off, climb and landing have a huge impact on ambient air quality.
- 7.2.** The 2019 European Aviation Environmental Report says that a two-engine aircraft carrying 150 passengers and travelling for one-hour releases 30kg of nitrogen oxide (NOx) into the atmosphere.
- 7.3.** In 2015, NOx released from aircraft accounted for 14% of all EU transport emissions.
- 7.4.** Long-term exposure to NOx can decrease lung function and increase the risk of respiratory conditions. Exposure to NO2 can lead to an increased likelihood of respiratory problems and the development of asthma.
- 7.5.** A major pollutant that is released from aviation is the smaller, ultra-fine particles (UFP) which have been linked to many deadly diseases from heart disease, chronic lung disease and brain cancer. Further, there is now evidence to show that UFP have a direct link to dementia as particles have been found in the brains of dementia sufferers. This has been well documented in the Lancet and BMJ.

8. Traffic

- 8.1.** As part of growth to 10 mppa, car parking for the Airport has become a problem in Cleeve. This came into play with the commencement of the bus service from Weston super Mare to the Airport. The A370 is a main route to the Airport from the M5 Junction 21. There are many car movements both to and from the Airport that pass through the village. The bus service from Weston to the Airport stops in Cleeve. Air passengers now park their cars for free in Cleeve on small roads such as Millier Road causing considerable distress to residents. We believe that under growth to 12 mppa car parking will spread beyond Millier Road to other roads in the vicinity of the bus stop.
- 8.2.** Traffic will inevitably increase as the airport grows to 10 mppa from a level of approximately 9 mppa in 2019. There will then be a further increase in traffic movements to 12 mppa. Currently the modal split for public transport is 12.5%. The modal split for public transport at 12 mppa is very ambitiously set at 17.5%. But this still means that 82.5% of all journeys to and from the Airport will be by car at 12 mppa. The impact to residents will be immense and will lead to increased use of rural roads to access the Airport.

Cleeve cont.

8.3. The Airport includes an increase in electric vehicles in their calculations to infer a reduced amount of air pollution from cars visiting the airport. But no one knows the time it will take for electric vehicles to become the norm. It is expected that only half the vehicles on the roads at 2030 will be electric which is the moment when the Airport is predicted to reach 12 mppa under the Core Case Scenario. A substantial majority of vehicles on the road will still be fossil fuelled. Although air quality will remain within legal limits, documents state that it will worsen. CPC take the view that we should at least maintain the air quality we have.

9. The delivery of Multi Storey Car Park 2

9.1. The delivery of Multi Storey Car Park 2 is of the utmost importance to CPC. The home of the roost for the bats is in King's Wood, in our parish. These bats forage on the green belt land on the South side which is to be turned into the Silver Zone Car Park. CPC notes that the Addendum to the Environmental Statement and new documents do not state when the MSCP 2 will be delivered. Yet they infer that the extension to Silver Zone Phase 1 will be released immediately for permanent car parking in 2022. Silver Zone Car Parking Phase 2 is for 2,700 car spaces which will then be released in 2025. CPC requests that the MSCP 2 should be delivered for 10 mppa as the planning consent of 2011 stated. We note that, under the Core Growth Case, growth to 10 mppa is predicted to be in 2024 and under the Faster Growth Scenario is predicted to be in 2022. We would expect the delivery to be conditioned in line with the forecasts given. Green belt land which is where the bats forage should not be sacrificed to car parking. The strategy for car parking is one of low cost (using open land rather than MSCPs) which is unsustainable and does not support the transition to a low carbon economy as it encourages people to fly and to drive to the airport.

9.2. CPC note that no bat survey has been undertaken on the replacement land which is to provide foraging for the bats. This should assess whether a) it is suitable for bats to forage and b) there is sufficient foraging to support the bat populations from Kings Wood whilst continuing to provide foraging from the Brockley Roost. Under the Precautionary Principle, CPC believe that it must be shown that the replacement land is adequate and that no harm will come to a protected species. Likewise, Birds and bats can be sensitive to noise and other visual disturbances from changes in the frequency and timing of air traffic movements. The buffer used by natural England for disturbance effects to birds and bats is 11 km. Thus, the potential impacts via receptor pathways on SAC designated for highly mobile bat species (which can habitually travel distances greater than 11km) need to be considered. If looking in a 11km radius from Bristol Airport the foraging impact may have adverse effects on SSSIs as far as the Cheddar Complex SSSI to the south and Weston Big Wood SSSI in Portishead to the North.

10. Climate Change and the Ecological Emergency

- 10.1.** CPC has, like many district councils and local authorities throughout the country (including North Somerset Council), recognised and declared a climate and ecological emergency, as the two are interconnected. The Airport's proposals show an increase in aviation emissions which runs contrary to the emergencies we face.
- 10.2.** The Airport suggests two scenarios and bases its work on the 'planning assumption' of national emissions of 37.5MtCO₂ while running a sensitivity of around 30MtCO₂ based on the Committee on Climate Change's (CCC) net zero report. In September 2019 the Committee on Climate Change wrote to the Secretary of State advising that the Government should be planning for net zero emissions. Bristol Airport is not taking account of emerging policy and continues to base aviation emissions on policy that needs updating. Bristol Airport is relying on the Aviation Strategy White Paper based on the 2018 Green Paper which was written before the Net Zero target became law. Updated Government policy is expected in early 2021.
- 10.3.** The Sixth Carbon Budget, the UK's path to Net Zero, has just been published. The Airport's slower growth case will fall into the period of the sixth carbon budget from 2033. CPC requests that the aviation emissions section takes account of the carbon budget which advises that international emissions should be included.
- 10.4.** The CCC advice is clear in its report - that the Government needs to stop airport expansion. Their analysis shows that current and planned UK airport expansions could increase aviation CO₂ emissions by nearly 9 MtCO₂ a year in 2050 compared with a situation with no expansion.
- 10.5.** The Airport continues to fail to put its own emissions in the context of other airports that are expanding such as Stansted, Luton and Gatwick.
- 10.6.** Aviation growth is not compatible with a low carbon economy and the net zero target.

11. Conclusion

- 11.1.** The original Environmental Statement and the Addendum to the Environmental Statement show that the Airport intends to grow – a strategy of 'business as usual' -although the pace differs under different scenarios. The intention to expand will increase the negative impacts already received from airport operations on Cleeve. The Airport finds that all impacts from growth to 12 mppa in effect are 'not significant' which is contrary to the views of Cleeve Parish Council. We view them as 'highly significant' and believe that the Appeal should be refused.
- 11.2.** We are aware of a new Status 6 application for parking development at Heathfield, Hewish which would take traffic off the A370 but, as we have yet to see a formal application, we cannot agree or disagree with this at this stage.

Congresbury

Congresbury Parish Council representation to planning appeal APP/D0121/W/20/3259234

1. Introduction

1.1. Congresbury Parish Council acknowledges the appeal APP/D0121/W/20/3259234 by appellant Bristol Airport Limited against North Somerset Council's decision to refuse the application 18/P/5118/OUT.

1.2. Congresbury Parish Council submitted an objection to the original application 18/P/5118/OUT; this position was agreed at Congresbury Parish Council Planning Committee on 28th January 2019.

1.3. Congresbury Parish Council is a member of the Parish Councils Airport Association (PCAA). The Planning Committee on Monday 16th December 2019 added further objections by stating that Congresbury Parish Council is fully in support of the response from the PCAA addendum 15 – response to North Somerset Council – comments on Transport and highways and also addendum 16 which shows key dates of law cases around the country which are relevant to determining the Bristol airport application.

1.4. The Parish Council believes that the additional information provided given in the addendum and further new documents relating to the original Environmental Assessment are not sufficient to overturn the decision to refuse the application by North Somerset Council in March 2020.

1.5. This document is a further statement of objection update to our previous submissions.

2. Details to support objections

2.1. Congresbury is a service village in North Somerset located approximately 11 miles to the south west of Bristol and approximately 8 miles to the north east of Weston-super-Mare. The village is split by the River Yeo. To the west the countryside is characterised by a network of rhynes and ditches across the low lying land. To the east the land is drier with a pattern of smaller fields and meadows.

Congresbury lies approximately 5 miles to the east of junction 21 on the M5 motorway. The village is dissected by two roads - the A370 and the B3133. The A370 links the village to Weston super Mare in the west and Bristol to the NE. The B3133 runs from Junction 20 of the M5 at Clevedon to Yatton and through the village to Churchill and the A38.

Congresbury benefits from Cadbury Hill, King's Wood and Urchin Wood to the North. King's Wood and Urchin Wood are in a Site of Special Scientific Interest (SSSI) - they are nationally important as a North Somerset and Mendip Bats Special Area of Conservation. The woodland is renowned for its botanical interest and supports a particularly high diversity of vascular plants.

Congresbury cont.

Bristol Airport's runway is aligned roughly on the east-west line, so planes taking off and landing are on a path that is very close to Congresbury towards Yatton.

2.2. Congresbury Parish Council provides the following additional detail to support our call for dismissal of the appeal and refusal of the application;

2.2.1 Concerns over increased aircraft noise.

The Parish Council receives a number of complaints each year with regard to aircraft noise and pollution impacts on residents; including reports of significant health effects. The main daytime noise complaints are from residents living close to the flight paths (noise preferential routes). Bristol Airport website information states that 70% of the flights depart to the west which will significantly impact our village residents. Resident's concerns over the daytime noise includes that conversations are disrupted, the enjoyment of personal gardens are disturbed together with general issues that the noise is detrimental to the enjoyment of daily life.

Night time flights are also a concern for residents and this seems to be a problem for a greater number of residents over a wider area. The Parish Council is concerned for the welfare of residents and believes that research has shown that night-time noise from transportation produces both instantaneous and long-term health effects, due to the alteration of sleep. It is not acceptable that the expansion of the airport would lead to the reduction of quality of life for so many.

2.2.2 Lack of infrastructure including roads and transport.

Congresbury as outlined above is on the main A370 route from the motorway to Bristol and although this route is not provided as a recommended route on the Bristol Airport website many travellers cut through Congresbury to join the A38 or pass through Congresbury to access the Brockley Coombe road which leads again to the A38 and provides access directly to the airport. Parish Council concerns have been outlined in the previous submissions and this is repeated as roads and traffic is one of the main concerns of our residents and the application will inevitably lead to further traffic congestion in villages including Congresbury. The highways plan does not appreciate these impacts and does not address the volume of traffic this number of passengers would generate and have any solutions to prevent increased traffic volume through the surrounding villages.

2.2.3 Car parking problems.

Congresbury has been subject to fields being used as illegal airport car parks which although quickly resolved has impacted on local resources. Another [3](#) Congresbury Parish Council Statement of objection - APP/D0121/W/20/3259234 issue which is not unique to Congresbury is cars are parked in village streets and car parks for extended periods which may be by passengers who then get on the bus to the airport. The Parish Council has been forced to report cars to the Police to ascertain whether the vehicles have been abandoned only to find they disappear after 2 weeks. There is the worry that this possible

Congresbury cont.

practice of parking in villages will escalate with additional airport passengers, expensive onsite car parking and inadequate public transport.

2.2.4 Impact on the landscape and biodiversity.

The Parish Council is concerned that the expansion will have a huge impact on the local area. The application site is in close proximity to North Somerset & Mendip Bats Special Area of Conservation (SAC). The specific sites of King's Wood and Urchin Wood lie within Congresbury parish. Further information must be provided to ensure these sites and the wider important landscape of the Mendip hills will be effectively protected.

3. Conclusion

Congresbury Parish Council formally objects to the planning application 18/P/5118/OUT and is fully supportive of North Somerset Council in their decision to refuse the application.

We urge the Secretary of State to endorse this decision for the reasons that the airport already has permission to expand 10 mppa and the Parish Council believes that the impact of this must be realised and understood before an additional expansion is considered.

Congresbury Parish Council confirms that the Parish Council Airport Association will be representing our interests in the Appeal.

Dundry

Impact Statement

The Parish of Dundry, located on a hill less than 3 miles to the north east of Bristol Airport, is (in normal times, please see below) severely impacted by BA flight activities and our residents have asked the Parish Council to represent their objections and concerns about this planned expansion.

Adverse effects that occur due to currently allowed flight numbers, and that will be amplified if the expansion is allowed to go ahead, can be summarised as follows (in the order of their severity):

Noise Pollution

Being so close to planes at low altitude during take-off and landing (0.8 miles from the flight path) creates very disturbing noise levels that are only marginally reduced by supposedly more modern, quieter aircraft. During daytime, there are periods when planes fly past every few minutes, making it almost impossible to have a normal conversation outside (e.g. in your garden). At night, they cause regular sleep disruption. We are especially concerned that shifting winter night flights to the summer will make this disruption even more frequent at a time when people are more likely to keep their windows open at night.

