

**Parish Councils Airport Association
Minutes of the Meeting held virtually
on Thursday 2nd February 2023**

Present:

Barrow Gurney	Nick Tyrell	Portishead	Paul Churchill
Burrington	Roger Daniels	Publow w Pensford	Tony Heaford
Butcombe	Justin Milward	Shipham	Frances Cartwright
Chew Magna	Louise Leeder (Chair)	Timsbury	Sean Stephenson-McGall
Compton Dando	Chris Willows	Ubley	Phil Collins (part time)
Dundry	Holger Laux	Wrington	Joachim Steinbach
Kingston Seymour	Richard Barber		Laurie Vaughn
Nempnett	John Mallone	Backwell Residents' Association	Barbara Harland (observing)
Thrubwell	Secretary	Judith Hoskin	

1.0 Apologies:

Apologies had been received from John Sleigh (Backwell), Mike Fishwick (Brockley), Nicola Ainger (Chew Stoke), Jan Murray (Churchill) Stuart Sampson (Congresbury), Robin Harris (Stowey Sutton), Bryan Thomas (Yatton)

2.0 Declarations of Interest - none

3.0 Minutes of the Previous Meeting

The minutes of the meeting held virtually on 15th September 2022 were agreed as a true record (proposed Holger Laux, seconded Tony Heaford)

3.1. Matters Arising

There were no matters arising which were not covered on the agenda.

4.0 Finance Report

4.1. Finance Report 15th September 2022 – 22nd February 2023

The secretary reported that the amount presently in the PCAA account is now £2211.43. All subscriptions for 2022 – 2023 have been paid. After payment of her salary and expenses the amount would be £2082.04.

The meeting accepted the report (proposed Roger Daniels, seconded Sean Stephenson McGall)

5.0 Members and Delegates:

5.1. Portishead Town Council had joined the PCAA since the previous meeting. Louise Leeder welcomed Paul Churchill, their delegate.

6.0 PCAA organisation

6.1. Louise Leeder noted topic leads confirmed at the meeting on 15.9.22

Air Space Modernisation: Joachim Steinbach and Laurie Vaughn

7.0 Bristol Airport appeal – Update on Judicial Review.

7.1. The Judge's decision had been announced on 31st January and the legal challenge by BAAN (Bristol Airport Action Network) had been rejected.

The Judge had not been unsympathetic but was of the opinion that environmental decisions had to be taken at Government level.

BAAN believe that there is a strong case on the grounds of environmental law to take the decision to the Court of Appeal.

Joachim Steinbach said that he had a long discussion with Steve Clark of BAAN and agreed that the PCAA would support BAAN. He would not attend meetings but would have sight of all documents. LL said that other PCAA representatives were welcome to assist.

JS

JS said that Wrington Parish Council were pledging £3,000.00 towards costs, and he hoped that other parishes would be able to contribute towards a target of £10,000. Some delegates felt that their councils would be reluctant to contribute further but agreed to ask. It was felt that it would be helpful to have more detail on the grounds for appeal to put before parish councils.

LL said that having come this far it was important to continue to fight as long as possible. Apart from the effect on local communities, if the airport was allowed to expand NSC would be unable to meet their climate targets.

JS said that the timescale was a matter for the court but was likely to be months rather than weeks.

ALL

8.0 Reports (More detail in attached reports document.)

8.1. Chair's report

The chair reported that she had attended:

- a) A meeting held by BAAN in Chew Magna on 20th October, a walk to the airport on 6th November and the Judicial Review on 8th and 9th November.
- b) A Zoom meeting with Dr Liam Fox M.P on 19/10/22 to discuss possible road congestion following introduction of Bristol Clean Air Zone – *following this the PCAA wrote to NSC requesting that there be monitoring of the B3130 before and after the introduction of Bristol Clean Air Zone. NSC responded that they regularly monitor key points on the B3130 and that the next one is due in February. They are happy to share their results with PCAA and Parish Councils. (PCAA to request info in March)*
- c) She had hosted a presentation and 'thank you' to Hilary Burn on 23.11.22.

- d) A meeting at Bristol Airport with presentations by Dave Lees and others
08/12/22

8.2 Net Zero/Climate Change/Airport Emissions: – Nicola Ainger

8.2.1 **Update on Jet Zero strategy published 19/7/22** - In October GALBA (Group for Action on Leeds Bradford Airport) and 'Possible' (A Climate Action Group) requested a Judicial Review. No decision has been made on this yet.

8.2.2 **Update on High Court judgment handed down on 18/7/22** -Mr Justice Holgate ruled that the Governments' net zero strategy breached its obligations under Section 13 and 14 of the Climate Change Act 2008. It orders the government to produce a new one within 8 months. - *The Government has dropped their appeal against this. No information is available yet about a revised strategy, the deadline for which would presumably be March.*
LL said that the result of this could help with the appeal.

8.2.3 Report on AEF Seminar: Finlay Asher – 'What are the barriers to decarbonising aviation using new technology?'

Nicola Ainger had apologised for not attending the meeting but said she had followed up on a presentation given by Finlay Asher (Former Rolls-Royce Mechanical and Aerospace Engineer) to the AEF AGM at the end of last year. She said that this is a particularly good summary of:

- why the four pillars of sustainable aviation just don't stack up.
- why we should be changing how we manage aviation, particularly from an emissions perspective; and
- why we need to set a new flight path to safeguard the future of the workers and the industry.

