

Bristol Planning Inquiry Bristol Airport Expansion

- Thank you for this opportunity to address this Inquiry
- My name is Britt Taylor, my family & I live at [REDACTED] in Congresbury

Whilst we are privileged to be Located in an environmentally and socially conscious rural community, our property is also the site of the Congresbury Noise Mast and directly under the flight path

- I would like to state that I strongly object to Bristol Airport's Proposal for Expansion

I would like to confirm that my objections are significant, but to be non-repetitive and considering the time constraints you mention, I am only going to discuss three:

1. The imminent Climate Crisis we are currently FACING

It is clear that I am not alone in wanting to see both elected/unelected officials be held accountable for taking **bold** climate actions that meet our collective goals of a cleaner, greener future

2. Traffic Congestion

Currently, during some rush hours, at weekends, and definitely bank holidays - we have standing traffic outside our house (on the A370). Quite a few times, and this is without any road works, it has backed all the way back to Chelvey Batch in Backwell. It is a nightmare.

Additionally, the A370 is a dual carriage road; there are no bus lanes. As a parent to 2 teenagers who have depended on the bus service to get to/from school, school activities, meet with friends, get to their jobs - this is a mess – the buses cannot alter their route when traffic is at a stand-still – and even if they could, it would be unwise for them to venture onto the narrow country lanes.

So, my children and the scores of other children, their classmates, who also take the bus - get stuck/they miss out/they are late for school.

So, please understand that I cannot fathom how these roads will be able cope with any expansion of current airport passenger levels (circa 8million) – as increased passengers will surely equal increased traffic.

Additionally, I believe it has already been pointed out to this Inquiry - there has been substantial housing development taking place in the – this has & will further increase road traffic. So, whatever “excess” our Planning Committees may have determined that our roads could handle when approving these housing projects – is GONE. Housing was clearly the priority and there is simply nothing left for the likes of Bristol Airport/any expansion in passenger numbers.

3. Noise Disturbance/Health & Mental Well-being

We live in a newly renovated barn conversion.

Much of the space is single storey

It was completed in the last few years; it is architect designed and up to modern building standards.

We have double glazing, and well-insulated walls and roof – both with excellent **thermal properties**.

And yet, whilst inside our house, with windows closed, we hear the planes as they fly over.

So, first-hand, I can verify that insulation intended to insulate your home (and provide thermal properties), is neither soundproofing nor sound absorbing (nor intended to be) and does not mitigate the effects of airplane noise.

I was not able to find any studies by Bristol Airport that gave reason as to why they felt offering properties a subsidy for increases insulation levels or double-glazing would be effective in mitigating their noise. Our homes (and building regulations) do not take into account a constant array of jet engines in the sky above us.

And sadly, I have little doubt that, like mine, all of these new houses which have been built in the last couple of years/or are in development – they will have the same problem I have – a house with excellent thermal properties, but poor acoustic properties (in relation to the noise generated by jet engines).

On this point, we have yet to live in our home during a PEAK summer season (circa 8 million passengers) for Bristol Airport. But, I can say that I am dreading it. And 10 million is unfathomable!

I have been watching & listening to these processions remotely – and I wish I could have counted how many times I have heard the verb/adjective QUIET used over this discourse. And just to be clear – the use of any form of “quiet” is OFFENSIVE –there is nothing quiet about a jet engine – and, as intended, it minimizes the genuine disturbance felt by any and all of us who are in its path!

I would also like to share my family’s (and communities) experience of 2 of my mornings of the week prior

Friday – September 10th (a week day – where people in my house are working, going to school)

This was our morning agenda – courtesy of Bristol airport

06:59am, 07:01am, 07:05am, 07:16am, 07:20am, 07:26am, 07:29am, 07:31am, 07:36am

I gave up after that point...

Saturday – September 11th (a weekend morning – when we all are meant to be able to relax)

06:42am, 06:52am, 06:58am, 07:10am, 07:12am, 07:14am, 07:16am, 07:20am, 07:26am

Again, gave up at this point...

Please consider that this does not allow my family to have a healthy night of sleep. Additionally, this is occurred - during a relative “slow” time (September, school in session, etc.), whilst the airport is possibly still in covid-recovery/far below typical passenger numbers of circa 8 million annually. So this by no means even comes close to or represents what seems to be is all ready permitted during PEAK seasons (at circa 8 million passengers) and the shocking numbers/tally already provided by other parties, let alone a 25% expansion (if 10 million is allowed), let alone a 50% expansion (if 12 million is allowed)!

I do not want to re-iterate too much of what has already been said, but, my key points are – the AIRCRAFTS are loud, they are a disturbance, they are relentless and there is no respite.

- I am not a politician and I am not a lawyer - I am a pragmatist.

The Elephant in the Room (and by room, I mean community) is simply that we should not be here discussing ANY increases – but rather, the levels of DECREASE.

In 2011, North Somerset Planning were exceptionally (foolish) generous in granting Bristol Airport’s planning application, allowing them to operate during completely anti-social hours and expand to 10 million passengers – clearly not a remit for a regional airport

Inspectors - Please READ THE ROOM (again, by room, I mean community – local and global). Times have changed since 2011 and we need to adapt (and quickly). What we should be discussing here – is how you are going to RESCIND and REDUCE what you allowed to happen in 2011 – as this is clearly the ONLY sustainable solution. And that time is NOW. So, I implore you – represent your community, be BOLD, and be on the right side of history.

Thank you for this opportunity.

Britt & Simon Taylor