Dundry cont.

There is also an element of ground noise (most often in the early mornings) which can be heard in Dundry and which seems to be connected with aeroplanes warming up their engines.

Road Traffic

BA is only accessible via one regular A road (A38, one lane each way) This is often running at full capacity with a constant, uninterrupted flow of vehicles. Since there is no other route to the airport (such as a train line or a motorway), it seems inconceivable that even more road traffic can be passed through this bottleneck. In its application, the airport also admits themselves that only a marginal increase in public transport uptake can be achieved, keeping its proportion well below that of other airports in the country.

This traffic situation has a direct impact on Dundry as the junction between the A38 and Dundry Lane (unclassified) is our key access to the main road network. At pre-COVID levels, it was not uncommon that drivers coming from Dundry and wanting to join the A38 had to wait for 10 minutes or more before they could safely do so. This included our local 672 bus which regularly missed its schedule because of this delay!

In order to avoid traffic peak times on the A38, other, smaller roads in and around Dundry are used as “rat runs” to cut travel time to the airport. Since these are not designed to take high volumes of traffic, often at unacceptable speeds, such behaviour causes additional safety concerns and disturbance for our parishioners.

Parking

Although not as severely affected as other communities nearer to the airport, we had our fair share of airport parking in the past, with vehicles being parked in the road, in front of residents’ houses, and their occupants then being picked up by (illegal?) transfer operators.

We also receive regular enquiries about whether the Parish Council owned village car park can be marketed as a “free car park” and have to make a strong point that this is not a public space and it is reserved for use by our residents only. We do not wish it to be filled up with airport travellers.

On a wider scale, no more Green Belt land should be permanently sacrificed for car parking before BA has exhausted all on-site options that have already been approved through previous planning applications. (New traffic interchange is now to go ahead without originally planned multi-storey car park).

Air Quality

It has been noted that due to reduced flight activities since the outbreak of the pandemic, local air quality has considerably improved. This includes both “clear vision” in the far distance as well as a reduction in black residue that people normally find on their window sills. Residents with asthma have reported much improved breathing during 2020.

The Business Case

It is clear from Bristol Airport’s own figures that the proportion of passenger numbers for business purposes is very low and the case for improving the local economy is not viable.

Dundry cont.

Most passengers are holiday makers just passing through. Dundry is certainly not benefiting from their presence.

The Future

If anything positive is to come out of the current pandemic, it has proven that society can live and function without many of the things we all used to take for granted. One of these things is certainly excessive air travel. With COVID-19, Brexit and the Climate Emergency all coming together, it would be irresponsible to assume that flight movements will reach pre-pandemic levels anytime soon, if ever. We would urge regulators to take this into account and, if they were not prepared to stop the expansion altogether, at least to defer such a decision until more reliable data about the new situation becomes available. For now, Dundry is enjoying the peace and quiet the pandemic respite has given us and we hope it will continue into the future.

Holger Laux
Chairman
Dundry Parish Council

Kingston Seymour

Planning Appeal – Statement of Objection by Kingston Seymour Parish Council.

Kingston Seymour Parish Council is a member of the Parish Council Airport Association which is representing our interests in the Appeal.

Context

The Parish of Kingston Seymour is in North Somerset on the levels situated between the towns of Clevedon (approximately 4 miles to the north) and Weston – super – Mare (approximately 6 miles to the south). The M5 motorway lies immediately to the east and the shore of the Severn Estuary forms its western boundary.

The Parish has some 400 residents and can be characterized as a rural, farming based community. Many of the farms have diversified over the years and visitors and tourism are growing with a number of holiday lets, caravan and camping sites, and three fishing lakes.

Kingston Seymour is in some ways little altered since the Second World War. The network of small lanes is almost exactly as it was. There are no through roads so Kingston Seymour is not ‘*on the way*’ to anywhere and residents value the relative tranquility. Residents make good use of the Church and the independently managed Village Hall.

Kingston Seymour cont.

Our Objections

It is against this overall backdrop that Kingston Seymour Parish Council is extremely concerned about the impact of **aircraft noise**, particularly any permitted increase in night-time aircraft movements. These are particularly unwelcome during the summer months when the village hosts many visitors here to experience the tranquility of our rural Parish.

Furthermore, we are very concerned about **additional traffic movements** in the area. We do not consider the traffic impact assessment to be adequate, nor is it coordinated with the requirements of the wider North Somerset plans and related developments within the area.

We are concerned that the additional traffic using the M5 at Junction 21 will result in a higher level of congestion at the Congresbury traffic lights and will encourage additional traffic to utilize Junction 20 at Clevedon and the B3133 Clevedon – Yatton Road and surrounding country lanes, all of which are unsuitable and will become very congested at peak periods.

The cumulative impact of additional aircraft noise and more traffic passing through our area will have a **detrimental effect on the health and wellbeing** of our residents.

M A Sewell

Chairman, Kingston Seymour Parish Council

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.

Winford cont.

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 don't 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.

Winford cont.

8 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.

Winford cont.

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.

Winford cont.

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 that the current status quo”

2 “I am supporting the airport expansion” (resident and Airport employee)

Wraxall and Failand

Wraxall & Failand Parish Council supports the objections raised by the PCAA to the expansion of Bristol Airport. The Parish Council objected to the original planning application and wish our objections to be considered at appeal. Our specific concerns are:

1. The Airport already generates unacceptable levels of vehicular traffic on local roads which were never designed to service such a large and busy facility. Flax Bourton Road in Failand, in particular, is a residential minor road which is used as a shortcut from the M5 to the airport. A significant proportion of the traffic from South Wales uses this route.
2. There is a complete absence of environmentally sustainable travel links to the Airport in its present location. There is no Motorway, no Train station, nor any direct access link to the nearest train stations. There is a coach service to Bristol Temple Meads station but that is in the centre of the city and in itself causes added traffic congestion and pollution.
3. The current capacity level is set under the planning consent of application 09/P/1020/OT2 in which there are 'Night Restrictions'. One of these is planning condition 38 which states that the number of take-offs and landings between the hours of 23:30 and 06:00 is limited to 3000 in the summer season and 1000 in the winter season within any one year. We strongly object to any increase in the number of night flights or any change that would alter the current flightpaths. The World Health Organisation (WHO) recognise noise as an 'underestimated threat' that has significant Public Health effects. They advise decibel (dB) levels of less than 30db(A) in a bedroom for good quality sleep. This level is exceeded by Bristol Airport.

North Somerset Council council's environmental policy exists to protect and support its residents and taxpayers, the council have taken a decision to refuse the expansion of Bristol Airport based on sound reasons. Overturning this decision will be to overturn and disregard the wishes and needs of local residents.

Wrington

WRINGTON PARISH COUNCIL SUMMARY OF OBJECTIONS LODGED AGAINST BRISTOL AIRPORT LIMITED IN RESPECT OF PLANNING APPLICATION 18/P/5118/OUT AND APPEAL REFERENCE 20/P/2896/APPCON AND INCLUDING VARIOUS SUBSEQUENT ADDENDA.

This summary sets out in a more succinct manner, the contents of objections previously submitted on 4th February 2019, 21st. February 2019, 14th March 2019, 27th. November 2019 and 29th. November 2019, by this Council in response to the Outline Planning Application abovementioned and subsequent Addenda and summarises this Council's objections prior to the commencement of Appeal proceedings under reference 20/P/2896/APPCON.

By way of introduction, it is important to acknowledge that Bristol Airport ('BAL') lies within an enclave (the airport's 'Operational Boundary') set within the Green Belt within the Parish of Wrington, and is washed over by Green Belt (Bristol and Bath Green Belt). It is therefore this Parish which has had to bear the brunt of the impacts resulting from the various expansions which the airport has undertaken in preceding years, both in terms of increased flight numbers, increased passenger footfall and vehicular traffic resulting from increased passenger numbers using the airport. There has been a history of expansion to the airport's so-called 'silver zone' car parking facility which has, and continues to seek, overspill into the Green Belt and which historically North Somerset Council has seen fit to facilitate citing 'exceptional circumstances' whilst permitting the airport to side-step Planning Conditions and fail to complete promised multi-storey car parking facilities within the airport's own operational boundary on the claimed grounds of their being 'uneconomical'.

It is therefore clear that the time has come when this Parish considered that further airport expansion was not welcomed or justifiable and that, given that the government has adopted the Climate Change Act, has signed up to the Paris Agreement on climate change and that North Somerset Council had itself declared a climate emergency which further enhanced the aims set out in its Core Strategy Policy CS1, followed shortly after by this Parish Council, along with others within North Somerset and Bath and North East Somerset declaring similar climate emergencies, further pollution from the airport's activities could no longer be justified or accepted. This Council therefore made strong objections in response to the above Application in February and March 2019 and to the subsequent addenda in November 2020, all of which remain relevant today.

BAL was already in possession of a current permission allowing expansion up to 10 million passengers per annum ('mppa') yet, at the time of its application that ceiling had not been achieved. The last available pre-Covid19 figures indicated footfall had reached only 8.4mppa. BAL however claimed that the current ceiling would be reached imminently and therefore further headroom was necessary to enable the airport to continue to expand its

Wrington cont.

operations. The figures set out in BAL's Addendum submitted in November 2020 (and the Airports International Council) however now acknowledge that a return to pre-Covid levels will not be reached until at least 2024 and also predicts that it will take at least two decades before previously projected figures are reached. To now seek an increase in footfall in the light of this downturn carries no sense whatever and can no longer be justified.

If passenger numbers have been so dramatically depressed (BAL's passenger numbers are said to have dropped by some 84% as a result of Covid-19), then there will be little need to expand its operations in any direction. The request for the airport to extend its operational boundary contained within this Application must also be unnecessary. The sole reason for seeking expansion of the operational boundary would be to enable the airport to claim permitted development rights in areas which hitherto have demanded submission of a Planning Application to North Somerset Council. As the airport is surrounded by Green Belt land, that could only lead to degradation of or intrusion into the openness of the Green Belt with inappropriate development (eg on-site car parking). This request gives rise for great concern within this Parish and meets with strong objection.

The airport also seeks to 'annualise' its allotted seasonal limits on night flights (between 23.00hrs and 06.00hrs.) Current limits are 3,000 in summer months and 1,000 in winter months, but if 'annualisation' is permitted then the airport could accommodate 3,500 summer night flights and only 500 winter night flights, whilst still claiming and maintaining there was no increase in overall night flights. This would be unacceptable in view of the adverse impact imposed upon residential properties in the vicinity of the airport whose residents, particularly during warmer summer nights, would be heavily disturbed in their sleep patterns were they to leave open a window during the night. There is an overwhelming body of medical evidence which points to sleep deprivation having a serious impact upon mental and physical health and well-being. Most regional airports have far stricter limits on night flights imposed upon them for the protection of populations. Once again this request merits strong objection.

Figures contained within BAL's original Planning Statement submission (18/P/5118/OUT) indicate that by 2026, an annual total of 97,373 aircraft movements will take place at BAL, which when distilled down, equates to an aircraft movement every 4 minutes during daylight hours. This is an average figure and makes no allowance for more flights to be concentrated in summer months than in winter months. This is unacceptable.

Commensurate with those figures, this Council also objected to the increased levels of pollution which would stem from the proposals to increase footfall numbers and therefore flight operations. In 2017 (last available figures quoted by BAL) aviation carbon emissions from BAL were 746.77 kilotonnes of carbon dioxide per year (KtCO₂/yr.), that figure forecast to rise to 1,183.87 KtCO₂/yr or 59%. (Environmental Statement Vol. 1., Ch.17). Emissions from vehicles (ie passengers' private cars, taxis and airport operational vehicles (2017)) were 184.45 KtCO₂/yr increasing by 16% to 214.23KtCO₂/yr (*ibid.*) Those figures assumed that less polluting aircraft would be operating in 2026, but if they are not, then the figures would

Wrington cont.

be considerably worse. This undermines the ambitions described in the National Planning Policy Framework and NSC's Core Strategy Policy CS1 et al.