The link to the presentation is: [AEF Seminar: Finlay Asher - What are the barriers to decarbonising aviation using new technology? - YouTube](#)

8.3 Planning: Nick Tyrrell

8.3.1 North Somerset Preferred Options - local plan consultation 14 March – 29 April. Letter sent to NSC on 6th January.

NT reported that after submission of their letter the PCAA had been told that the Local Plan 2038 had been put on hold as 'there is a need to consider the implications of any national changes before proceeding to the next stage of the Local Plan'

This relates to the Government's Proposals to make changes to the planning system set out in the Levelling up and Regeneration Bill (11th May 2021). From NSC's point of view they should now be able to set their own housing targets and hopefully avoid developments currently proposed in the Green Belt.

8.3.2 Planning Application 23/P/0176/AOC, Request to discharge condition number 5 (Compliance with total passenger numbers not exceeding 12 million per annum) on application 18/P/5118/OUT.

This planning Application for discharge of a condition had appeared on the NSC list since circulation of the agenda. Joachim Steinbach had reviewed it and, in his view, BAL was effectively attempting to circumvent the 12 mppa limit on passengers, set by Condition 5 of planning permission 18/P/5118/OUT, by using the slot allocation process. (He noted that this condition was in any case still subject to the result of any further appeal process)

He had drafted a response which had been circulated shortly before the meeting.

After some discussion this response was approved by the meeting (proposed Joachim Steinbach, seconded John Mallone). The secretary was asked to send the response to NSC and send it to parishes who were encourage to submit their own responses.

JH

8.4 Unofficial Airport Parking: Roger Daniels

8.4.1 Possible Article 4 direction

RD had circulated his correspondence with Chris Nolan of NSC about enforcement of off-site airport parking and further discussion with NSC of a possible Article 4 direction *'to remove permitted development rights to control the temporary use of any land for not more than 28 days in total in any calendar year ... for the storage, parking, cleaning, maintenance or repair of any motor vehicle of any description providing it was not used in association with the authorised use of the land.'* This had been the subject of consultation in 2016 but never imposed.

He had been told that no decision had yet been made about the Article 4 direction, but that NSC were awaiting the result of the appeal inquiry relating to the proposed park and ride at Hewish, after which they would review the matter again.

RD said that the PCAA should probably also wait for this result before discussing further and it was agreed to discuss this at the next meeting.

8.5. Air Space Modernisation: Joachim Steinbach/Laurie Vaughn

Stage 2 documentation was submitted to the CAA in July 2022 and approval granted on 3rd August. Bristol Airport are now working on their consultation strategy for Stage 3 of the CAP1616 process.

Joachim Steinbach said that at the Airport Consultative Committee meeting Dave Lees had said that the process had reached stage 2B and had specified some detail. The next stage would be another consultation in spring 2023.

JS said that in January the Civil Aviation Authority had launched a new consultation (CAP 2492) detailing their 'proposed modification to the CAP 1616 airspace change process'. It was not clear what effect this would have.

8.6. Noise (including representing the PCAA on the AEF Airspace and Noise Community Forum - ANCF): Laurie Vaughn

a) Information on reporting noise and related issues was sent to parishes on 6th January

b) Bristol Airport Environmental Effects Working Party – report on meeting 10th January. LV found it interesting that noise complaints made in 2022 are at 405 as against 146 in 2021. As far as he knows, operations are working within the conditions.

c) Report on ANCF meeting 31st January – LV said he had not been able to attend this and at the time of the PCAA meeting had not had time to review the recording. His updated report including notes on the ANCF meeting is attached to these minutes.

8.7 Airport Consultative Committee: Joachim Steinbach

Report on Meeting 18th January – JS said that the ACC has turned into a more positive forum since the appointment of the new chair.

He had asked whether the proposed use of hydrogen technology to fuel aircraft would involve nuclear power to generate the hydrogen. The airport said they were also looking at sustainable fuels.

The meeting had discussed the fully allocated slot allocation but this had been before Planning Application 23/P/0176/AOC (see above) was submitted.

The airport said they were preparing a new Noise Action Plan to be published in September.

9.0 Other Aviation/Airport Issues

9.1. **Consultation on Bristol Airport's application for year-round slot coordination** – PCAA response was sent on 20th September 2022 and sent to parishes on that date.

9.2. **All Party Parliamentary Group on National Aviation Strategy** – AEF response to consultation

The Aviation Environment Federation and the Airspace and Noise Community Forum responded in December to an inquiry into a National Aviation Strategy carried out by the All Party Parliamentary Group (APPG) on Airport Communities ([HOME | Airport Communities](#))

The link to the full response can be found here: [AEF and ANCF respond to MPs' proposal to create a national aviation strategy - Aviation Environment Federation Aviation Environment Federation](#)

A 'key points' document, prepared after the meeting by Louise Leeder, is attached to these minutes

10.00 Chair's urgent business

Louise Leeder said she thought that it was time that the PCAA had its own website.

There was some discussion of how to do this without too much expense.

Sean Stephenson McGall and Laurie Vaughn would do some research and report back.

SS-M, LV

11.0 Date of next meeting – The next meeting will be on 30th March, 7.30 p.m. at Felton Village Hall

There being no further business the meeting ended at 20.47.

Attached:

Finance Report 15th September 2022

Collected Reports (as issued with Agenda)

Final PCAA response to 23/P/0176/AOC

Updated Noise report.

'Key Points' of AEF response To APPG consultation (see above)