

## Chair's Report PCAA for Meeting on 30 March 2023

### 8.1 Support for BAAN

8.1.1 Email sent to all Parish Councils in PCAA requesting them to consider whether they are able to support the PCAA to support BAAN.

Dear Colleague

As you are no doubt aware, BAAN lost the Judicial Review in the High Court to prevent Bristol Airport expanding to 12mppa. BAAN now intends to apply to the Court of Appeal to overturn the decision of the High Court.

The PCAA were unable to be a partner with BAAN in the Judicial Review as we had used up all our resources in the previous challenge to the Inspectors.

It is important to note that it will be impossible for North Somerset Council to become carbon neutral if expansion of the airport to 12mppa is allowed. It is also impossible to predict the outcome of the Appeal BUT I believe that it is very important that we as communities fully support BAAN both practically and financially.

The PCAA are now working closely with and fully supporting BAAN in taking Bristol Airport to the Appeal Court.

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. The government has been ordered to produce a new one within 8 months. The Government initially appealed this decision but has subsequently dropped it and the new Net Zero Strategy should be published in March 23. This may be helpful to BAAN's challenge to Bristol Airport in the Appeal Court.

**BAAN aim to raise £14,000 initially** although this will only be a small proportion of the monies required. Wrington Parish Council have made a £3,000 donation to the PCAA to be used for BAAN's appeal. We ask Parish and Town Councils especially those who have declared a Climate Emergency to consider whether they are able to support the PCAA to support BAAN.

If you are able to help as a community, please send a cheque made payable to the Parish Councils Airport Association to the Secretary of the PCAA Judith Hoskin (address below) or direct transfer (bank details below)

8.1.2 Email circulated by Hilary Burn re support for BAAN via Crowd funding. To apply to the Appeal Court. £14,000 raised in 3 days.

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

8.2.1 PCAA objection sent to NSC. (covered under planning)

## **Parish Councils Airport Association Objection to Planning Application 23/P/0176/AOC by Bristol Airport Limited**

1. On 2 February 2022, the Planning Inspectorate granted Bristol Airport Limited (“BAL”) planning permission for the expansion of its operations to 12 mppa and related matters (planning application reference 18/P/5118/OUT).
2. The planning permission is subject to 39 conditions. Condition 12 provides that the passenger throughput at Bristol Airport shall not exceed 10 million passengers in any 12-month period from 1st January to 31st December (or other agreed twelve-month period) unless an application to the Secretary of State to designate Bristol Airport as a fully coordinated airport is submitted.
3. BAL applied for fully coordinated slot allocation in November 2019, withdrew the application in 2020 and resubmitted it in June 2022, when it was supported by a detailed capacity analysis prepared by Mott MacDonald. The application has not yet been decided by the DfT, a point acknowledged by BAL in paragraph 1.3 of this planning application.
4. Condition 5 of the planning permission provides that the total passenger throughput shall not exceed 12 mppa in any calendar year. It also contains requirements for BAL’s compliance with this condition. They include details of how total passenger numbers are to be established and steps to ensure that the limit of 12 mppa is not exceeded.
5. In January 2023, BAL applied to North Somerset Council for the discharge of condition 5. It now takes the view, in paragraph 1.2 of the application, that the slot coordination process, rather than compliance with the requirements of condition 5, will ensure that the airport does not exceed the throughput limit of 12 mppa. In paragraph 3.1, BAL explains that this is to be achieved by identifying and declaring its operating constraints for each flight season (summer and winter) including the annual passenger throughput, traffic movements and night flight movements.
6. The slot allocation process is predicated on BAL’s input. BAL is under no duty to include, in its declaration of operating constraints, the throughput ceiling of 12 mppa or the ATM and night flight caps. By its very nature, the slot allocation process does not impose a constraint on BAL’s requirements but will seek to accommodate them.
7. We take the view that a declaration of operating constraints as part of the slot allocation process is no substitute for an enforceable planning condition not to exceed 12 mppa. In the absence of condition 5, BAL could, within, its discretion, declare an operating constraint in excess of 12 mppa.
8. For the reasons set out in paragraphs 1 to 7 above, we object to this planning application.

### **Parish Councils Airport Association February 2023**

- 8.2.2 Email to all NSC councillors in the ruling coalition to make them aware of the planning application to discharge the 12mppa. Copied to Liam Fox MP. 20.2.23

Dear Councillor

**Re: Bristol Airport Ltd planning application 23/P/0176/AOC to discharge 12mppa limit**

You may be aware that Bristol Airport Limited has applied to North Somerset Council for the discharge of condition 5 imposed under the appeal decision of 2 February 2022.

