**BACKWELL RESIDENTS’ ASSOCIATION**

Hon Secretary Mike Veal, 36 Long-thorn, Backwell, BS48 3GY

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1 April 2020

For the Attention of:

Josie Fieulleteau   
Airports and Infrastructure Directorate   
Department for Transport   
Great Minster House   
33 Horseferry Road   
London SW1P 4DR

**Backwell Residents Association (BRA) response to Bristol Airport’s Coordinated Airport DfT consultation.**

BRA represents 440 households. We are immediate neighbours of Bristol Airport so well placed to see the benefits and issues related to this airport.

Bristol Airport’s extant permission 09/P/1020/OT2 has strict conditions related to night flights and this must be upheld. Indeed, passenger figures published in January 2020 show that Bristol Airport still has the capacity to expand by another million to the permitted 10mppa.

Bristol Airport’s 18/P/5118/OUT application was refused on various grounds including environmental issues. Bristol Airport is considered by the local populace to be big enough, any further development to increase flights will be extremely detrimental to the health and wellbeing of residents, due to the noise and the increased Co2 emissions from flights and additional traffic. Bristol Airport has no major modal transport links. Further loss of greenbelt and habitat seemed too high a price for North Somerset Council.

This consultation feels premature on the basis of a planning application that has now been refused. If this case goes to The Secretary of State for a Public Inquiry, the full merits of this case will be decided along with any changes to night flight patterns.

We would also request that you disregard any response from Bristol Airports Consultative Committee as they have not met to democratically discuss a joint response. In addition, this committee has polarised views as its main purpose is a forum for discussion between the airport management, local residents and other interested bodies; there can be no consensus.

Conditions are set for many reasons including, importantly, to protect communities from the adverse impacts of airport activities such as noise from night flying. It seems perverse that as a planning limit is reached on an activity with major impacts, it is then lifted.

Becoming a ‘Coordinated Airport would adversely affect our members particularly those living at Downside which is adjacent to the boundary of the airport. The airport is already partially coordinated in the summer months to maximise night time flying. Therefore, the only way to become fully coordinated is to remove the condition set under the planning consent of 2011.

We object to any change in the Night Restrictions proposed in the consultation.  We believe that any change in Night Restrictions will need to be discussed at a public inquiry. This would allow the democratic process to be upheld.  We consider that responding to the consultation should be unnecessary because if the consultation can’t be withdrawn, it should at least be postponed until after the outcome of a public inquiry.

Yours faithfully

MJ Veal

Honorary Secretary

Backwell Residents’ Association