

Airport Report for Chew Magna Parish Council Meeting

On 6 January 2026

Lighting consultation

With the plans to extend the runway there are lighting plans which propose purchase of part of Felton Common. The consultation is now available to view on BA website. The link is:

<https://www.bristolairport.co.uk/lighting-consultation/>

Below is the CMPC response to Bristol Airport Lighting Consultation

Q1: Do you have any comments or concerns about our proposals?

Felton Common is a beautiful local common. Several residents of Chew Magna enjoy walking on Felton Common particularly if they have dogs.

Felton Common is situated above the height of Bristol Airport. So, the existing impacts of lighting on Felton Common are widespread over the locality, including the Mendip Hills, an Area of Outstanding Natural Beauty (AONB) which is only 2.9km to the south of Bristol Airport at its closest point. The current fabulous views would be devastated by up to 8.5m tall lights and 3m high fencing protruding into the centre of the common compromising openness.

The Campaign for the Protection of Rural England has already heavily criticised the Airport's CURRENT light spill associated with night flights which causes damage to local ecology and to the wellbeing of residents and visitors. The additional light pollution and increased noise from planes flying overhead would be severe as the airport plans to expand to 15mppa (an almost 50% increase) as Bristol Airport is currently carrying 10mppa in addition to the proposed lengthened runway.

Noise from larger aircraft, that will now be descending around 12.5m lower in the sky over Felton, will increase the impact on local ecology and on the wellbeing of residents and visitors. Extending the runway incurs an unacceptable risk for those who live near and those who use the common as the risk increase from 1 in 100,000 to 1 in 10,000. The lower approach level for planes increases the risk of a catastrophic accident.

Safety remains a concern especially as aircraft will be descending at a lower level, sometimes in low cloud, in fog and with cross winds. The large, low-flying aircraft will also create a significant vortex. These concerns are not just for users of the Common but for all users of the A38

The replacement land offered by the airport is a field adjacent to the Common and is also next to a busy road. It is unsuitable as the noise will be so great that it may be necessary to wear ear protectors (as do Airport employees within its boundaries close by). There are problems for young children as loud noise can cause hearing damage. The replacement land is not of equal value of the proposed loss. In addition, the Airport will be required to make additional road safety improvements which is likely to be on the land that they propose as a substitute.

Q2: How would you be affected by the proposals?

Chew Magna is within the 10km boundary of the airport. It is a dark sky village, and the lighting will increase skyglow and noise. The major flight path (75% of arrivals at 1000-200ft for runway 27 and 25% of departures at 2000-5000ft for runway 09*) follows one of the 2 major routings and is to the north of Chew Magna Parish.

The main purpose of the lighting is to increase long haul flights and hence night flights which will severely impact the parishioners of Chew Magna by noise and emissions. Bristol Airport are allowed

4,000 nighttime flights per year of which most are in the summer months and approximately 1,000 additional flights get special dispensation making a total of around 5,000 nighttime flights

*Living Near the Airport, Bristol Airport

Q3: Is there anything you feel Bristol Airport could do to help address the impacts of the new runway approach lighting?

If the proposed lighting scheme is to go ahead it is very important that Conditions must be set on night-time aircraft movements including arrivals and departures. It is important that there is a 5-hour window without night flights (as a number of European airports have) to allow undisturbed sleep for residents and to reduce impacts on wildlife.

Bristol Airport are allowed 4,000 nighttime flights per year of which most are in the summer months and approximately 1,000 additional flights get special dispensation making a total of around 5,000 nighttime flights.

We do not agree that the replacement land under Airport ownership is suitable for mitigation for the lights because it is too near to the airport and a main road so unsuitable due to noise. Any mitigation replacement land should be adjoining the Common and be away from the airport.

Q4: If you have any other comments or suggestions related to the approach lighting, please use the box below:

The lighting on Felton Common will have many significant impacts on residents and wildlife and the wider area. The location and topography of the Airport are severely constrained at the east end by Felton Common and at the west end by topography as the lighting would be raised as would the runway, negating all the existing mitigation for the impact on bats from increased car parking on green belt under 12 mppa planning consent.

