

Expansion of Bristol Airport to 12mppa

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Planning Application Ref: 18/P/5118/OUT

Proof of Evidence for PCCA

Kay and Colin Wooler

We (my Husband and I) are against Bristol airports appeal proposals and fully support North Somerset Council's reasons for rejecting the airports application to expand.

This is a Personal Impact Statement.

We have lived in Felton for almost 50 years. Our children were born here and attended local schools. Our younger daughter was married at St. Katharines church and our older daughter, who died in 2014, is buried in the churchyard, as are other family members. We do not wish to be forced out of the village through indiscriminate expansion of the airport.

Bristol airport has been allowed to expand far beyond its natural boundaries and is quite simply in the wrong place. It is NOT the good neighbour it purports to be.

Access to Bristol airport is poor and securing major changes would be exceedingly disruptive and very expensive. All in the name of profit.

We are not totally against the airport but feel it reached capacity, for the location, at about 5 million or fewer passenger movements per year. This was in 2004/2005.

For example, In recent years numbers have gone from:

2,141,525 passengers in 2000 to
8,964,242 passengers in 2019

These are the airports own figures and are more than 85% holiday traffic (outbound and inbound).

The impact on our lives has been both horrendous and unacceptable. Profits are put before people.

I will outline the impact on ourselves and local residents, and further afield under the following headings.

All refer to usual, non-pandemic times

NOISE - POLLUTION - NIGHT FLIGHTS - TRAFFIC - PARKING - OTHER

NOISE

Flights are constant throughout the day and night. In the summer we cannot enjoy our garden. Noise from 'parked' aircraft is intrusive. Planes are parked right up to the airport entrance on the A38. A wooden bund is supposed to suppress the noise, but although the airport state that it complies with acceptable standards it does very little to mitigate sound and is no competition for jet engines.

I am reliably informed that the runway has been moved 20° towards the village, and certainly take-off and landing aircraft are nearer to Felton village.

A pilot who fly regularly to and from the airport advised me that aircraft are barely at 1000 feet when flying over Felton. The noise as they thunder overhead is ear splitting.

Whilst newer aircraft may become less noisy in the future, that is not the current situation and there is no such thing as a Quiet aircraft.

POLLUTION

The stench of aviation fuel pollutes the air, and black smuts on garden foliage are usual. Light pollution from the airport, over a quarter of a mile away is excessive. It is like having a city on the doorstep. We do not need a light when using the bathroom at night. The light pollution is evident from Mendip which is an AONB.

Exhaust fumes from through traffic from beyond Winford is very obvious. Much of this is airport bound. Whilst it is a great threat to everyone's health, it is a greater issue for children both at Winford primary school, and especially when going to and from school along the High Street. The airport itself uses caterers based at the former Winford cattle market. They use huge, unweildy lorries that are very polluting. Exhaust fumes are evident as they lumber through Winford village. These are serious environmental issues which have never been addressed and are directly related to the airports activities. Winford itself, as a single use lane cannot cope with any increase.

NIGHT FLIGHTS

These are one of the most stressful aspects of the airports activities. Unrestricted night flights would seriously ruin our lives due to lack of sleep. Currently (in non pandemic times) night flights are restricted between 11pm and 6am. There are some flights during those times due to a quota system. This only applies to departures, Arrivals are unrestricted and although not as noisy as take offs, they are lower and loud enough to disturb sleep.

11pm to 6am is only 7 hours. Most people usually go to bed about 10.30 and get up between 7 and 7.30am.

This is impossible as departures from 6am are a constant and can be as many as 20 an hour in the summer months, for the airport that is March to October. We cannot even hear the radio.

If night flights were to be unrestricted, many would find it so stressful, they would be forced to move against their will.

We have to sleep with our bedroom windows closed even on a very warm night, when we need to run a fan, which in itself is not quiet.

We replaced our double glazing windows with those of higher acoustic deadening properties, at a 25% greater expense than traditional double glazing. Whilst the noise levels are slightly lower when the windows are closed, it obviously makes no difference when they are open.

TRAFFIC

Felton is a small village. It is mainly set back from the through route from Winford towards the airport.

Since the last expansion of the airport the village has been increasingly used as a "rat run" for commuters, evidenced as mainly used at rush hours. I personally witnessed over 30

vehicles in a 15 minute timeframe. They drive past the school pick up points, often at speed, creating a safety hazard for the children.

Airport servicing traffic plus passenger from East of Chew Magna have greatly increased as the airport passenger numbers have increased.

PARKING

There are several strands to this.

Unauthorised and illegal parking by "Park on my Drive type businesses. There are two such endeavours in our lane of eleven properties. Vehicles arrive and depart at all hours. Many then take a taxi to/from the airport. The vehicles are then moved to another site, freeing up space for the next customers. Whether the passengers are aware is unknown. Both passengers and the "business owners" can be very noisy and often block the lane during changeovers.

In recent years there has been an increasing amount of cars parked (dumped) in several villages surrounding the airport by those going on holiday.

Felton and Winford have had their share of this anti social, opportunist parking. Together with our neighbours we have been obliged to put up a series of No Parking signs, as a deterrent, on the privately owned laybys outside our properties. When challenged some passengers can be very abusive.

Taxis and others park on the small parking area by St Katharines Church whilst awaiting their passengers, in contravention of very prominently displayed signs prohibiting airport parking. They dump their rubbish in the parking area and use the graveyard as a lavatory.

Those with relatives buried in the churchyard cannot easily visit their loved ones due to lack of parking spaces. It can be very distressing.

OTHER

The application, by the airport, to Compulsory purchase homeowners land and part of Felton Common, in order to create a roundabout is disgraceful. It will not significantly improve access to the airport.

Bristol airport is owned and operated by a financially motivated Canadian pension fund. Its activities have NO impact on these owners.

The airport remains in Green Belt land but they have still abused this by creating car parking and a "white elephant" multistory building near the second roundabout, which was not required by them and is rented out.

We are paying a very High Price for all the activities associated with Bristol airport.

Felton is nearer to the "point of roll" than any other UK airport.

It transpired at the last public enquiry, regarding expansion, that if the runway at Gatwick airport was superimposed at Bristol airport, Felton would be in the middle of the runway.

Any further expansion will lead to the whole village having to be bought out (at bucket shop prices), as it will be impossible to live here with any quality of life.

Both Cardiff and Exeter airports have capacity. Nearly 30% of passengers using Bristol are from Wales, and at least 12% or more are from Devon and Cornwall. Both of these airports have much better access.

With regards to Bristol ENOUGH IS ENOUGH.

Please respect the informed and considered decision made by North Somerset Council.

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