Air quality is a matter of great concern to this Council and is widely recognised as having impacts upon bronchial and cardiovascular health. Many of the arguments put forward by Wood in the Environmental Assessment Report, December 2018, are not at one with the DEFRA Air Quality Strategy, 2019 publication. These discrepancies are dealt with in detail in this Council's submitted objection documents and need not be repeated in this summary, but it is worth emphasising, part of DEFRA's strategy is "*Clean air is essential for life, health, the environment and the economy. Government must act to tackle air pollution which shortens lives...*"

Consequential to those figures, is the assumption that a 20% increase in passenger traffic should incorporate a modal shift towards public transport, where currently only 12.5% of passengers arrive by public transport. This is arguably one of the lowest modal shares of any UK airport. Also contributing to the use of private cars is the fact that the road links from Bristol (A38 and A370) are not dual carriageway, are already congested commuter routes into and out of the city and that public transport links are inadequate to accommodate passenger numbers even at current levels. These constraints also contribute to this Parish and other neighbouring Parishes having to deal with the regular appearance of unauthorised, off-site car parks, run by unlicensed and probably uninsured operatives within Green Belt land putting further pressures on Local Authorities to pursue Enforcement Proceedings against them, often resulting in only moving the problem to another site. (See also page 4 below). A recent planning application (19/P/0704/FUL) to provide a car park on the outskirts of Weston-super-Mare adjacent to the A370, which would also serve as a (legitimate) airport car parking facility, with shuttle buses running regularly to and from the airport, was strongly opposed by BAL and was later withdrawn by the applicant.

BAL's application claims that growth will underwrite a large increase in the 'Gross Value Added' (GVA) contribution made by the airport to the regional economy. It must however be borne in mind that BAL is largely a 'leisure based' airport, with only approximately 17% of its traffic being business users. Outbound tourists from the UK are its core passengers and those tourists, once they have perhaps bought some items within the airport's shopping facilities, will be spending their money abroad, not in the UK. Money spent at the airport will end up in the shopowners' tills, who in turn will pay rent to BAL for their site. All money received by BAL, from both shopowners/passengers and airlines will ultimately end up with the airport's owners, Ontario Teachers' Pension Fund, a Canadian company. Figures produced by the Office of National Statistics covering the period July to September 2018 indicated a 'tourism deficit' of £9.2bn for the UK overall.

Equally, BAL cannot count itself as a 'major employer' in the region. The majority of personnel on site will be airline and ground staff (employed by the airlines) and retail staff (employed by the shopowners). Increases in automated tasks such as on-line check in and

Wrington cont.

'bag drops' continue to erode staff numbers working at the airport. The estimate put forward by BAL, both as to job creation and added GVA is utterly misleading.

Any expansion will only exacerbate levels of noise, light pollution and associated nuisance. No satisfactory proposals have been put forward which this Council could support in order to mitigate them.

Noise pollution is referred to briefly above, but the constant (every 4 minutes minimum) noise of taxiing, landing or leaving aircraft is not inconsiderable on each occasion. However, it would appear that noise measurement is subject to an 'averaging' basis at BAL rather than on a maximum/minimum basis and that noise receptors are not necessarily in the right locations to fulfil their purpose. The information put forward by BAL does not accord with the parameters for environmental noise impact assessments set out within the IEMA's Guidelines which recognises not only the maximum levels of noise, but also the frequency and source of noise impact. The whole question of noise measurement and its effects needs to be addressed in greater detail (see also this Council's response 29 November 2019, Chapter 2).

Light pollution is also a factor which impinges upon the openness of the Green Belt and the whole community, not to mention the fauna whose habitat is close to the airport. The airport is washed over by foraging areas for greater and lesser horseshoe bats. These are protected species and are averse to light and noise pollution. North Somerset Council recognises the importance of protecting the roosts and foraging areas and adopted a Supplementary Planning Document in January 2018 (North Somerset and Mendip Bats Special Area of Conservation, Supplementary Planning Document.). Light pollution from the airport and particularly from the expanded Silver Zone car park is often visible from Wrington village, which sits south of and shielded from the airport by Wrington Hill and is several metres lower than the airport itself. Light pollution emanating from the airport is clearly observable from the Mendip Hills AONB, several kilometres to the south of the site.

Associated nuisance incorporates the springing up of unauthorised off-site airport car parks (as detailed above) and the consequential increase in vehicle movements on narrow country lanes, often in Green Belt, associated litter from taxis using public lay-bys and other off-road sites whilst waiting for fares (this due to a lack of sufficient taxi stands at the airport terminal area) and the use of residential streets by passengers unwilling to use the airport car parking facilities but who prefer to dump their car with little regard to residents' needs or visibility splay requirements and are picked up from there by taxi to travel on to the airport, only to return maybe two weeks later to retrieve their vehicle. Any increase in passenger numbers would only make this nuisance worse.

By way of example, in October 2019 (prior to the airport's Planning Application being validated), there were five cases of unauthorised off-site car parking the subject of Enforcement Notices or under monitoring by North Somerset Council Officers and even in February 2020 there were twelve similar cases being pursued and a similar number in August 2020. Information available from North Somerset Council published in January 2021,

Wrington cont.

indicates that current Enforcement Cases relating to unauthorised parking now number thirteen, with many of those investigations suspended due to Covid-19. The above figures relate solely to the Parish of Wrington, but other neighbouring Parishes are also similarly blighted.

In order to prevent airport users dumping their cars in residential areas, North Somerset Council has had to impose severe on-street parking restrictions in some areas close to the airport. An example case is that of Coombe Dale (off Downside Road, just north of the airport perimeter) where inconsiderate parking was preventing residents being able to access their driveways, pavements being blocked and the whole of the public highway being taken over by parked vehicles, some of which would be left for weeks whilst their passengers flew off on holiday. In Redhill, residents of Church Road were being blighted by parked cars and vans resulting in serious problems for residents leaving their driveways due to impaired visibility splays and their petitioning North Somerset Council to impose parking restrictions on the highway to overcome this problem. Although NSC agreed to take forward a plan agreed with the Parish Council and supported by the District Councillor, nothing has yet been implemented, presumably due to Covid-19's impact.

To ensure continued access to his residence off Red Hill, it was necessary for one resident to apply to NSC to paint an H-bar across a portion of the highway used as a lay-by, in order that he could access his driveway which ran from the lay-by and thereby to prevent drivers parking their cars across the entrance. The property in question is only approximately 1km from the airport entrance.

To the north east of the airport lies the church of St. Katherine, adjacent to Felton Common. Both the church environs and the common itself have also been subjected to invasion by rogue car parkers, to the extent that worshippers wishing to visit or use the church have been hampered in their doing so by parked cars from airport users.

The impact of litter is an on-going battle and one which the airport claims to be addressing by regular 'litter-picks'. Notwithstanding these well-meaning intentions, there continues to be unsightly and unnecessary litter scattered along the A38 from the entrance to the Silver Zone car park through to the main access way to the north of the car park. Clearly it would not be possible to attribute all such nuisance to the airport itself, but it would not be unreasonable to suggest that the airport's activities directly and indirectly contribute to this nuisance and in order to meet the challenge, a far more robust approach needs to be taken by the airport. The airport police are aware of the problem. Even today, when aircraft activity is at a low, there remains unpicked litter alongside the road, and this in Green Belt land.

The National Planning Policy Framework sets out clearly in Paragraphs 148, 170 and 180 that planning decisions must support transition to a low carbon future, that the natural environment should be contributed to and enhanced, any developments prevented from

Wrington cont.

contributing to levels of noise pollution and reduce to a minimum adverse impacts upon health and quality of life. North Somerset Council's Core Strategy Policy CS23 (adopted January 2017) states *"Proposals for the development of Bristol Airport will be required to demonstrate the satisfactory resolution of environmental issues, including the impact on surrounding communities and surface access infrastructure."* This is clearly not being adhered to in this Application.

This Council has considered in depth the various documents submitted by BAL in support of its aspirations to expand operations and has lodged the strongest possible objections to the proposals on grounds well-reasoned and sound. For the reasons summarised above, this Council supports completely the decision by North Somerset Council to refuse permission and continues to strongly oppose any Appeal aimed at upsetting that decision. The volume of objections lodged against the original Application speaks for the majority feeling within the community of North Somerset and other neighbouring authorities. This Appeal should be dismissed.

Parishes in Bath and North East Somerset

Chew Magna

Chew Magna Parish Council (CMPC) strongly OBJECTED to Bristol Airport's original planning application for expansion and confirms this objection. CMPC also strongly objects to the Airport's Appeal. Chew Magna Parish council is a member of the Parish Councils Airport Association which will be representing our views at the Appeal. We ask the Secretary of State to uphold North Somerset Council's rejection of Bristol Airport expansion.

CMPC believes that the additional information given in the Addendum and new documents relating to the original Environmental Assessment are not sufficient to overturn the refusal reasons given by North Somerset Council in their decision notice of March 2020.

Chew Magna Parish includes Chew Magna and Northwick villages within Bath and North East Somerset (BANES) lying about 10 miles south of Bristol and 6 miles east of the Airport in the Chew Valley. The Parish is rural and close to the northern edge of the Mendip Hills (a designated area of outstanding natural beauty). There are many listed buildings reflecting the history of the village. The parish is surrounded by tranquil countryside with networks of footpaths and bridleways. The road network consists of predominantly quiet lanes with the exception of the B3130, which runs through the centre of Chew Magna village and is the direct access route for traffic from the east from the A37 to the A38 to the west. With the exception of the B3130 it is a tranquil village and parish.

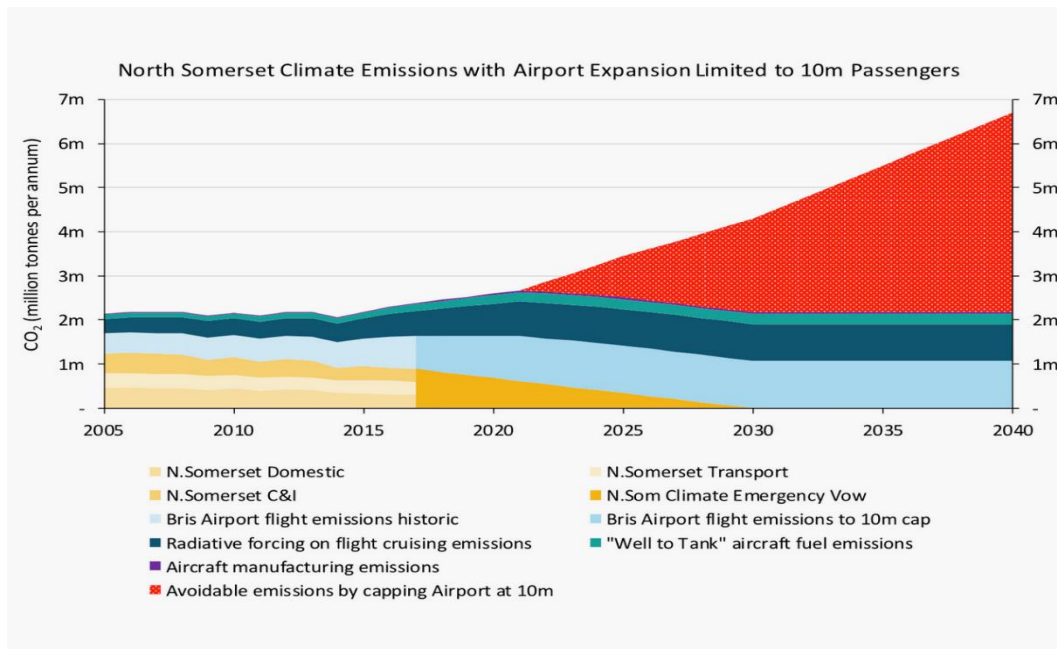
Chew Magna is impacted by the expansion of the airport as outlined below:

1 Climate Emergency:

Chew Magna Parish Council like BANES, Bristol and North Somerset and have declared a Climate Emergency as it is increasingly clear of the negative impact carbon consumption is having on our planet. 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.** We are very concerned that any increase in emissions will not allow carbon budgets to be met including the Net Zero Emissions target of 2050.

The graph below 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. The red area shows further avoidable emissions if the airport was capped at 10 m passengers per year.

Chew Magna cont.



2 Traffic Congestion, Inadequate Transport links and Car Parking:

Bristol has the 9th largest airport in the country. All the other 8 UK airports are served by either a motorway, a dual carriageway and/or a rail link. Bristol Airport is served by a single carriageway road (A38) that connects with the M5 to the South after 18 miles, and to the North via the A4 to the M5 (13 miles away). The table below illustrates the transport links to the top 10 airports in the UK.

Top 10 UK Airports and their transport links.

1	Heathrow	M4, M25, rail link
2	Gatwick	M23, rail link
3	Manchester	M56, rail link, Metrolink
4	Stansted	M11, A120 (dual carriageway), rail link
5	Luton	M1, rail link
6	Edinburgh	M9, M90, A90 (dual carriageway), Tram link
7	Birmingham	M42, A45 (dual carriageway), rail link
8	Glasgow	M8, A737 (dual carriageway)
9	<u>Bristol</u>	<u>A38 (single carriageway)</u>
10	Belfast	M2

Chew Magna cont.

