Churchill Parish Council

Minutes of the Parish Council Meeting on 8th June 2026

Present: Councillors J Bush, D Johnson, R Baker, J Murray, M Simpson, J Ronicle, R Jeacocke, G Alleyne, J Comley, Parish Clerk S Diaz and District Councillor P Keating.
Two representatives from Churchill and Langford Minibus attended to provide an update.

Public Questions-there were no members of the public present.

26/FC6A To receive any apologies of non-attendance.
Councillor M Baker sent his apologies.

26/FC6B To receive any declarations of interest on agenda items.
There were no declarations of interest.

26/FC6C To confirm and sign the minutes of the Annual Parish Council meeting held on 11th May 2026.
It was resolved to approve and sign the minutes of the Annual Parish Council meeting held on 11th May 2026.

26/FC6D North Somerset Council Matters
Councillor Keating reported that the request for a 20mph speed limit on Blackmoor has progressed to stage 3 on the recent North Somerset Council (NSC) Highways report.
The Local Plan is with the Planning Inspectorate for approval. If clarification is required on any part, Councillor Keating will raise this with officers at NSC.
Councillor Murray reported that a resident had raised points relating to the Local Plan and will forward the details to Councillor Keating.
Councillor Keating will ask Highways at NSC when the 20mph will come into effect.
Councillor Murray feedback residents' frustrations to the work being carried out on the roundabout at Churchill lights.
Councillor Ronicle asked where the funds from fines from parking in the red zone at the airport were being used.

26/FC6E To note the minutes of the Allotments and Open Spaces Meeting on 18th May 2026.
The Council noted the minutes of the Allotments and Open Spaces on 18th May 2026.

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26/FC6F To consider the quote for fencing at the burial ground.
It was resolved to approve the quote from Alvis for fencing at the burial ground. The clerk will inform the neighbouring landowner.

26/FC6G To note the minutes of the Leisure Committee meeting on 1st June 2026.
The Council noted the minutes of the Leisure Committee meeting on 1st June 2026.

26/FC6H To discuss the revised quote for the fence at the Memorial Hall.
It was resolved to erect metal fencing as at the skate park, the Memorial Hall will purchase and install bumpers in front of the fence.

26/FC6I To consider the BSIP Consultation.
The Parish Council resolved to comment on the following:
Drivers exiting Ladymead Lane onto the A38, can the white waiting box on the A38 be changed to yellow so vehicles can flow into traffic.
Work must be completed by the end of February 2027- contractors to comply with this to prevent further disruption.
Can minibuses use the filter through lane from the A368 to A38.

26/FC6J To receive the clerks report.
The clerk sent her report prior to the meeting.

26/FC6K To receive and authorise the payments for June 2026
Receipts
CCLA £789.77, Allotment receipts £237.50, Vat refund £8163.02
June 2026 Payments
It was resolved to approve the June payments.

D DEBITS:			**REF**	**Approval**	**Approval**
NEST	Pension contributions	**£188.45**	**DD**		
Water 2 Business	Taken 2nd of each month-allotment water Community Club Water	**£26.00** **£172.50**	**DD**		
Pozitive Energy	Electric bill from April	**£565.01**	**DD**		
Unity Bank	Bank charges	**£12.85**	**DD**		
BT	Broadband	**£83.08**	**DD**		
Scribe	Civicly costs for asset management	**£74.40**	**DD**		
TO PAY:					
Staff	Salaries	**£5054.18**	**BACS**		
VSA Cleaning	Community Club Cleaning	**£140.00**	**BACS**		
Becky Walsh Courses	Marketing & Communications	**£500.00**	**BACS**		
S Diaz (Clerk)	Expenses (mileage, refreshments, mail chimp, telephone, printing, stamps)	**£140.43**	**BACS**		
St Andrews Press	Newsletters	**£90.00**	**BACS**		
K Lovell	Grass Cutting	**£917**	**BACS**		
Corporate Cleaning	Dog bin emptying	**£300.00**	**BACS**		

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Services					
SPFA	Subscription	**£15.00**	**BACS**		
PATA	Payroll fees	**£88.05**	**BACS**		
Middlecombe	Compost	**£6.12**	**BACS**		
	Total	**£8173.07**			

25/FC6L To consider the following planning applications. Please note that Applications received after this Agenda is published may be considered if comments are needed before the next meeting.

