

KINGSTON SEYMOUR PARISH COUNCIL

Stephen Dixon, Clerk

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63, Denny View

Portishead

North Somerset

BS20 8BT

Jason Beale

Head of Planning

North Somerset Council

29th July 2026

Dear Jason

**Planning Application 26/P/0686/OU2
Bristol Airport – Further Expansion**

Kingston Seymour Parish Council **OBJECTS** to the granting of permission for the above application on the grounds of:

- 1) Significant increase in the footprint occupied by the airport**
- 2) Increased Noise from an increased number of flights**
- 3) Increased traffic issues in the surrounding area**
- 4) Insufficient – affordable – parking provision at the airport**
- 5) Compulsory purchase of common land**

The objections are described in more detail in the attached appendix.

Issued on behalf of Kingston Seymour Parish Council

S C Dixon

Clerk & RFO, Kingston Seymour Parish Council

Appendix Attached

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Comments on Points of Objection

1) Significant increase in the built footprint occupied by the airport

The building of aircraft stands on the Cook's Farm area will violate the green belt and further reduce openness and encroachment on the countryside around the airport.

2) Increased Noise from an increased number of flights

The number of flights is proposed to increase from 85,990 to 99,931 per annum – an average increase of 38 movements per day - to over 270 per day. The noise nuisance from these movements will have a significant impact on the surrounding villages and this figure includes 974 more flights at night – a particularly sensitive period for local residents.

3) Increased traffic issues in the surrounding area

Without a dedicated transit solution, access to the airport will largely remain to be by motor vehicle. The surrounding road infrastructure is unable to cope with the current levels of traffic and will be extremely stretched to accommodate the additional 1.5 million people who will use the increased number of flights.

4) Insufficient – affordable – parking provision at the airport

The application cites an additional 4k passenger parking spaces, but experience shows that customers are unwilling to spend the high charges that are expected by BAL and look to find alternative solutions.

This encourages “rogue” parking sites being established – which NSC and the Police have then to utilise resources to control – and it encourages “*park and bus*” from nearby villages – leaving vehicles inappropriately parked for long periods on residential roads that are unsuitable,

5) Compulsory purchase of common land

The proposal requires parts of Felton Common to be acquired and for airport infrastructure and lighting to be installed on an area that is valued by the public for recreation and biodiversity.