In the original application and the Appeal, no consideration is given to the connections to the East of the airport which are via minor B roads that pass-through Chew Magna village. These country roads (particularly along the B3130) narrow down to a single lane in a number of places including at the entrance, middle and exit to Chew Magna. The congestion caused by the volume of traffic is evident on a daily basis. Common sense would dictate that no expansion approval should even be considered until substantial improvement to the road infrastructure is in place, rather than vague promises of future development (which have been regularly discussed for the past 20+ years). This is likely to be further impacted by the decision of Bristol Council to include the main access roads from both the M5 and M4 (via the M32) in their clean air zone meaning that from the east the B3130 and Chew Magna will be further majorly impacted.

In the Appeal documents, the Airport predicts very little improvement in public transport which was 13.8% in 2019 with a target of only a target of 17.5% for 12 mppa. This in turn means that most of the passengers will be traveling to the airport by car as evidenced by the Airport continuing to seek the removal of the seasonal restriction on the existing Silver Zone Car Park Phase 1 to allow for year-round use. To prevent further incursion into the Greenbelt it is important that the airport honour the condition under the planning consent of 2011 that the Multi Storey Car Park 2 be constructed for 10mppa but this has not yet been built.

Chew Magna is already experiencing the impact of cars being parked for prolonged periods on side roads and recently a car which had been parked for several days was nearly flooded but fortuitously the owners returned from the airport just in time.

3 Noise:

If the Airport were allowed to increase to 12mppa (predicted in 2030), there would be a significant increase in number of air transport movements including increased positioning flights and other movements at antisocial hours and this would impact with noise from the planes for the houses nearer to the flight path on the north side of the parish with increased traffic through Chew Magna village. Some of the lanes are used as highspeed “rat runs” by taxi traffic for early morning flights.

Currently aircraft are required to adhere to a straight-line flight envelope of 5 miles on take-off and landing. To manage this increased capacity, the airport is looking to change the 5-mile restriction and peel off earlier. This will greatly increase the number of houses and people the planes will be flying over and disturbing residents in Chew Magna.

The airport wishes to significantly increase the number of night flights in the summer months by amalgamating those which it does not use in the winter months. CMPC strongly objects to this

Chew Magna cont.

because when it is warm residents need to have their windows open and noise will have a greater effect in summer.

4 Health:

Traffic congestion and more aircraft journeys bring with it a hidden killer in the form of damaging emissions. Various medical studies have drawn the link between serious illness and transport emissions. Increasing the concentration of these around the airport will potentially have a damaging impact on residents' health and wellbeing. Carbon emissions from aircraft and the height at which they are emitted also exaggerate the impact of carbon on air quality and therefore health. Those who live or work on the High Street or Winford Road in Chew Magna are impacted by fumes as cars have to stop and the engines idle where there is single carriageway.

5 Increased flooding risk:

Due to the poor transport links and no rail link then for the airport to increase its capacity further more Green Belt would be covered by car parking as indicated in point 1 above and the impervious surfaces would cause more run off. In addition, there would be less ground to soak up heavy rainfall. Both of these factors would in turn increase the likelihood of flooding in Chew Magna. There could also be an increased risk of contamination by water sewage.

6 Inaccurate information in the application provided by Bristol Airport:

A study in 2019 carried out for Campaign to Protect Rural England by the independent New Economics Foundation casts major doubt on the potential economic benefits claimed for the proposed expansion of Bristol Airport. The NEF study concludes that:

- The proposed development of the airport is incompatible with inevitable and essential future constraints on air travel because of climate change.
- Claimed benefits for the West of England region have been overstated by almost 50%.
- Claimed benefits for the wider South-West region and Wales have been overstated by as much as 70 %.
- Much of the methodology used by the Airport's advisers appears to be inconsistent with the methods recommended and used nationally.
- Using Dept for Transport standard models, traffic at Bristol Airport in 2030 is likely to be only 8.5 million passengers a year, not the 12 million suggested by Bristol Airport Ltd.
- Most of the additional traffic will come from "displaced" activity from other airports that already have spare capacity.

The full report can be found on the NEF website at:

<https://www.nefconsulting.com/cpre-expansion-of-bristol-airport> and on the CPRE Avonside website at: <http://avonside.cprelocalgroups.org.uk> 9 February 2021

Chew Stoke

This is to register the formal objection by Chew Stoke Parish Council to the planning consent by Bristol Airport associated with expanding passenger numbers to 12Mpa.

The parish of Chew Stoke is in the BANES area.

On its north-west boundary, it lies less than 3 miles from the airport.

The parish is washed over by the Bristol green belt.

Parts of the parish fall within the Mendip Hill AONB area.

The north shores of Chew Valley Lake fall within the parish which is a Policy NE3 site of Special Scientific Interest, Site of Nature Conservation Interest and Special Area of Conservation and Protection.

The majority of the parish is also washed over by Policy NE5 Ecological Network and Strategic Nature Area status.

The parish population is approx.1,000.

In particular, the parish council is concerned about the detrimental effects to the wellbeing and quality of life of its parishoners caused by increased traffic on local roads and the impact of aircraft noise due to the increased number of flights.

1) Increased road traffic

Chew Stoke is bisected by the B3114. The road through the village is narrow in parts with one pinch point requiring give way points and single file vehicle movements. Speeding traffic is a problem. There are pavements along this road through most of the village but they are narrow in parts and pedestrians are often nervous using them due to the speed and volume of the passing traffic.

Chew Valley Secondary School (1,160 pupils) is located in the parish and the B3114 pavement is a walking route for village children to the school. Chew Medical Practice serving the Chew Valley area is also located in the centre of the village.

For the quality, safety standards and designation of the road, it already suffers from a disproportionate volume of traffic : local, commuter, school, leisure as well as airport generated traffic. This road is also a very popular recreational cycling route out of Bristol towards the Mendips. The prospect of yet more traffic through the village caused by the airport expansion is of great concern to parishoners. They are worried about increased air and noise pollution, reduction in rural character and, probably most of all, the safety of pedestrians walking through the village.

2) Increased aircraft noise

Being, in parts, less than 3 miles away from the airport, the parish is blighted by aircraft noise. Parishoners complain about being woken and up and having the quality of their sleep disrupted by the ground and air noise from aircraft particularly in the early morning and late into the evening. Parishoners are concerned about the potential increase in night flights as well the increase in flights generally.

Chew Stoke cont.

Currently, planes do not directly overfly the parish. Parishoners are particularly concerned about the possibility for the turn-in route to the flight path being reduced to accommodate additional flight traffic and planes flying closer to the village.

3) Loss of leisure amenity

Being close to Bristol and sitting in the Green Belt area, Chew Stoke offers a wealth of leisure amenity to city dwellers and its parishoners alike. Chew Valley Lake attracts a huge amount of day visitors. The local footpath networks attract significant visitor numbers (particularly since Covid) and the roads through village are very popular recreational cycling routes out of Bristol. A new lakeside perimeter walking and cycling path is due to be constructed later this year which will increase visitor numbers further. Many local businesses rely on this local leisure tourism. Residents of Chew Stoke are well aware of the privilege they have in living in this location and especially in the last year have welcomed city dwellers to enjoy the countryside on their doorstep.

All these visitors are seeking a quick and convenient escape from city life to enjoy the tranquility and beauty of the countryside. Intensification of use at Bristol Airport causing increased traffic on local roads and aircraft noise will further blight this Green Belt haven so not only affecting the well-being of Chew Stoke parishoners but also, in far greater numbers, the well-being of the residents of Bristol.

4) Climate and Nature Emergency

Chew Stoke parish is a member of the Chew Valley Forum Climate and Nature Emergency Working Group. The Group is made up of approximately 8 Chew Valley parishes who have joined together to bring forward valley wide initiatives to address climate change and nature emergency issues in the area. Current action areas include : improving dark skies and nature corridors in the valley, reducing car dependency and informing households about personal carbon reduction initiatives.

With this level of parishoner interest in climate and nature emergency issues, the parish council cannot support any further expansion of Bristol Airport that will result in massive carbon emission increases caused by the additional aircraft traffic.

5) Summary

Chew Stoke Parish Council urges the Secretary of State to reject this appeal by Bristol Airport. North Somerset Council's rejection of the proposed expansion was a decisive decision representing the views of an overwhelming proportion of the local community living near to the airport. The progression of this appeal is an attempt to overturn the democratic

Chew Stoke cont.

will of the communities surrounding the airport.

The parish council considers that the appeal submissions have not addressed concerns originally raised by the local community in the original application process.

The additional information given in the Addendum and new documents relating to the original Environmental Assessment are not sufficient to overturn the refusal reasons given by North Somerset Council in their decision notice of March 2020.

Chew Stoke Parish Council is a member of the Parish Council Airport Association and fully supports the contents of the appeal response that it has submitted.

The information requests made by the PCAA in their response to the Addendum to the Environmental Statement made need to be granted to ensure that there is a full examination of the application in the Appeal.

Chew Stoke Parish Council

February 2021

Compton Dando

Please find below a statement on behalf of Compton Dando Parish Council

The Parish of Compton Dando is severely affected by both flights from the East landing at Bristol Airport when the wind is from the West, and flights taking off from Bristol Airport if the wind is in an Easterly direction. The attached images shows the impact of these flights. The villages of Burnett, Chewton Keynsham and Queen Charlton are particularly affected by elevated levels of aircraft noise, as this is the collecting point for aircraft approaching the airport, and they have been measured by Bristol Airport to suffer from a "prolonged noise effect". There is often an increased level of noise and pollution from the engines as the aircraft position themselves for the final descent and approach to the runway at Bristol Airport.

Take-off flights to the East carry the additional extended period of noise as the aircraft climb, and then turn either to the North over Bristol, South towards Pensford, or carrying on in an Easterly direction over Bath.

Further expansion of the airport will make this noise even more extensive and intrusive.

Increased night flights will be particularly intrusive, and apart from the noise, there is further intrusion and pollution from the aircraft landing lights.

Compton Dando cont.

The recent hiatus in flights due to the pandemic has only served to demonstrate how significant this noise intrusion has become.

Finally, there has been considerable housing development on the Northern Edge of the Parish and more is planned. This has led to a marked increase on traffic in the lanes, which frankly are not designed to carry this traffic. Increased traffic to the airport will only make this worse.

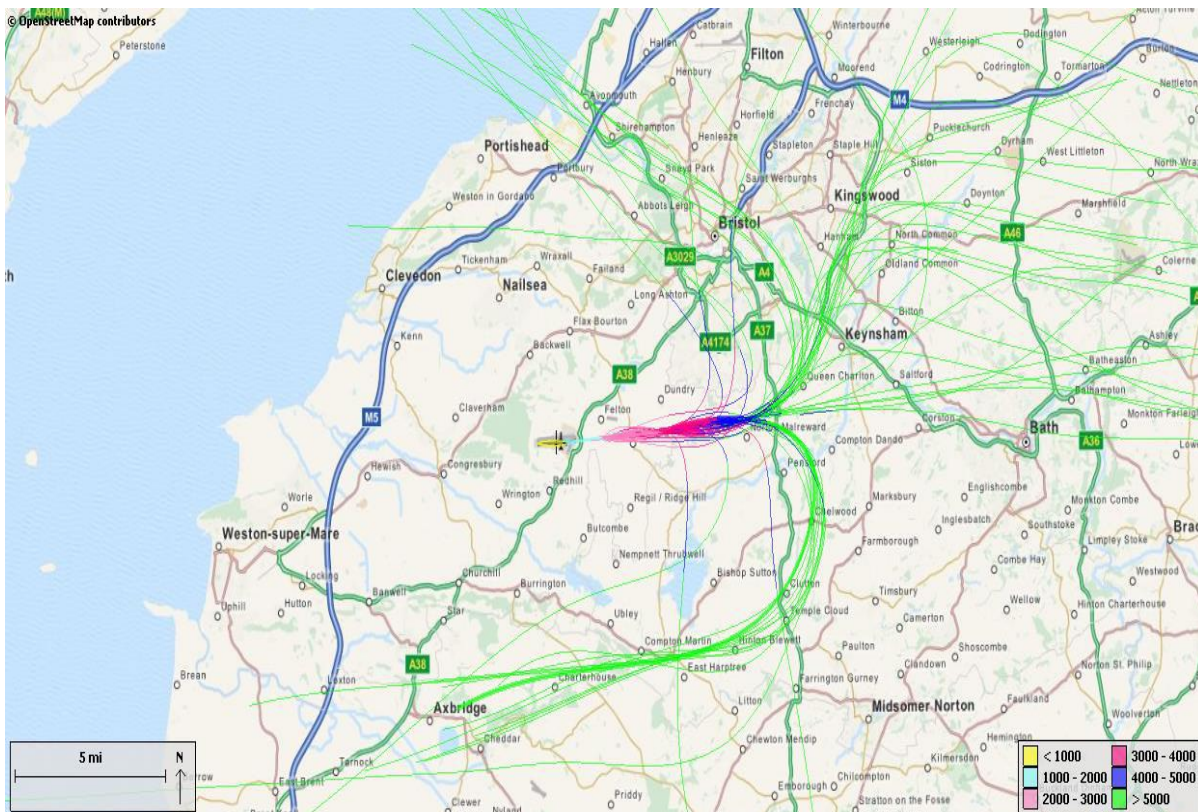
The Parish Council notes that the vast majority of flights from Bristol Airport are to holiday destinations, and a fair proportion of passengers come from outside of the Bristol Airport catchment area. It would seem appropriate that airports such as Exeter and Cardiff should shoulder a greater proportion of this traffic.

