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RECEIVED

15 JUL 2021

Date: 17 July 2021

MAJOR CASEWORK

Dear Madam and Sirs,

Town and Country Planning Act 1990

Appeal reference: APP/D0121/W/20/3259234

Appellant: Bristol Airport Ltd., Bristol Airport, North Side Road, Felton  
North Somerset BS48 3DP

Planning Inspectorate Inquiry commencing 20 July 2021

description: "Outline planning application to enable a throughput of 12

million terminal passengers in any 12 month calendar period  
with a rolling annualised cap of 4,000 night flights between  
23.30 and 06.00" Quote North Somerset Council summary ref:  
18/P/5118/OUT

1. I have been advised by North Somerset Council of the above Inquiry and hope that you will be able to take note of the following points concerning Bristol Airport Ltd's application and appeal and how this application will affect me directly if allowed.
2. I fully agree with North Somerset council's decision to refuse the initial application and fully support their reasons for doing so.
3. My particular concern and objection is that of noise pollution which will dramatically increase with a 3 million increase in passenger numbers from 9m to 12m and effective 24 hour operation with 4,000 night flights annually between the hours of 23.30 and 06.00 which amounts to 11 aircraft movements in a 6½ hour period or on average one every 26 minutes. Although given the seemingly uncontrolled and haphazard movement management employed by Bristol Airport currently this ~~may~~ mean one aircraft every 26 minutes of clusters of aircraft take-offs one after the other giving continuous noise.
4. Currently there is a ban on aircraft movements between the hours of 01.00 and 06.00 which must be maintained to give some continued respite from continuous aircraft noise and I trust that you will see the reasonableness of that condition and allow it to stand and allow Bristol Airport to be a good neighbour to its surrounding communities and individuals affected by its operations.
5. I live in the village of Cleeve the first community west of the airport and under the flight path of most of the outbound and inbound flights and about 4 miles west of the airport. Hence the usual signature of the noise from outbound and inbound aircraft is as you would expect a growing volume of (usually) jet engine whine and roar as they leave or approach the airport rising to a peak volume as they pass overhead at approximately 1500 feet at full power to gain maximum thrust at take-off to reducing volume as they move on a westward trajectory upto ten miles away for outbound flights, the reverse for inbound flights; a crescendo and diminuendo of noise which takes (depending on size and speed of aircraft) 30 seconds to 2 minutes to pass

5. (continued) I do not have a reading for the actual decibel level of the aircraft but at the peak overhead outdoors it must by subjective comparison equate to the ear damaging level of 96 decibels of my petrol powered lawnmower. Bristol Airport do (or have) produced noise contour maps, but as far as I can see the contours do not extend as far as Cleeve; indeed they only just appear to go beyond the airport boundary by a few yards and on this basis Bristol Airport were offering limited grants for noise insulation. But it seems from their current application they admit of no liability or responsibility for increased noise pollution from their proposed expanded activities from which surrounding communities derive no benefit.

6. AIRCRAFT NOISE POLLUTION, SLEEP DEPRIVATION and SLEEP APNOEA

I have tried to characterise in 5. above the type of aircraft noise pollution currently suffered and will increasing suffer if this appeal is allowed, particularly the unwarranted and unprecedented addition of night flights between 23.30 and 06.00. The following are the effects on me the latter increase will have on top of the additional daytime flights:

a) MEDICAL : I have been diagnosed with sleep apnoea, a condition which the airway is restricted during sleep and hence interrupts sleep. The therapy for this is a CPAP machine which provides a continuous flow of air and keeps the airway open. The machine also importantly RECORDS data on the quantity and quality of sleep which is interpreted by the Sleep Studies Unit, Bristol Royal Infirmary. Currently I am awoken at exactly 06.00 by the first of many flights from the airport. This exterior noise impacts my sleep pattern and is recorded on the CPAP machine (the sleep pattern interruption not the noise). If this appeal is allowed this will happen between the hours of 23.30 and 06.00 and with at least 10 flights during these hours will constantly cause sleep deprivation either on an interrupted or continuous basis and be reflected in the record kept by the CPAP and inform the Sleep Studies Unit. The constant lack of sleep or sleep interruption will clearly impact on my mental health. Most normal people sleep between the hours of 23.30 and 06.00 so I see no justification for the airport or airlines to operate flights during these hours which are unreasonable, demanded by nobody except airlines hoping to increase their profits at the cost of the mental health ~~and~~ <sup>and</sup> of those around the airport area affected by its operation. I do not know it what areas the mental health problems may arise from lack of sleep apart from the usual results of tiredness, lethargy, inability to concentrate etc. I know my level of aggression is increasing as each passing aircraft is followed by a stream of invective.

