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Sent: Wednesday, January 23, 2019 10:55 AM
To: Planning Support <Planning.Support@n-somerset.gov.uk>
Subject: Consultation Response from Stowey Sutton Parish Council reference 18/P/5118/OUT

Response from Stowey Sutton Parish Council to North Somerset Council in respect of the Bristol Airport Planning Application reference 18/P/5118/OUT

The Parish of Stowey Sutton is approx. 5.75 miles from Bristol Airport (BA) 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 BA. 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.

Aircraft landing and taking off at BA can be clearly heard particularly at quieter parts of the day and early morning and when there is low cloud. This is due to BA being at a similar height to the southern edge of the village and prevailing south west winds.

Stowey Sutton Parish Council **OBJECT** to this application.

Stowey-Sutton Parish Council consider this application to be premature for the following reasons:

1. The potential impacts of this application extend beyond North Somerset Council (NSC) and should be open to wider vigorous examination.
2. There are a significant number of consultations which may influence the future of BA including the government is currently consulting on the future policy for the development of all UK airports.
3. The West of England Joint Spatial Plan has yet to go through public examination and adoption.
4. The emerging NSC Local Plan is incomplete.
5. The West of England Joint Transport Study is still at consultation stage.

Stowey Sutton Parish Council object to this planning application for the following reasons:

1. This planning application is contrary to NSC Policy 6 and 23 in respect of environmental concerns and alterations to Green Belt.
2. The application is contrary to NPPF in respect of greenhouse gas emissions. This is both in respect of aircraft and increased private vehicle travel to and from the airport. (NPPF 11.1.2)

The figures provided in the BA 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 BA to reduce traffic or to mitigate against vehicle emissions or to improve road infrastructure on the feeder routes to the airport. This is contrary to the NPPF Para 4.29 and para 30 and is not in line with the targets set in the Green Paper 'Aviation 2050 - the future of UK aviation' Dec 2018.

3. 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. NSC should work with Bath and North Somerset Council in assessing noise, this should include potential health impacts using the latest Government and World Health Organisation guidelines.

This is further evidence that the application is premature.

The information in respect of changes to flight paths should be available to all Parishes likely to be affected as part of the Planning application rather than subsequent to the application.

In addition, 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. Therefore, the conclusions of the ES appear to lack rigour in respect of the consequences of increase in flights and noise impacts on existing dwellings, those dwellings newly affected and tourism such as caravan parks in the Chew Valley, this is particularly so in respect of night noise. 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.

4. With an increase in air traffic there will be an increase in emissions pollution, this is contrary to the Chief Medical Officers report 2017 'Health Impacts of Air Pollution' and NPPF (para 7 bullet point three and para 9 bullet points 2 & 4).

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