On behalf of Compton Dando Parish Council

Christopher Willows

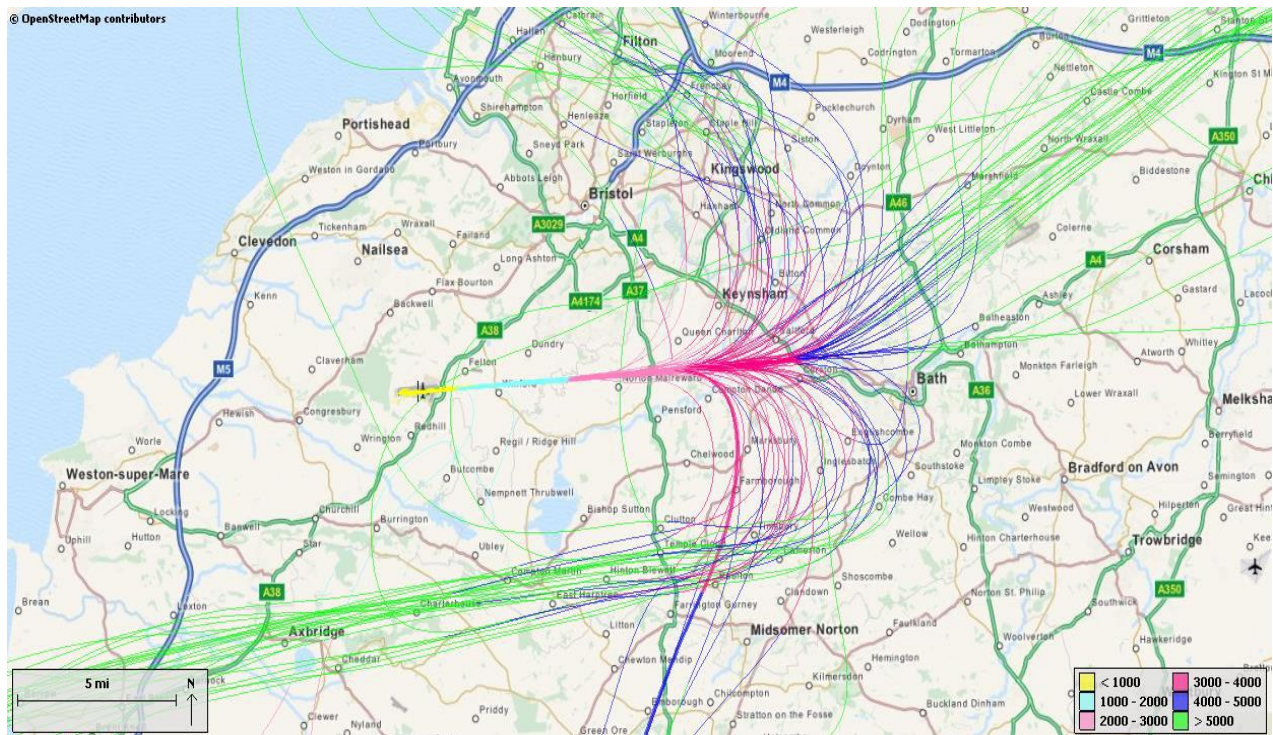
Parish Councillor

Runway 9 Take-off to the East



Compton Dando cont.

Runway 27 – Arrivals from the East in August 2014



Compton Martin

Bristol Airport Planning Appeal 12 mppa – Statement of Objection by Compton Martin Parish Council

We thank you for allowing us the opportunity to inform the inquiry of the effects that any further expansion of Bristol Airport would have upon our village.

The parish of Compton Martin objected previously and continue to object the Appeal of the planning of the Airport to expand its capacity to 12 mppa.

Compton Martin Parish Council is a member of the Parish Council Airport Association, which represent the interest of our Council in the Appeal.

Compton Martin is a parish in the District of Bath and North East Somerset. It sits on the South side of the Chew Valley and approximately 8 miles from Bristol Airport. We are a rural community with half the village falling within the Mendip Hills AONB and we have a number of SSSI sites within our boundary. In addition, we have a network of public footpaths and bridleways meandering through the parish area.

Compton Martin is situated on the main A368 Bath to Weston-Super-Mare road with number of quiet lanes spurring off from that one road. Although the village is positioned along the A368, our overall parish ambience is one of a tranquil village environment.

Compton Martin cont.

Compton Martin Parish has serious concerns over the impact of the airport being granted planning for a growth target of 12mppa.

Primarily this falls into the following categories:

1. Noise

Any additional number of flights will have a clear effect on the level of noise from aircraft overflying our parish both in the day and night. Currently during the summer months the noise levels are already annoying, but with the given proposals this will only rise and in addition it will increase at night, which is something that we currently have very limited experience of, therefore impeding upon the tranquil nature of our parish.

2. Traffic

Within the Chew Valley area there are little or no public transport links from the Chew Valley to the airport, and so any transport will be by way of private cars. With the fact that we are positioned upon one of the few A roads in the area this will only increase the level of traffic using the A368, therefore multiply the road noise and air pollution.

3. Visual Impact

As stated earlier half of our parish falls within the Mendip Hills AONB. The AONB supports a dark skies policy and has issued guidance regarding planning applications within its area to reduce the amount of light pollution. The close proximity of the airport to the AONB will with no doubt have a serious negative effect on the level of light pollution in the AONB.

A number of our residents are already visually impacted by the amount of light pollution from the airport and further expansion will only make this matter a lot worse.

As an addition Compton Martin is one of 7 parishes that have come together to form the Chew Valley Neighbourhood Plan, and within that plan there is a clear Dark Skies policy, and any enlargement in the development of the airport and the subsequent surging in flights will clearly be in breach of this policy.

4. Climate & Nature Emergency

On the 14th October 2019 Compton Martin Parish Council passed a Climate & Nature Emergency Resolution and it resolves to recognise the existence of a climate and Nature emergency.

Our Parish Council welcomes and supports the Bath and North East Somerset Climate Emergency Declaration passed by all parties at a meeting of the full Council held on 14th March 2019. We also note the subsequent recommendations made by the Committee on Climate Change in May 2019 and the Government's net zero carbon commitment made in June 2019, which provides a national framework for this declaration. It is our view that any expansion of the airport will be in contradiction to not only our Climate Emergency

Compton Martin cont.

Declaration but that of the local Districts and Cities. Also any increase in emissions will not allow carbon budgets to be met including the Net Zero Emissions target of 2050.

In addition any further expansion of the airport and the further encroachment onto green field sites may impact upon the Bats foraging sites.

In conclusion the Airport is still growing now and it hasn't reached its 10mppa target yet, but it is clear that any further expansion will without doubt lead to a loss of tranquillity through increased number of flights and that will no longer be during daytime predominantly, but will extend throughout the whole of the day and night - due to 24/7 operation, so there will be no respite for our parishioners.

The cumulative impact on our parishioners in the event of more traffic and aircraft movement will cause serious air quality deterioration, and together with the effect on the nature, will have significant implication to our health and wellbeing.

Paul Shipman

/Vice Chairman of Compton Martin Parish Council and member of PCAA/

16.02.2021

Keynsham

Keynsham Town Council strongly object to these proposals to expand Bristol Airport. Having submitted a formal objection to the proposals in January 2020, it welcomed the decision by North Somerset Council on 10th February 2020 to refuse the application by 18 votes to 7 that was ratified on 18th March 2020. The Town Council now strongly urges the Secretary of State to agree with North Somerset Council and refuse the application

The Town Council is a member of the Parish Council Airports Association (PCAA) and endorses the submissions made by the PCAA on behalf of its members. It is important, in the interests of fairness and transparency, that the information requests made by the PCAA in their response to the Addendum to the Environmental Statement need to be granted to ensure that there is a full examination of this application at Appeal.

The Town Council includes in this submission its original objections to the Planning Application (Appendix 1) which are still valid and adds the following submission by way of context and to address points raised in the Addendum documents.

- 1.0 Keynsham – a developing town in the green belt with specific infrastructure issues and concerns about impacts of airport expansion.**
- 1.1. Keynsham is an expanding market town situated equidistant between Bath and Bristol in the Bath & North East Somerset Unitary Authority region. It is protected by the surrounding Green belt from becoming absorbed into either of the two urban conurbations and is fiercely protective of its identity, heritage and rural disposition. Western parts of Keynsham come under the current flight paths for Bristol airport and it provides a source of employees and customers for the airport. It is also a major crossing point of the River Chew enabling through traffic to access the airport from Bath/A4 to the A37 via Charlton Rd/Whitchurch without having to venture into Bristol (Fig 1)



Fig 1 – Position of Keynsham relative to airport

- 1.2. The town remains the subject of substantial new residential development to address the housing supply needs in the Bath & North East Somerset region. New developments, constituting some 1812 households at Somerdale, The Meadows, Bilbie Green, (Holmoak/David Wilson) Hygge Park, and latterly Charlton Place (Persimmon) and Bloor on Charlton Road are now entering final phases or fully occupied. (Fig 2) There are further plans, (originally outlined in the withdrawn WECA Joint Spatial Plan and now the subject of consultation for the B&NES updated Local Plan) to release two areas of Green belt for housing near Hygge Park together with the proposed Strategic Site at North Keynsham totalling an additional 1400 dwellings. There is a further strategic site allocation for an additional 3000 homes at Whitchurch which will impact on Keynsham in respect of traffic accessing the A4 via Charlton Road/Keynsham town centre rat run.



Fig 2 – Some of the Recent new developments in Keynsham

- 1.3. It is notable that Bristol Airport's technical assessments have not accounted for the most recent developments in Keynsham at Bloor and Persimmon on Charlton Rd that adjoin the previously identified receptor sites Bilbie Green/Holmoak (David Wilson)

and The Meadows and are now mostly occupied nor does it take account of the proposed new developments which place additional strain on the already inadequate transport network in Keynsham and that will be impacted.

- 1.4. The Town Council like BANES, Bristol and North Somerset have declared a Climate Emergency in response to the negative impact carbon consumption is having on our planet. Locally this is experienced as the increased incidences of flooding of the River Chew. The Council is currently drafting additional policies in order to declare an ecological emergency in the near future in line with B&NES.
- 1.5. The most serious concerns to the residents of Keynsham of the proposed airport expansion and how it will impact on daily living are therefore
 - a) Climate and Ecological Emergency mitigation measures to achieve carbon zero
 - b) Noise/Disruption from increased flights
 - c) Traffic congestion in and around Keynsham

2.0 Addendum Documentation (Application no. 20/P/2896/APPCON) General Observations

- 2.1. The Town Council notes the Addendum to the Environmental Statement and the Addendum, to the Economic Impact Assessment together with supporting documents. On reading, it appears they relate mainly to the Airports assumption that the suppression of passenger numbers owing to the COVID pandemic is temporary and that they can be expected to return to similar levels within 3-4 years, reaching 10 million in 2024, 3 years later than originally projected, and 12 million in 2030, four years later than originally projected and have amended dates accordingly.
- 2.2. The Town Council feels BA are being overly optimistic with its projections given the continuing impact of COVID-19 and emerging new variants. The Covid-19 pandemic has encouraged people to think differently about their priorities, particularly in relation to the environment and their attitude to overseas travel. The Town Council would support the submission, made by Barrow Gurney Parish Council in describing factors that may impact on the projections owing to COVID19 and draws attention to the Airports International Council (AIC) report referred to on P16 of the ES Addendum Main Report, which does predict a potential return to pre-Covid levels by 2024, and concludes: "On the longer run, it is predicted that the global traffic will not return to previously projected levels within the next two decades, pointing to a potential structural change." This would suggest that 12mppa throughput at Bristol by 2030 may be very over-optimistic.
- 2.3. The Council notes that Bristol Airport's Environmental assessments do not appear to have been updated to account for the most recent developments in Keynsham at Bloor and Persimmon on Charlton Rd that adjoin the previously identified receptor sites Bilbie Green/Holmoak (David Wilson) and The Meadows and are now mostly occupied; nor does it take account of proposed new developments when assessing numbers of dwellings that will be affected in the various scenarios for increasing

passenger numbers. Neither does it address how the airport expansion in tandem with the proposed new developments in Keynsham will place additional strain on the already inadequate transport network in and around Keynsham.