26/P/0686/OU2	Bristol Airport North Side Road Felton Wrington BS48 3DY	Hybrid planning application (full and outline elements) with Environmental Statement for the expansion of Bristol Airport to enable a throughput of 15 million passengers per annum, operating within a rolling 12 month cap of 99,931 air transport movements and 4,974 night flights between the hours of 23:30 and 06:00. Full application elements comprising: extension of western apron for additional aircraft stands; reconfiguration of central and eastern aprons; construction of a passenger surface level car park for approximately 2,000 vehicles; eastern extension of existing runway by approximately 170m, with repositioned and additional aircraft approach lighting within Felton Common; taxiway and fillet widening to Taxiway GOLF with a realignment at the western runway end; construction of two new taxiways; extension of surface level car rental parking area; expansion of existing Silver Zone car park to provide an additional circa 1,960 block parked vehicle spaces; construction of new surface level staff car park for approximately 1,720 vehicles; highway improvements to the A38, including upgrades to northern access roundabout, construction of a new southern roundabout and widening of the road to accommodate an additional bus lane with dedicated access onto the A38. Outline application elements comprising of 3no. extensions to terminal building on west, north and east sides; construction of new piers to the west and east of the terminal including an underground walkway; construction of ancillary support buildings; relocated and expanded aviation fuel farm; a pedestrian bridge link; erection of a new baggage building; erection of a maintenance repair and

		overhaul hangar and ground run up pen; construction of parking decks within Silver Zone car park and car rental facility; minor works within Silver Zone car park; construction of a bus maintenance and washing facility; site wide landscaping, drainage, lighting and other associated infrastructure. The Parish Council resolved to object to this application. 1. Introduction Churchill Parish Council wish to formally object to the proposed expansion of Bristol Airport to 15 million passengers per annum (mppa). This objection is based primarily on the fundamental geographical constraints of the site, the severe and interrelated transport limitations, and the substantial long-term public costs that would arise if the expansion were permitted. While local concerns understandably focus on the already heavily congested A38, it is essential that the Planning Inspectorate and Central Government take a wider, strategic perspective. The central issue is not simply traffic congestion in isolation, but the fundamental unsuitability of the airport's location for further expansion. 2. Fundamental Geographical Constraints Bristol Airport is uniquely constrained by its location on a small hilltop plateau. Despite handling over 10 mppa and ranking among the UK's largest airports, it sits on a site that is inherently unsuited to major expansion. Key limitations include: • A short runway, which is below typical international standards and cannot be significantly extended due to topographical constraints. • A physically constrained plateau, preventing meaningful expansion of operational infrastructure. • A divided site layout, where the runway separates the northern terminal area from the southern zone containing car parking and ancillary services.

		These constraints are not incidental—they fundamentally limit the airport's long-term capacity and efficiency.
		
		3. Surface Access Limitations
		Surface access to Bristol Airport is solely reliant on the A38, which is already heavily congested and forms part of the national Major Road Network.
		• The A38 is operating at or near capacity from the perspective of local users.
		• Any meaningful increase in capacity would require upgrading to near-motorway standards.
		• Such upgrades would entail:
		  ○ Very substantial public expenditure
		  ○ Significant environmental disruption
		  ○ The likely demolition of residential and other existing structures
		Even with such drastic measures, improvements would be difficult and slow to deliver.
		Rail access is not a viable alternative:
		• Conventional rail solutions are effectively ruled out by the challenging local topography.
		• While a MAGLEV (magnetically levitated) system could theoretically provide access, this would be:
		  ○ Highly unconventional
		  ○ Technically complex
		  ○ Prohibitively expensive
		Thus, the airport is functionally locked into a single, already inadequate road access model.
		
		4. Internal Site Connectivity Issues
		The runway and associated taxiways divide the airport into two distinct operational areas. This creates an additional, unusual dependency:
		• The A38 effectively functions as an internal airport link, used by frequent shuttle buses connecting the two halves of the site.
		• Proposed improvements to this internal connection would themselves require further public investment in A38 upgrades.
		This illustrates a fundamental inefficiency of the site: even basic internal airport operations place additional strain on public infrastructure.

