

Cleeve Parish Council (CPC) response to Bristol Airport to planning application 18/P/5118/OUT

CPC **objects** to this application.

CPC support and have agreed the PCAA response which is being sent to North Somerset Council on application 18/P/5118/OUT

Issues highlighted at CPC meeting held 8 January 2019

- Overall noise, but in particularly the night noise.
- 4000-night flights, we do not want the flights to be able to be moved from the winter months to the summer months.
- Increase in traffic noise from passing vehicles
- Increased parking issues within the village.
- Silver Zone Extension Phase 2 is unacceptable.
- No more building through the use of permitted development within the Green belt.
- Increase of carbon emissions from vehicles and aircraft.
- Concerned about the wind turbines on top of the car parks because of the noise to residents and also the view for those overlooking the site.

Further comments on the application:

Day noise is a growing problem due to the increase of frequency of movements. There is to be a flight movement every three minutes. No respite has been offered from noise. Ground noise from the airport is also a problem particularly when the wind is easterly. It was disappointing that there were no noise monitors placed to measure ground noise placed in Cleeve or at a point South West of the airport. For ground noise the ZoI considered consists of a 6km square centred on the Bristol Airport runway. (Ref: Noise 7.4.4) This excludes Cleeve, yet we hear ground noise. The contour maps given in appendix 7C indicates that Cleeve receives ground noise. The 10 mppa noise contours summer Laeq 16 h and 12 mppa contours maps puts many residents of Cleeve in the 51 contour to 60 Laeq 16h.

CPC received numerous complaints on noise issues summer 2018. CPC agree with the PCAA response and believe that noise compensation to residents is inadequate. CPC believe that dwellings are being devalued with growth to 10 mppa and will be further devalued to growth to 12 mppa.

CPC objects to any further night movements in the summer months. CPC supports the PCAA *'and the request that there should be a reduction in the night movement limit to 2,500. This would be the first step towards a night time ban. This would allow night flights to be capped at 14 flights per night during the summer months and a total of 400 flights during the winter months'*.

Development to 12 mppa will generate an average of 9,500 additional vehicle movements per day and at peak periods up to around 13,000 extra, per day. There are already hotspots of congestion at Congresbury and Backwell crossroads on the A370.

(Ref: West of England Transport Documents to the JSP). No road network improvements are being made to the A370 but only to tweaking of two junctions close to the airport. CPC believe this inadequate and call for an assessment of these two hotspots of congestion. Noise from traffic will grow as there will be an increase in vehicles on the A370.

Bristol Airport is aware of passengers parking their cars in Cleeve and catching the bus to the airport rather than parking at the airport. Bristol Airport must reduce cost of parking at the airport and build more MSCPs to ensure that there is adequate parking available for 10 mppa before growth to 12 mppa commences. As yet there is no MCP 2 and public transport hub as promised under growth to 10 mppa. Parking in Cleeve is a direct result of growth to 10 mppa. The actions to assist with implementation of Traffic Regulations Orders and funding of 1fte NSC parking/enforcement officer for a period of five years should commence immediately. Bristol Airport should fund the total contribution of these proposals as car parking problems arise directly from airport activities which supports the 'Polluter Pays Principle'.

CPC question why Bristol Airport should be allowed to destroy the green belt. For example, there is an administration block, an aircraft stand and a large Silver Zone extension 1 which with extension 2 will have over 6,000 car parking spaces. CPC believes that these developments 'compromise the openness of the green belt'. CPC request that permitted development rights are removed from Bristol Airport.

CPC is home to the North Somerset and Mendip Bats Special Area of Conservation (SAC) in Kingswood. The Silver Zone Extension phase 2 will less than 2 km from the SAC. CPC agree with the Biodiversity/Ecology section of their response to the application. CPC call for lighting of the whole Silver Zone area to be reduced to less than 0.5 lux.

The Planning Statement proposes (5.11.5) 8ha of offsite woodland to provide replacement bat habitat but the Ecological Management Plan only refers to 6.34ha of woodland owned by Bristol Airport which is at Wrington Warren very close to Goblin Combe. Goblin Combe is also in Cleeve Parish. This is existing foraging territory of the bats and cannot be classified as new.

CPC highlight the increase in carbon emissions due to the current warning of a climate crisis and only 12 years to reduce carbon emissions. There is to be an increase of 16% in the annual level of vehicle emissions. In 2017 aviation carbon emissions at Bristol Airport were 746.77 (ktCO₂/yr) and in 2026 they will be 1,183.87 (ktCO₂/yr) an increase of 59% and this could be higher for two reasons a) there is an assumption there will be a new modern fleet of aircraft and b) ground aircraft emissions have been excluded from this figure.

CPC have concerns about the wind turbines on top of the car parks because of the noise to residents and the view for those overlooking the site

Conclusion:

CPC believe that the proposed development is contrary to local policy CS23
'Proposals for the development of Bristol Airport will be required to demonstrate the satisfactory resolution of environmental issues, including the impact of growth on surrounding communities and surface access infrastructure.' The mitigation put forward does not satisfactorily resolve environmental issues or maintain the quality of well being for or residents.

CPC request that the cap of 10 mppa is retained.