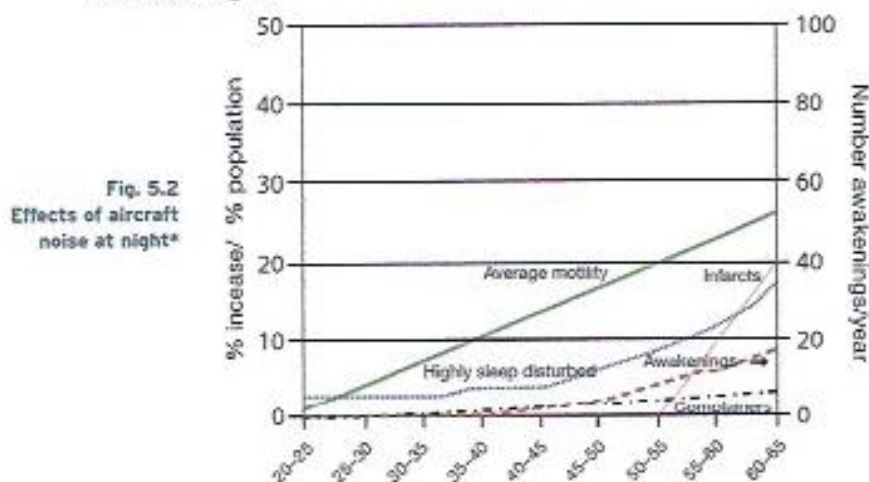
3.0 Addressing Climate Change and carbon reduction

There is no perceived support for the aims of the Town Council or indeed other councils in the area to achieve carbon neutrality status and maintain quality of life for their residents. Nor does there appear to be any significant attempt to mitigate against the issue that the vast majority of planes are fossil-fuel reliant and that there is little evidence to support that viable alternative electric, biofuel or hydrogen-powered aircraft will be available in the near future. Accordingly the Town Council remains strongly opposed to the increase in passenger traffic proposed under Application 18/P/5118/OUT on the grounds of climate change and submits its original objection as per Appendix 1.

4.0 Noise/Disruption

4.1.. Keynsham is the largest settlement to the east in the flight path at risk of detrimental impact by increasing air traffic. 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 in respect of the increased number of flights on the residents of Keynsham.

4.2. Fig 5.2 in the WHO Guidance on Environmental Noise released in 2009 supported the guidance for night noise to be below 40dB and showed the effects of aircraft noise at night.



Source: European Commission, 2002 a

* Average mobility and infants are expressed in percent increase (compared to baseline number); the number of highly sleep disturbed people is expressed as percent of the population; complainers are expressed as a percent of the neighbourhood population; awakenings are expressed in number of additional awakenings per year.

Keynsham cont.

- 4.3. Furthermore the Town Council notes the cited WHO Environmental Guidelines for Noise updated in 2018 and mentioned in s6.2.9 of the Addendum as follows:

6.2.9. The WHO Guidelines contain the following recommendations:

For average noise exposure, the GDG (Guideline Development Group) strongly recommends reducing noise levels produced by aircraft below 45 dB L_{den} , as aircraft noise above this level is associated with adverse health effects.

For night noise exposure, the GDG strongly recommends reducing noise levels produced by aircraft during night-time below 40 dB L_{night} , as night-time aircraft noise above this level is associated with adverse effects on sleep.

- 4.4 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
- A10 Manor Road Playing Fields and A22 Chalfield Close Play Area – Chandag Estate/Wellsway and Greenbelt further on towards Burnett
 - A13 Orchid Drive play area – The Meadows and adjacent Castle Primary School
 - A21 Holm Oak Playing Field – Bilbie Green, Charlton Place and Bloor Homes Developments
 - A15 The Mead play Area – The Meadows Development
- 4.5. **All these amenity sites have been detailed as having noise levels of between 42 and 45dB (10m 2024) which remain substantially unchanged in the addendum yet the noise contour maps for 45db (e.g. Fig 6A.4 extract shown below) appear to end at a substantial distance away from the Keynsham boundary so the Town Council has concerns that cumulative figures for number of Keynsham dwellings affected by noise may be under-represented, especially as no adjustment appears to have been made for the new developments in Charlton Road.**



The Town Council believes that further studies should be conducted to provide more accurate data on the number of dwellings in Keynsham that will be impacted by noise, especially at night. This should include provision of 40db contour maps and a re-examination of the accuracy of the existing contour maps.

- 4.6. In the absence of these the Town Council objects to the application on the grounds that the increase in passenger numbers including the increase in night flights will cause significant impact to the health and wellbeing of a large number of Keynsham residents in respect of noise levels above WHO guidelines at night and approaching WHO guidelines during the day.

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

- 5.1. The proposals for expansion rely heavily on increased car parking at the airport, much of it on green belt land in its ownership, because the airport relies very heavily on the revenue generated by car parking charges. There is little evidence to show that BA plans to significantly address the current modal split in that some 85% of its passengers travel to the airport in their private cars. Nor has there been any attempt to relate any proposed infrastructure mitigation with the WECA Joint Local Transport Plan JLTP4 that was published in 2020 which is now focusing more on cycling and walking. Keynsham Town Council is concerned at the impact increased passenger and therefore car numbers would have on the current use of the "through-Keynsham rat-run" to avoid the congested main routes of travelling towards Bristol from Bath on the A4 before using the existing ring road to journey west to join the A38 towards the airport.
- 5.2. The Town Council believes that BA need to proposed an alternative strategy that places more reliance on accessing the airport from Bristol/Bath/Keynsham by public transport to increase the proportion of people travelling by sustainable public transport to an acceptable level. Whilst there is one direct public transport link from Keynsham to the airport, there is no guarantee this will continue in light of the current congestion problems experienced in Keynsham by the service that are only forecast to worsen if there is no mitigation.
- 5.3. Therefore the Town Council renews its objections to this application on the grounds that it would create significant adverse impacts in terms of congestion and pollution on an existing inadequate transport infrastructure in the surrounding local communities including Keynsham.

IN CONCLUSION:

The additional information given in the Addendum/new documents relating to the original Environmental Assessment are not sufficient to overturn the reasons given by North Somerset Council in the decision as detailed below:

Keynsham cont.

- Expansion beyond 10mppa would generate additional noise, traffic and off-airport car parking resulting in adverse environmental impacts on communities surrounding BA and an adverse impact on an inadequate surface access infrastructure.
- The noise and impact on air quality resulting from the proposed lifting of seasonal restrictions on night flights would have a significant impact on the health and well-being of residents in local communities.
- The scale of greenhouse gas emissions would not reduce carbon emissions, would not assist transition to a low-carbon future and would exacerbate climate change contrary to the NPPF, NSC Policy CS1 and the Climate Change Act.
- Significant expansion of car parking would constitute inappropriate development in the Green Belt, with significant environmental consequences.
- Proposed public transport provision is inadequate and would not sufficiently reduce reliance upon private car access to the airport.

The Town Council's position remains unchanged and this planning application remains 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

Keynsham Town Council therefore endorses the decision of North Somerset Council, re-iterates its objections to the Planning Application and requests that the Appeal be dismissed.

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

Nempnett Thrubwell

Nempnett Thrubwell Parish Council has strong objections to Bristol Airport's appeal against the decision by North Somerset Council to refuse permission for further expansion of the airport.

At its nearest point, Nempnett Parish is less than half a kilometre from the airport perimeter and less than a kilometre from the end of the runway. This proximity has many direct effects on our parishioners:

- 1) When the airport is operating normally, there is frequent disturbance from the noise of planes taking off and landing, especially at night. Planes can also be heard taxiing on the runway.
- 2) When the wind is in a certain direction, kerosene can be smelt drifting on the breeze. These fumes are particularly hazardous to health, kerosene being a known carcinogen.
- 3) Many fields and other sites around the airport, including within the parish, are used both legally and illegally for parking of vehicles belonging to airport passengers. This causes extra congestion on the extremely narrow lanes of the parish, as well as the noise nuisance of vehicles being moved, especially at night.
- 4) The road traffic generated by the airport causes congestion on the A38 and in the narrow lanes of our parish and neighbouring parishes, especially at peak times. This makes journeys by parishioners longer and therefore more polluting than they would otherwise be.
- 5) In common with everyone else, parishioners are at risk from the effects of climate change caused by global warming. The airport is a direct contributor to this, both through air traffic and the huge amount of road traffic generated.

All of the above effects of the airport on our parish are already significant. They can only be exacerbated by further expansion.

We urge the enquiry to reject Bristol Airport's appeal against planning permission.

Nempnett Thrubwell Parish Council, February 2021

Stowey Sutton (Bishop Sutton and Stowey)

Statement of impact of the parishioners of Bishop Sutton and Stowey

Thank you for the opportunity to provide a statement for the Planning Inspectorate in relation to the impact Bristol Airport currently has on our parish, and our concerns surrounding further impact from growth to 12mppa.

The Parish of Stowey Sutton in the Chew Valley is approximately 5.75 miles from Bristol Airport as the crow flies and sits within Bath and North East Somerset. Bishop Sutton currently experiences overhead air traffic with the southern edge of the village being on the approach flight path to Bristol Airport. Whilst aircraft should be at 3,000 feet this is not always the case. Some aircraft use a route more above the centre of the village.

Current Impact:

Aircraft landing and taking off at Bristol Airport can be clearly heard particularly at quieter parts of the day and early morning and when there is low cloud so is particularly prevalent during autumn and winter months although not exclusively. This is due to Bristol Airport being at a similar height to the southern edge of the village and prevailing south west winds.

Additionally: -

- The main road through Bishop Sutton is the A368 which links other major roads to the M5 and A370. Traffic is continually increasing along the A368 and across Chew Valley Lake. Surrounding narrow roads become congested particularly during the summer months with holiday travel as airport users try to find shortcuts and quicker routes to the airport.
- Speed of traffic is a major concern as traffic travels through many small villages, including Bishop Sutton and Stowey, which have limited pavements for pedestrians. Those not familiar with the area do not recognise that, whilst it may be a major road, it does have speed restrictions through villages on the A368.
- Cars being left in and around the parish as holiday makers park away from the airport then travel in a taxi or shared transport to the airport to save on car parking costs.
- Noise impact is already significant with sound rebounding around the Chew Valley into Bishop Sutton due to its shape and surroundings of the Mendip AONB.
- Whilst without flights during Covid-19 pandemic the air quality in our parish has been noticeably cleaner.

Stowey Sutton cont.

Concerns of future impact:

With an increase in flights, including more condensed night flights in the summer, and lack of information on alternative flight paths, noise impact is likely to be more significant for our Parish.

As the Environmental Assessment (ES) has not assessed the noise impacts of flights under 7,000 feet which is likely to be the scenario for our Parish there is real concern the noise levels will significantly increase having a real impact on existing dwellings and tourism such as caravan parks and holiday lets in the Chew Valley whose market is for tranquil stays in the countryside.

The figures provided in the Bristol Airport application (Appendix 17A) show an increase of private vehicles equating to an additional 9,500 vehicles a day with a total of approx. 28,000 private vehicles a day for airport passengers. This will have an impact on roads and country lanes in the Chew Valley area without funding to improve the road infrastructure. There appears to be no strategy by Bristol Airport to reduce traffic or to mitigate against vehicle emissions or to improve road infrastructure on the feeder routes to the airport.

Whilst the impact on wildlife close to the airport is well documented within the PCAA response document, the EA has not considered potential impact on the Chew Valley Reservoir which is a Special Protection Area and Site of Special Scientific Interest with over 400 birds roosting and an internationally recognised site for migrating birds.

Given the lack of sustainable public transport within the Chew Valley, our roads offer themselves as a direct route by car to the airport which at present can barely cope with the current levels of congestion. On top of this, the plans to extend the airport and subsequent passenger numbers are not supported by any form of public transport.

With an increase in air traffic there will be an increase in emissions pollution and air quality. Together with the lifting of seasonal restrictions on night flights, this would have a significant adverse impact on the health and well-being of residents. Stowey Sutton Parish Council has its own Climate Resolution to support Bath & North East Somerset Climate strategy, who have since declared a Climate Emergency.

Timsbury

I am writing on behalf of Timsbury Parish Council, and as a member of the Parish Council Airports Association, to object to the proposed expansion by Bristol Airport.

Timsbury is a rural parish within Bath & North East Somerset (BANES) and sits to the south of both Bath and Bristol, approximately 13 miles from Bristol airport.

