

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

Dafydd Williams

Author: Dafydd Llewellyn Williams

I live at Ringland Top a housing development situated on a large hill ringed by semi ancient woodland which has panoramic views over the Gwent Levels and across the Bristol Channel to England. The central public open space at the pinnacle of the hill has been designated a Queen Elizabeth II playing field one of only two in Newport. The surrounding Ringland Wood is designated as a SINC site (site of importance for nature conservation) and home to endangered species of birds, butterflies and mammals. The Ringland ward has a population of 8,351 people. There are three infant/junior schools and one high school in the area.

During the operation of Bristol Airport my house is directly beneath the approach path for aircraft that are landing. In the peak of the summer holiday months aircraft are coming in to land every five to ten minutes. The noise from these aircraft is extremely loud and intrusive.

When the aircraft begin their descent there is a very loud whistling noise which I can only describe as similar to that when you blow over the neck of a coke bottle. This is most pronounced from the easyJet aircraft which I have identified from their livery. It's as if you are being attacked by whistling bombs. The noise is particularly bad during the summer months when easyJet aircraft are returning from holiday destinations in Europe and correlates to their arrival times at Bristol Airport around the top of the hour from 6pm to after 10pm . The noise in the evening is loud enough to disturb my sleep.

I have used a noise meter in my garden during one of these jets landing in the summer evening and obtained a reading of 59 decibels which is above the 57 decibel limit.

Because of the aircraft's landing noise I am not able to enjoy my garden and listen to birdsong from the adjacent wood which is 20 feet away. My house has more than the recommended depth of roof insulation and has the latest argon gas filled double glazing with a 28mm gap between the panels but still I can hear the noise of the aircraft approaching to land.

I believe that Bristol Airports expansion planning application is deficient and should be rejected as they have not taken into account the noise pollution and its impact on residents in my area of Wales.

I believe that the proposed expansion of Bristol Airport would have a detrimental environmental impact on the SINC site of Ringland Wood and its flora and fauna under the Town And Country Planning (Assessment of Environmental Effects) Regulations 1988 due to noise disturbance and air pollution. No environmental impact assessment for that area has been undertaken in contravention of the Town and Country Planning (Environmental Impact Assessment) (England Wales) Regulations 1999.

No Strategic Noise Map or formation of a noise action plan for the Ringland area has been included to manage noise issues which is in contravention of The Environmental Noise Regulations (England) 2006 (Amended 2009) and the Environmental Noise Regulations (Wales) 2006 amended (2009).

I am unable to enjoy my garden and listen to bird song or the radio when these aircraft are landing. I believe this noise nuisance is prejudicial to my health and if night flights are allowed the sleep disturbance this will cause will lead to health issues which are well documented such as hypertension.

I believe this is a statutory nuisance under the Environmental Protection Act 1990 section 79(1) g

Bristol Airport are allowing its operators such as easyJet to fly planes such as their Airbus A320 that have a design flaw regarding the vent holes for the fuel tanks. When landing these holes are causing the loud whistling noise. EasyJet promised to retrofit vortex generators to all its A320 fleet to reduce this noise by 2018 but from the noise coming from their aircraft flying from Bristol airport during 2019 this has not been done. The Civil Aviation Authority guidelines state that only the most modern quiet aircraft should be used by airport operators. The use of these unmodified jets contravenes these guidelines.

The current landing path is passing over a densely populated area. The Civil Aviation Authority (CAA) state that Noise Preferential Routes (NPRs) should avoid the overflight of built-up areas where possible. With the huge expanse of the Bristol Channel to the south west of the airport why are aircraft not approaching from that direction to land?

Bristol Airport are responsible for the NPR and their application should include a rerouting of the NPR to avoid the overflight of the built-up residential area on the east of Newport as outlined in the CAA guidelines especially as this application includes night-time flights.

I urge the planning committee to consider my objections on behalf of the 8,351 residents in my area of Wales to reject the expansion of the airport and the operation of night flights.

Dafydd Williams