The sensible alternative is not to extend the runway as Bristol Airport can accommodate wide-body aircraft such as Boeing 787 Dreamliner and Airbus 330 and have done so in the past with flights to Mexico and the Caribbean. As modern planes are more fuel efficient and can go further there is no need for an extended runway.

Chew Magna Parish has not been consulted yet it is within the 10km boundary of the airport. There has only been one resident drop-in event in an adjacent parish during daytime hours precluding working people being able to attend.

The Master Plan Consultation November 2024 did not mention lighting and failed to give a true picture of growth to 15 mppa and its impacts.

The consultation diagram provides few details and leaves questions unanswered such as where is the access route for maintenance? The consultation omits the size of the area required for the lights and the timing of the lights.

The increase in skyglow will be immense and seen from a wide area which includes Chew Magna Parish

PCAA Letter to Dan Norris MP 17.12.25: Bristol Airport Runway Approach Lighting Consultation:

PARISH COUNCILS AIRPORT ASSOCIATION
Secretary: Tony Jay (CiLCA) (ACFM)
5, Maple View,
Kewstoke,
Weston-super-Mare
North Somerset
BS22 9XQ
Tel No 07859 911204

17 December 2025

Sent by email

Mr Dan Norris MP
House of Commons
SW1A 0AA
Email: dan.norris.mp@parliament.uk

Dear Mr Norris

Bristol Airport Runway Approach Lighting Consultation

I am writing on behalf of the Parish Councils Airport Association (PCAA) who met on 20 November. The PCAA agreed their response to the Runway Approach Lighting Consultation published November 2025, which is attached.

The PCAA are dismayed that the Airport are considering de-registering part of Felton Common. You will see from our response that the Airport is heavily constrained in all directions due to its location. The Airport to the east and west is constrained by greenbelt, common land and nature reserves. The road infrastructure to Bristol Airport is totally inadequate and a constraint. The impacts of the Airport are continuing to grow as we can see from the proposed approach lighting consultation, and the mitigation is simply inadequate to resolve the problems that growth causes.

Furthermore, the PCAA believe the consultation process is flawed. The process of compulsory purchase orders, including on Common Land, and which we think the Airport has commenced, has recently been changed in January by the Labour Government.

https://assets.publishing.service.gov.uk/media/67eac2220678ace40a7f27b8/CPO_Guidance_Update_January_2025.pdf

The PCAA believe that the Government is undermining local democracy by avoiding special parliamentary procedure with a CPO going to the Secretary of State just to speed up the planning progress.

The PCAA wish to know how you are going to help protect residents and the natural environment from harmful impacts from an increased number of flights, particularly at night, which require lighting on the Common.

The PCAA want to know what *actions* you will take on our behalf, for example, would you support a Condition which would ban nighttime aircraft movement between 01.00 - 06.00 hrs on all arrivals and departures to allow five hours of undisturbed sleep and also to protect wildlife? Several European airports have taken this step.

The PCAA look forward to your response.

Yours sincerely

Louise Leeder

Chair, Parish Council Airport Association

The Parish Council Airport Association Membership consists of 2 Town Councils and 25 Parish Councils representing over 70,000 residents in North Somerset and Bath and North East Somerset.

Enc Response to Runway Approach Lighting Consultation

Reply to the PCAA from Dan Norris 18.12.25: Bristol Airport Runway Approach Lighting Consultation

From: Dan Norris MP <dan.norris.mp@parliament.uk>

Sent: 18 December 2025 20:31

To: secretary@pcaa.org.uk

Subject: Re: Letter from Parish Councils Airport Association (Case Ref: DN10056)

Dear Tony,

Thank you for your email about the proposals for lighting on Felton Common.

I oppose additional night flights and have concerns about the environmental impacts.

I have also written to Publow with Pensford Parish Council to say I am happy to support their call for a condition to reduce nighttime flights.

Yours sincerely,

Dan Norris

Member of Parliament for North East Somerset and Hanham

CMPC letter to Dan Norris MP regarding Bristol Airport Runway Approach Lighting Consultation: on 18.12.25

Dear Mr Norris

Bristol Airport Runway Approach Lighting Consultation

Chew Magna Parish Council (CMPC) have responded to Bristol Airport Runway Approach Lighting Consultation published November 2025, which is enclosed.