Due to Timsbury's distance from the airport, residents are not directly affected by airport operations, parking or traffic issues that parishes closer to the airport have to put up with. We are, however, affected by the number of flights that land at Bristol Airport, and any increase in that number will have an impact upon our parish.

There are three elements that make up our opposition to the proposed expansion by Bristol Airport:

1. Timsbury village sits underneath the flight path for planes landing at Bristol airport, and in particular planes turn above the village on final approach into land. This can be particularly noisy when engines are spooled back upon approach, and therefore an increase in flights as a result of the proposed expansion will result in an increase in noise pollution above the village.
2. Timsbury Parish Council has made a climate declaration and support for the airport expansion would be in direct contradiction of this declaration. An increase in passenger throughput from 10mppa to 12mppa would increase air pollution, noise pollution and traffic pollution, and therefore is deemed unacceptable by our Parish Council. **Any increase in noise or air pollution that could have a negative impact upon our residents is deemed unacceptable by Timsbury Parish Council.**
3. BANES Council has declared both Climate and Ecological emergencies, and has opposed the airport expansion as both a neighbouring unitary authority and as a member of the West of England Combined Authority (WECA). Timsbury Parish Council is in full support of this position by BANES Council against the proposed airport expansion.

Yours faithfully

CLlr Sean Stephenson-McGall
On behalf of Timsbury Parish Council

Ubley Parish Council restated opposition to Bristol Airport Planning Application 18/P/5118/OUT

Summary

Ubley Parish Council supports the PCAA Statement of Case in objecting to the expansion plans of Bristol Airport.

Reference is made to our Parish, but overall we object to this application on three grounds:

1. The impact on the environment
2. The lack of appropriate infrastructure
3. The deficiencies in the Economic Case

Basis for Objection

1. Direct impact on Ubley Parish

Ubley Parish is lucky not to be as close to the airport as some others, however is still impacted by several factors. We are situated within the Mendip Hills AONB and have a very good quality of dark skies. Light pollution from the Airport is growing in significance with the continued development of the south side of the site for parking and other uses. The proposals in this application would further exacerbate this issue.

We are on a main flight path in and out of the Airport and, although air traffic is higher than directly by the Airport as we are on a 180-degree path from the runway, the noise of aircraft is significant. Given how rural our area is the noise from night flights is intrusive and those leaving or arriving well after 11pm is a problem especially in the summer.

The access to Bristol from Ubley is primarily on the A38 past the Airport. It is already a slow section of any journey so further growth will only add to this delay without radical transport developments which we note are not part of this application.

As a small Parish we have a limited voice but as part of the wider Chew Valley and of B&NES District we are in a group of organisations that takes the climate emergency very seriously and has great concern and determination to protect local biodiversity.

All of the above issues are materially worsened if the growth plans of the Airport are allowed to go ahead.

2. Environment

With local District Councils declaring a Climate Emergency, a large-scale development such as this makes little sense.

The proposed increase in flights brings additional pollution, carbon emissions and noise, eliminating any carbon reductions made elsewhere in the Region. Pollution levels will be compounded on communities by an increase in surface traffic on routes to the Airport.

Ubley cont.

Paragraph 148 of the National Planning Policy Framework (NPPF) requires planning to support the transition to a low carbon future and take climate change into consideration. This application seeks to do the reverse.

Paragraph 180 of NPPF states that planning decisions should mitigate and reduce to a minimum potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and quality of life.

Further significant incursion into the Green Belt is planned for the purposes of ground level car parking.

Air Quality is now of significant national and local importance in protecting the nation's health and the Government has noted that every effort should be made at local level to reduce pollution from transport. The Government's Clean Air Strategy 2019 has adopted legally-binding international targets to reduce emissions of the most damaging air pollutants.

The Government's Green Paper "Aviation 2050 – The future of UK aviation" – states that growth in aviation must take place in a sustainable way, with actions to mitigate the environmental impacts. It must also balance the economic benefits of growth with its impact on communities and the environment. There is little or no mitigation offered in the Bristol Airport expansion plans.

3. Infrastructure

Bristol Airport has the lowest percentage of passengers arriving by public transport of any major UK airport, only 12%. (by contrast, the figure for Gatwick is 60%.)

There are no significant improvements planned to local infrastructure as part of this application, so the application will inevitably lead to further traffic congestion on major routes to, and in villages around, the Airport. The recent, separate, application to develop the transport hub is frankly a sticking plaster on the problems of access.

Development to 12 mppa (million passengers per annum) will generate an average of 9,500 additional vehicle movements per day and at peak periods up to around 13,000 extra, per day.

There are already major issues with passengers parking around the local area and leaving cars in villages and on roadsides for the time they are away.

The Government's Green Paper "Aviation 2050 – The future of UK aviation" states "*All proposed airport developments need to be accompanied by clear surface access proposals which demonstrate how the airport will ensure easy and reliable access for passengers, increase the use of public transport and minimise congestion, emissions and other local impacts.*"

Ubley cont.

This essential infrastructure, as a prerequisite to development, is missing from this application.

4. Economics

The airport already has permission to expand 10 mppa. It is understood that this cap has currently not been reached (current levels are around 8.5mppa). The impact of an increase to 10mppa must be realised and understood before an additional expansion is considered.

The economic analysis does not take into account the cost of the Airport doing what will be required of it to meet the effects of climate change.

It also doesn't take into account the increasing focus from central Government to most effectively use the existing capabilities at all regional airports. Cardiff Airport is only an hour away by road and is significantly underutilised. The likelihood that Cardiff could take more growth in traffic than Bristol is not factored into the analysis.

The number of jobs potentially created is low and the impact on the local economic growth appears overblown. A large majority of passengers through the Airport (around 70%) are people from the UK flying out of the airport, thus not bringing economic growth to the Region. The projections for local economic growth are not accurately based on this.

A recent survey by Swiss Bank UBS has noted that travellers are beginning to turn their backs of air travel over concern for the environment. One in five of the people surveyed had cut the number of flights they took over the last year because of the impact on the climate. The survey was first conducted in May 2019 and UBS said there had been a marked change even since then. It covered more than 6,000 people in the US, Germany, France and the UK.

The Bank now expects the number of flights in the EU will increase by just 1.5% per annum, instead of the previous forecast of 4-5%. This again calls into question the growth figures used in the Bristol Airport application.

Lastly, the impact of the Covid-19 pandemic has put in stark relief the fragility of air travel. Whilst the services will return, there are many significant analyses that are showing the pro-pandemic growth prediction will now not become reality.

Residents' Statements

Noise

From resident in Backwell

I am a resident of Backwell, (elevation approximately 42 metres) BS48 3JL, which lies approximately 2 miles North of Bristol Airport. I have lived at this address for 3 years. Previously I lived for 30 years at an elevation of approximately 70 metres, 3 miles South of the airport. The elevation of Bristol Airport is approximately 183 metres.

The Airport's impact has negative effects at personal, local and global levels all of which need to be reviewed carefully when considering a request to expand the airport further. Currently, or at least prior to the Covid 19 pandemic the effect, of the airport on daily life was insufferable. To contemplate expansion by 20%, to 12 million passengers per year (nearly 33,000 passengers per day *on average*) is a scenario that I cannot contemplate and would, if possible, move home again. In contrast life during the Covid Pandemic has been a great relief and refreshing without the incessant noise from the airport although clearly the effect of the pandemic for many others is a tragedy.

NOISE:-

My move to Backwell was for two principal reasons – disturbance from aircraft noise and airport traffic noise being one of those reasons. My previous property is in an attractive rural hamlet but in almost direct line of sight of the airport so noise particularly during take-off became unbearable as the Airport expanded. Runway repair lights illuminated our bedroom all night even with closed curtains.

I attempted to move south of the Mendip Hills well away from the Airport but various reasons precluded this. Moving to my current Backwell address was proceeded by some research – many visits walking round the area to check noise levels. The topology and the flight paths, as far as I was able, were checked and it appeared that the topology accounted for the lesser aircraft noise than that anticipated given the proximity of the airport to Backwell. However it has transpired that increased aircraft activity and, I believe differing flight paths, has led once again to aircraft noise making my life unbearable to the extent that I often cannot concentrate, am woken at night and early mornings. To try and get some peace I have on occasions driven away from home well clear of the airport. I cannot have South facing windows open at night because of the aircraft noise so sleeping in hot summer months can be difficult.

Aircraft often take off at, it seems, 4 minute intervals with the result there is no mental recovery time and of course like any torture the hovering anticipation of further certain noise amplifies the problem. The very intrusive noise quality varies from deep loud roar to screaming jet engines. On other occasions helicopters fly back and forth close by resulting in resonance of my house from the beat of the rotors – particularly the conservatory roof. Depending on the noise quality winged aircraft can also set up resonance in my house. In summer when trying to relax in my garden the aeroplane noise often obliterates conversation. While I have attempted to be specific about particular noise events there is an overarching effect of nonstop background noise punctuated at short intervals by the specific very intrusive louder noises.

It seems that many aircraft taking off to the west now circle round to travel east such that the take-off noise to the south is shortly followed by noise to the north as the aircraft climb. Everything else being equal aircraft taking off to the east tend to inflict greater noise disturbance than a westerly take off.

Complaints to the airport about the aircraft noise have made no difference. Aircraft noise modelling and its outcomes together with regulation limits to noise may sweep the issue into neat managerial parcels that provide administrative comfort those involved but I do not believe they reflect the reality of what the public are forced to endure. After all why do so many people complain about aircraft noise if the levels set by regulation are 'acceptable'? Promises about future reduced noise aircraft are not acceptable. The problem needs to be resolved before any further airport expansion is considered.

I have obtained noise cancelling earphones which work very well but then one is left in a very sterile artificial auditory world which in itself is un-natural and distracting and they cannot be used while asleep.

Outside recreation is despoiled by aircraft noise. I used to exercise on the Mendip Hills until increasing aircraft noise ruined the rural peace and tranquillity and the same applies to Backwell Hill and other open spaces in the vicinity. It is impossible to escape the increasing, intrusive, aggravating and disturbing aircraft noise without travelling a considerable distance away from home.

The road traffic attracted by the Airport also adds to the background and specific noise (and 'discourteous' driving as people rush to the airport) making local roads very congested and unpleasant to be near.

Noise is the most immediately noticeable by-product of the airport's activities but it is a measure for many of the other sometimes less obvious but more noxious consequences of the Airport's activities.:- Road congestion, destruction of the local amenity and greenbelt (litter/opportunistic seemingly uncontrolled parking/trampled verges), the dire consequences if the climate emergency is not addressed at all levels, particulate and gaseous atmospheric pollution etc.

The airport being owned by a non UK organisation and given the majority of flights are to foreign holiday destinations the airport can only be a net exporter of wealth from the UK. It thus appears there is no net current benefit to the UK or its citizens and further airport expansion can only make matters worse.

On the matter of noise in particular I object to any further expansion of Bristol Airport but I also object on the basis of those other serious issues briefly referred to in the preceding two paragraphs – most significantly that of contribution to climate change.

Please do not approve the Appeal to expand Bristol Airport

Resident of Cleeve,

We are writing about our concerns re the Appeal by Bristol Airport against the above Planning Application's refusal which is to be considered by a Public Inquiry in July 2021.

We live in the South of the village of Cleeve, directly under the flight path of both arrivals to and departures from Bristol Airport; as there is no variation in flight paths, we experience noise constantly when Bristol Airport is operating. Our property has been in Elizabeth's family since 1926 and Elizabeth grew up there.

We are constantly aware of aircraft during the day through the loud overhead noise from departing and arriving aircraft directly overhead which stops any ability to hold a conversation when an aircraft is in the proximity. This noise level has increased during the past decade with the expansion of the airport. During Winter, the situation is more tolerable due to the significantly lower frequency of aircraft and the fact during darkness our house is sealed from the aircraft noise.

Despite what the Airport publicises about noise mitigation measures, its Spring/Summer/Autumn flight schedules are intrusive and burdensome on our enjoyment of life because of the greater time spent out of doors and the fact that the flights throughout the night means noise passes into the house due to the open windows that allow us to breath cool and fresh air; surely a right that any person is allowed to enjoy without having to bear the noise that means sleep is broken when aircraft fly in or out of Bristol Airport. At Heathrow, residents similarly situated as us, benefit from mandatory enforced varied flight paths which give residents respite from noise during part of the day as well as the banning

of flights during the hours of sleep. We are unaware of any mitigation measures offered by Bristol Airport to alleviate noise coming through open windows/doors of houses on their flightpaths during Spring/Summer/Autumn; indeed, the obvious measure open to us is to close all windows/doors and then install and use air conditioning, a measure that is not offered up by Bristol Airport and one which would entail costs for us and adverse climate warming implications on the area which are overlooked by Bristol Airport's impact assessments.