May I also mention that aircraft travel has been identified during the Covid pandemic as a key vector for the rapid transmission of the disease around the world.

b) SOCIAL: Sleep apnoea is a notifiable condition (amongst other sleep related conditions) to the Driver and Vehicle Licensing Agency who will immediately revoke or not renew your driving licence until a report is received by them from your medical consultant to say that the data from the CPAP machine indicates that the quantity and quality of sleep is satisfactory and that you do not pose a safety risk by driving. The increased noise from increased aircraft flights will, as described in 6a) above, cause increased sleep interruption and sleep deprivation and hence be recorded on the CPAP machine and interpreted by ~~your~~ medical consultant.

This may lead to the loss of my driving licence which I can ill-afford as being retired I am reliant on driving to do essential grocery shopping, GP and medical appointments, transporting a disabled relative to do the same. Dear Inspectors you can imagine the logistical difficulties you will have if you are deprived of use of your private transport and have to rely on public transport for the next 40 day commute from Bristol (say) to Weston-S-Mare, for this inquiry. The loss of driving licence caused by sleep deprivation from aircraft noise pollution increases will disproportionately and unreasonably DIS-ADVANTAGE me in this way.

c) FINANCIAL: The financial effect from both increased daytime airport operations and continuous (23.30-06.00) nighttime working will arise from the above medical and social impacts. I can either put up with the increased noise pollution or increase the noise insulation of my home. The latter will remediate but never relieve completely the noise, and also be very costly. If the mental strain through loss of sleep becomes too much and the loss of my driving licence restricts my social aspects then I may have to move to a quiet area away from

quieter

The impacts of Bristol Airport, however as house prices are already blighted by the proximity of the airport a move to a different area and to obtain the same or similar type of housing as I have as at present will effectively cause me to go into debt (mortgage etc) which as a pensioner on basic state pension I can ill-afford. Hence the proposals from the airport will leave me financially worse off with no suggestion of liability or responsibility from Bristol Airport Ltd. for their actions.

PTO -

7. With regard to Bristol airport increasing their passenger throughput to 12million "in any 12 month calendar period" - why cannot they say per annum rather than this evasive and devious phrase? With the equally undefinable phrase "rolling annualised cap" - do they mean total? 12 million "terminal passengers" - does that mean 6 million leaving the airport by plane and the same 6 million returning after their travel or is the airport saying there will be 12 million leaving and the same 12 million returning or an additional 12million which equates to 24 million. Bristol airport's figures need to be analysed very closely or not believed.

As to their claim they currently have 9 million passengers. I do not know if some independent source (e.g. Civil Aviation Authority) has verified this figure. From my observations and some simple arithmetic I cannot see how they arrive at this figure. The nature of the traffic is some scheduled and some charter flights with mostly smaller turbo-prop and 2 engine jets being used for largely travel to and from Europe "short-haul" - there are no jumbo jets with regular trans-Atlantic flights. Given an average plane full of passengers of 150 (we generously) assume all planes are full on take-off) this equates to 60,000 aircraft movements or 1154 per week, 165 per day (06.00 - 01.00) or 8.6 aircraft movements per hour. From my observation there is nothing like this number of aircraft in the sky. I do not know how many land and take off from the eastern end of the airport with a flight path over Bristol & not a great many I believe. There is the early morning rush from 06.00 with planes taking off continuously every 3 minutes or so upto 10.00. I have not "counted them all out and counted them all back" but there is then quiescent periods 2 hours or more sometimes and then after 18.00 hours a bit of a rush of returning flights. But I just cannot see or do not see 8.6 hr aircraft per hour. Therefore there must be plenty of slots during the day for additional flights to accommodate an increase in passengers, if indeed there is a genuine demand from Bristol Airport's limited catchment area and given from larger and better placed regional airports with competition larger populations.

8. I very much hope that after your long deliberations at the inquiry you will be able to understand from my perspective the problems that this appeal will give if allowed, but that you will be minded to refuse the appeal and benefit not only myself but my community and the environment generally.

Yours sincerely,

Mr. R.J. Williams