CMPC are extremely concerned about the extensive addition lighting which will affect Chew Magna skies. The Chew Valley Neighbourhood Plan Compliance notice has a “dark skies” policy HDE15 to “minimise light spillage into wider countryside” and subsection Para 125 says that “Planning policies should limit the impact of light pollution from artificial light on local amenity, intrinsically dark

landscapes and nature conservation.” This will affect several communities in the locale although the airport is based in North Somerset.

This is additional light and this will be particularly a problem at nighttime because the number of nighttime flights of 4000 in a year are mainly flown over the summer months with a in excess of a further 1000 additional flights pa of which the majority get special dispensation from North Somerset Council.

You will already be aware of the constraints on the airport to expand due to greenbelt etc and the inadequate road access as Bristol Airport is the only major airport in the UK which does not have at least a dual carriageway and more often motorway access plus train access.

Like the Parish Council Airport Association (PCAA) of which CMPC is a member, we are very concerned that Felton Common is at risk as the Government is undermining local democracy by avoiding special parliamentary procedure with a CPO going to the Secretary of State just to speed up the planning progress.

https://assets.publishing.service.gov.uk/media/67eac2220678ace40a7f27b8/CPO_Guidance_Update_January_2025.pdf

Like the PCAA we would support a period of time at night when there are no flights such as 01.00 - 06.00 hrs to give five hours of undisturbed sleep and also to protect wildlife.

We would appreciate your support and action.

Yours sincerely

Jon Wheatley

Enc CMPC Response to Bristol Airport Lighting Consultation

Dan Norris MP reply to CMPC on 18.12.25: Bristol Airport Runway Approach Lighting Consultation

From: **Dan Norris MP** <dan.norris.mp@parliament.uk>

Date: Fri, 19 Dec 2025 at 21:03

Subject: Re: Correspondence from Chew Magna Parish Council re Bristol Airport Runway Lighting proposal (Case Ref: DN10104)

To: <chewmagnaparishclerk@gmail.com>

Dear Kirsty and Louise,

Thank you for your email about the proposals for lighting on Felton Common.

Like you, I oppose additional night flights and have concerns about the environmental impacts.

I confirm I am happy to support your call for a condition to reduce nighttime flights.

Please note I have also already been in touch with Publow with Pensford Parish Council and the PCAA to say the same.

Yours sincerely,

Dan Norris

Member of Parliament for North East Somerset and Hanham

PCAA Response to the Govt Home buying and selling consultation

7. Do you agree that there should be a mandatory requirement for sellers and estate agents to provide comprehensive upfront information?

The Parish Council Airport Association agrees that there should be a mandatory requirement for sellers and estate agents to provide comprehensive upfront information on the property and its location.

This should include the following:

How close the property is situated to an airport.

Current limits on passenger numbers

Previous years number of passengers

Number of daytime flights

Definition of what the airport considers nighttime hours

Number of nighttime flights

Number of additional nighttime flights with dispensation in previous 3 years

The flight paths with noise contours

The air quality of the property location.

Has the property received any form of noise mitigation such as grants for acoustic insulation from an airport?

Is the property situated close to a main bus route for an airport?

What proportion of passengers travel to the airport by public transport?

8. Do you agree that this should include a requirement to order property searches and undertake a property condition report?

Yes.

Property searches should include information on the proximity of airports including:

How close the property is situated to an airport.

Current limits on passenger numbers

Previous years number of passengers

Number of daytime flights

Definition of what the airport considers nighttime hours

Number of nighttime flights

Number of additional nighttime flights with dispensation in previous 3 years

The flight paths with noise contours

The air quality of the property location.

Has the property received any form of noise mitigation such as grants for acoustic insulation from an airport?

Is the property situated close to a main bus route for an airport?

What proportion of passengers travel by public transport?

Planning applications

25/P/2479/AOC|Request for the partial discharge condition 35 (BREEAM Design Stage Certificate) From application 18/P/5118/OUT.|Bristol Airport North Side Road Felton Wrington BS48 3DP

<https://planning.n-somerset.gov.uk/online-applications/applicationDetails.do?keyVal=T6L563LPLSW00&activeTab=summary>

The application submission date for comment was 31 December but NSC had already decided on 22 December. The PCAA asked that no comment be recorded