		5. Traffic Impacts and Wider Consequences Using the airport's own published data it is clear that expansion to 15 mppa would generate a substantial proportional increase in road traffic. The implications are: • Further intensification of congestion on the A38 • Increased journey times and reduced reliability for local communities • Broader knock-on effects across the regional transport network Importantly, these impacts arise directly from the airport's location and cannot be adequately mitigated without disproportionate intervention.
		6. Long-Term Public Cost and Policy Implications Approving this expansion would commit public authorities to significant future expenditure in an attempt to address infrastructure deficiencies that are fundamentally unresolvable. • The Department for Transport (DfT), already a statutory consultee, would inevitably face scrutiny for its role. • Future investment in the A38 and surrounding network would represent an attempt to correct what is, in essence, a flawed planning decision. This raises serious concerns regarding: • Value for money • Sound infrastructure planning • Alignment with long-term transport strategy
		7. The Central Planning Question At its core, the proposal raises a simple but critical question: Is it appropriate to expand a major international airport located on a constrained hilltop plateau, with a short runway that cannot be extended, and with ground access dependent entirely on a single, already congested road that cannot be meaningfully improved? The answer, on planning, economic, and practical grounds, must be no.

		8. Conclusion Bristol Airport has effectively reached the limits of what its geography can support. • Airside capacity is constrained by the runway. • Landside access is constrained by the A38. These limitations are intrinsic and cannot be resolved without disproportionate cost and disruption. Churchill Parish Councill support the PCAA response to this application. For these reasons, the proposed expansion to 15 mppa is unsustainable and should be refused.
26/P/0935/LBC	Dinghurst Farm Dinghurst Road Churchill Winscombe BS25 5PN	Listed Building Consent for the repair and replacement of roofing including tiles, battens, timbers and felt. Replacement of valley boards, lead work, cement fillets to the chimneys and apex gable ends. Belcast drip bead to be fixed and re-rendering using waterproof sand and cement. Installation of DPC membrane beneath existing copings and eve protection trays above the facias. Replace hard wood fascias, Re-point haunch and cap chimney pots and retention of existing guttering for future replacement. It was resolved to support this application.
26/P/0978/FUH	Timberley Bristol Road Churchill BS40 5JE	Proposal loft conversion to include dormers to the front and rear elevations. It was resolved to support this application.
26/P/0948/OUT	Land off Butts Batch, Wrington	Outline planning application with all matters reserved except for access for the erection of up to 49no dwellings including affordable housing, provision of public open space, drainage and other ancillary works. It was resolved to object to this application as per the Parish Council's previous response.

26/FC5M To receive matters for information.

Councillor Ronicle reported there had been a spate of thefts in Langford and surrounding villages. There was no Police presence when reported.

Councillor Alleyne asked if a response had been received from a letter sent to the Police Inspector in March regarding Police patrolling at school times. The clerk advised no response had been received and will follow up. Costs for a temporary pump track to trial were discussed but budget does not permit this.

Councillor Murray advised that Sing for Fun is linking up with the Power of Music organiser for an event at St Mary's church in Langford on 19.6.26 from 1.30-2.30pm.

Councillor Comley reported that the application for funding for the Speed Limit Repeater device will be submitted on 16.6.26.

Councillor R Baker advised that the kissing gate had been removed and areas marked for the new

footpath on Churchill Green. A resident has written to the Banwell Bypass team expressing huge concerns for farm machinery not being able to access the area.
Councillor Bush reported that the scouts have offered to help on a community task. The Councillors suggested bulb planting and the clerk will ask the BSIP team if they would donate bubs for the event.
Councillor M Baker reported that the footpaths in the area need maintenance. This is the responsibility of the landowner, however the clerk will contact Weston Ramblers to see if they can assist. The Community payback team can help when they are in the village on 20.6.26. Councillors were asked to advise of paths in need of strimming for the team to help with.
Councillor Comley suggested a standardised process for footpaths and this will be added to the next agenda.
Councillors noted the parked around the new school had improved and vehicles were parking in another area of the village.

The next Parish Council meeting will be 6th July 2026 at 7.30pm
End of minutes