Bristol Airport is unusual in the UK because it is the second highest airport. Its flightpath consequently means that houses sharing its high location, relative to lower level houses, bear a bigger noise toll. Our house is higher up the King's Wood hill than most of the houses in Cleeve (and where the Airport's noise monitor is situated near by further south on the A370) and this markedly accentuates the noise experienced compared to the Airport's geographical noise band map which makes no allowance for ground height, only distance away from Bristol Airport.

We had the Airport's portable sound monitor at our property around 2018, and whilst high levels of noise were recorded by certain aircraft none broke the seemingly generous maximum thresholds of the Airport. We have also complained to the Airport about specific aircraft only to be told there was no threshold exception and helicopters are counted as small aircraft so have no designated flight path that would alleviate noise levels by taking a higher flight path (something helicopters could manage without any operational or safety difficulty). It seems Bristol Airport is the "Wild West" as far as neighbourly consideration is concerned: flights currently land and take off throughout the night; during one particularly disturbed Friday night, we counted the overhead flights and then checked against Bristol Airport's web arrivals/departures to learn that there had been more flights between midnight and 7am than there were scheduled to be between 7am and mid-day! We are often woken-up 2-3 times a night due to a bunch of flights around 1-2am in the Summer. This is not good for anyone's sleep patterns. If rules are considered necessary for Heathrow, we fail to see why Bristol Airport can operate without curtailment during the Summer nights.

This last year when the flights have been considerably reduced due to Covid restrictions has been bliss compared to the previous few years and has really brought it home to us how noisy the nights have become, especially during the last 5 years. A whole night's sleep without interruptions should be a basic right of the Airport's neighbours. The night flights at present are restricted to 3,000 movements in the Summer and 1,000 movements in the Winter, between 23.30 and 06.00 hours; but we gather the Airport is requesting that they have an allowance of a certain amount of night flights for the whole year, i.e. without any seasonal restrictions, meaning most of the allowance will be shifted to the Summer when noise impact is at its worst when the Airport has spare capacity during the daytime. It

seems Bristol Airport is trading on being the ‘one’ to offer night flights when the destination of the flight has stricter night flight rules: why are residents not similarly being protected?

Bristol Airport appears to us (and we have had experience of living under one of the Heathrow arrival flight paths) to be served mainly by older aircraft, such that residents bear the brunt of their louder noise. Measures should be imposed on Bristol Airport that ensure aircraft that fly there are noise and fuel efficient and whilst Bristol Airport is currently arguing its airlines’ fleets will modernise to less noisy aircraft, there is no certainty as to when these new aircraft become operational and given Covid’s impact on airlines, any replacement schedules are likely to be delayed to conserve funds, so we are very dubious that this will be effected before 2030.

Recently, we have also become concerned about helicopters that circled endlessly, apparently during Covid’s First Lockdown when the airport was used to practise landing and taking off; we endured their low flight paths over the house, making a terrible noise as some had jet engines, yet are classified as small aircraft under Bristol Airport’s current set up with the consequent “no conditions” to restrict their impact on local residents. We do not believe there are any noise controls/flight path restrictions over these aircraft, yet their noise has been worse than some of the louder aircraft and when we have complained Bristol Airport “bats” the issue away under the “small aircraft” label. Bristol Airport does not behave as a courteous, sympathetic and listening neighbour to its community.

In August 2019, we held a party and some friends camped overnight in the garden: not an experience they are likely to repeat due to the constant noise of the aircraft which was so bad that they did not get any sleep.

Finally we have concerns regarding the airport’s traffic levels and its light and air pollution.

We live on the A370 south of Cleeve and the level of traffic that goes past and then enters Brockley Combe is high: Brockley Combe is just not suited to those levels of traffic given its hilly and windy road which narrows to a single carriage way near to the Airport.

At night when looking towards the airport, we see much light and overhead the landing lights shine onto our land (an SSSI due to the endangered Horseshoe bat which is

extremely sensitive to light); have studies been conducted on the impact on the SSSI's horseshoe bat population to see how they are being impacted by the Airport's flight traffic overhead?

On occasions we smell the fumes of the overhead aircraft as they take off or land; if we can, this means the environment and the health of those under the flight path are being adversely impacted.

Resident of Chew Stoke

My wife and I live about three miles SE from Bristol Airport in the village of Chew Stoke.

We were used to being often woken between 5.30 and 6.00am by the noise of aircraft engines being prepared for the frequent 6am take-offs. It has been a relief during the recent months with almost no flights but fear the return of the noise. If there are to be more flights than before the noise will be proportionally worse.

Similarly, the traffic through our village to and from Bristol Airport has recently been noticeably less. The local roads are not designed for this weight of traffic which can only get worse if permission is granted for more flights.

We have noticed, with the huge reduction of flights, there to be less aviation fuel creating a film on standing water in our garden.

For the above reasons, the very debatable need and the usual climate emergency grounds, we are against any expansion of Bristol Airport.

Resident of Congresbury

Bristol Airport - Reference APP/D0121/W/20/3259234

The impact upon our lives and those around us.

Introduction

Our family have lived at xxxxx since 1947 when Bristol Airport was not a commercial airport. The growth of the airport has blighted our lives, indeed we are advised that if we wished to sell our property its value has been eroded by many thousands of pounds. A further extension of flights by a factor of 50% may make it almost unsaleable, a factor which our family had not expected to test but which may now be inevitable, as none of the next generation wish to live here if the Airport is increased by the proposed application.

Location

Our home is some 2 ¾ miles from the western end of the runway. My map suggests that the runway is 187 metres above sea level and our home stands at 40 metres. Being west of the airport we therefore experience a predominance of outgoing flights, and on balmy summer days with southerly and easterly winds we experience the incoming flights, all directly above us.

Increased flights would presumably fill in the limited moments of comparative peace

In the early years of the Airport the flights were irregular, few, and at times of day that did not damage our health. The planes were noisier but fewer of them enabled peace to be restored, an important factor in one's wellbeing. The issue we have now is the constancy of flights at various times of day, and are concerned that the only way the level of increase of 50% can be achieved is to fill in the gaps of the quieter times that allow for some recovery.

Particularly offensive night traffic

We are awoken at various stages of the night that differ with the traffic but have some regular flights that are always intrusive. Most offensive is the awakening at 6am with the flush of early morning flights. Some 'getting used to it' arises in the winter with windows and shutters closed fast, but in the summer it is impossible to sleep through the noise and with dreadful effect upon our health. My wife gets headaches as a result of interrupted sleep and I get 'scratchy'. If this is to be extended throughout the day and increased with night flights our life will suffer accordingly.

Effect on visitors

Another major problem for us is the effect upon visitors. Grandchildren have made it clear that any further disruption to their sleep will deter them from attending overnight. Fortunately, at present during the lockdown we enjoy the peace that we used to enjoy. Hence the very important 'Child Care' that is needed to relieve their parents enables us to take the grandchildren for their parents' respite and continued working. That would not be possible with the increased flights sought.

For adult visitors the noise of airplanes is nothing other than an embarrassment.

Health and the Airport's paltry offer of assistance

The airport noise is rapidly becoming a constancy. Whilst the inability regularly to talk because of aircraft noise is an irritant the greater concern lies in our health. It creates health and wellbeing problems which, while we have learned to manage, will not be manageable with increases in the aircraft envisaged in the application. Bristol Airport recognise this blight and have offered sums to insulate our house. That does not solve the problem outside and is a paltry contribution to the cost of insulation inside. For us to suffer tens of thousands of pounds to insulate our house from the Airport while they boast their support to us with a contribution to our costs is a bitter irony.

Quieter Aircraft?

It has been suggested that aircraft are becoming quieter. That was the case perhaps 10 to 15 years ago, but since then the noise levels have not only not reduced to our ears, they have increased with the constancy of noise. During the busy times of morning, lunch and evening the noise has been almost continuous, and whether or not technically there can be some proof of noise reduction for individual aircraft then to the human ear that constancy more than makes up for it, leaving a perception and I suspect reality of increased noise. For the few current gaps to be filled with more aircraft will lose us such little alleviation we are afforded.

Example of noise effect upon our lives

A simple example of the effect the airport is having on our lives lies in my role as Chairman of the Bristol Old Vic Theatre School, a world beating training establishment developing Oscar winners like Daniel Day Lewis and Olivia Coleman. I used to hold an important event for the students in a marquee at home to mark the end of the academic year when they could show their talents to key people. That is no longer possible because of the intrusion of the airport.

Generally, telephone calls have to be taken inside and conversation outside has to cease on the passing of aircraft.

Pollution

Finally, I am concerned at the air pollution and its effect upon our and our neighbours' health. The smell of aircraft fuel and the sight of exhaust emissions all falling upon us and our neighbours is frightening. How the UK and North Somerset consider that they can become carbon neutral whilst also permitting this extra pollution landing upon us I know not, it is a further concern for our health; and is a further reason why we are not developing redundant farm buildings on our property, for the damage that it may do to more people's health.

Conclusion

It seems that the Airport can encroach upon our lives with all the health, social and financial impacts, with alacrity. This further extension upon their existing intrusion would be of enormous adverse significance to us, our neighbours, and indeed to all of North Somerset who have to suffer the arrival and departure of so many people onto our creaking infrastructure.

An increase of passenger numbers as sought would involve the equivalent of **one in five** of the whole of the population of England and Wales (Wales significantly as they seem to shun Cardiff airport for ours) travelling to and from Bristol Airport every year in order to shower misery upon us as they take off and land. If 3/4 of the extra 4 million proposed passengers travelled by car at 2 to a car then 1 ½ million car journeys would take place each way on our already congested roads, namely over **8,000 extra car journeys every day** (clearly some days far greater). The issues for us locals will be catastrophic.

Please think of the environment of the world, the country, the local residents and the directly suffering neighbours and refuse this application that the Local Authority has already rejected.

Resident of Chewton Keynsham

I am against the appeal proposals in the above planning appeal for the following reasons:-

I chose to live in the country because I like quiet. Little did I realise, living several miles away from the airport, that I would eventually have planes flying directly over my house on their way back to the airport. Chatting in the garden with family or friends is no longer an option during the summer, as we cannot hear ourselves speak whenever a plane comes over, which is frequently.

Worse than this is the disturbance of night flights, just as I'm dropping off to sleep there will be one or usually more planes, then again about 3am and yet again from about 5am. The stress this causes me cannot be easily quantified. It definitely impacts on my health and well-being. I begin to dread the awaited sound even before I actually hear it.

The difference during lockdown has been absolutely immeasurable in terms of well being and peace and long unbroken nights.

It's a joy to be able to go into the garden late in the evening without the fear of immediately being disturbed by the noise and light of planes overhead.

Traffic

Resident of Stanton Drew

I live in the village of Stanton Drew a few miles to the east from Bristol Airport and I am concerned about the possible approval of plans to increase the passenger throughput from the current limit of 10 million passengers per year to a new limit of 12 million. I understand that apart from Covid-19 the throughput is around 9 million passengers per year.

The airport is situated in the greenbelt some miles out from Bristol city and also a similar distance from the city of Bath.

Departing and arriving flights pass very slightly to the north of our village and at a fairly low level. Flight paths seem to allow for the planes to often come almost directly over the village. This generates noise, light and air pollution during day and night, and an increase of these from the current 9 million to 12 million will result in a huge increase.

The main reason for my objection is that the only way for people to arrive at the airport is by bus, taxi or car as there are no direct rail links and no provision of trams from Bristol to the airport. However there is the main A38 road which allows reasonable access from Bristol.

However, a large number of cars and taxis drive to the airport from the east, i.e., from the city of Bath and beyond. Traffic has to use the B3130 and there are narrow parts of it which mean that the bus service from Bath cannot use it. In turn it follows that passengers coming from Bath will not use the bus service as they do not want a drive through Bristol before getting there.

At one point on the road there is a stretch known locally as 'The Narrows'. This is a bottleneck as two-way traffic is not possible so we have a part of the B3130 on the way to the airport which relies on a couple of passing places. It is also not possible to see traffic coming the opposite way which means one has to make a commitment to go through which it is then too late to change. This will result in an increase in scrapes, delays and frustration for all the road users, not just the airport traffic.

There is another point on the road where the same sort of conditions apply, which is outside The Round House, by Stanton Drew. This is an already dangerous part of the B3130 and near misses and accidents are already regular feature. Not helped by increasingly large tractors and trailers regularly using the road. An increase in traffic will only worsen the already dangerous situation.

There are also a couple of 'rat runs' through the country lanes between Pensford and the Airport which regular travellers and taxis use increasingly.

Access to the airport is simply not good enough to permit the expansion requested.

I very much hope these factors will be taken into consideration by the Enquiry.