The condition provides that passenger throughput at the airport shall not exceed 12 million passengers in any calendar year. It is intended to give local communities an essential safeguard against any further expansion of the airport and the associated increase in noise, pollution and traffic generation. I attach, and set out below, the PCAA's objection to the application.

On behalf of the PCAA, which represents **28** Parish Councils and Keynsham and Portishead town councils, may I ask you to consider this at a full council meeting and **REFUSE, or to ensure that officers refuse, planning application 23/P/0176/AOC.**

Kind regards

Louise Leeder  
Chair PCAA 2022-2

cc Dr Liam Fox MP

### **8.2.3 Reply to Matthew Sharp, Planning Manager at Bristol Airport**

20th March 2023

Dear Mr Sharp

**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.**

Thank you for your letter of 10 February sent to Hilary Burn (retired chair of the PCAA). She has passed it on to me the new chair as of June 22.

BAL's application for discharge of Condition 5 wrapped into becoming fully coordinated appears to the PCAA to be disingenuous and misleading. As you are aware as a Planning Manager for BAL the only limit on the numbers of passengers per annum is the limit set by Planning. In addition, whether BAL becomes fully coordinated is undecided at present. This sort of activity does not help us or the general public to trust BAL.

Thank you for your clarification remarks in regard to the function of becoming fully coordinated. It would be helpful if, in support of your assertion, you would disclose to the PCAA the terms of Bristol Airport Limited's agreement with ACL for the implementation of full slot coordination at the airport.

I look forward to your reply.

Yours sincerely

Louise Leeder

Chair PCAA (22-23)

## Response from Matthew Sharp (read out at meeting 30/03/2023)

Dear Dr Leeder,

Thank you for your letter. I apologise if you thought my letter was disingenuous and misleading, that was certainly not my intention.

I simply wanted to reassure the PCAA that the discharge of condition 5 does not mean the removal of the 12mppa cap. The planning condition is effectively asking us to submit a methodology for how we will ensure we operate within the 12mppa cap. Our proposed methodology centres on becoming a fully coordinated airport.

As present, our application to become fully coordinated is with the Department for Transport awaiting formal public consultation. We are hoping this will be soon and you will have the opportunity to scrutinise and comment on the information, including the role ACL will play. I appreciate that the Local Planning Authority cannot discharge condition 5 before the Department of Transport have made their decision. However, condition 5 required us to submit details within 12 months of the date of the planning permission (submission by February 2023), so it was decided that we would submit details (in order to comply with the planning condition wording), but the Local Planning Authority would likely hold the application in abeyance until the Department for Transport had come to a conclusion.

I hope this helps.

Kind regards  
Matthew

**8.3 The CAA has called for evidence** on what environmental information should be provided to people when they are looking for and booking flights. You can respond [here](#) (closes 7th April 2023). Should the PCAA reply?

**8.4 Royal Society report finds no clear Net Zero alternative to jet fuel: AEF response**

28th February, 2023

The AEF has responded to a [new report](#) from the Royal Society on the resource requirements and environmental impacts of 'net-zero' fuels.

The Royal Society researchers looked at the costs, life-cycle impacts, infrastructure requirements and outstanding research questions across four fuel types, green hydrogen, biofuels (energy crops and waste), ammonia and synthetic fuels (efuels).

The researchers found that producing enough sustainable aviation fuel to supply the UK's net-zero ambitions, even if flying is kept at today's levels, would require enormous quantities of agricultural land or renewable electricity. The findings are even more stark when you consider the additional fuel that will be needed to meet the Government's Jet

Zero prediction of a 70% increase in passenger numbers above their pre-pandemic high by 2050.

The study estimates that meeting existing UK aviation demand entirely with energy crops would require around half of UK agricultural land, while producing sufficient green hydrogen fuel would require 2.4 – 3.4 times the UK's 2020 renewable (wind and solar) electricity generation, which is likely to be in high demand in other areas.

## **8.5 Proposed reforms to National Planning Policy: AEF response to Consultation**

7th March, 2023

Between December 2022 and March 2023, the Department for Levelling Up, Housing and Communities consulted on its proposed reforms to national planning policy. Responding to a question on carbon impact assessments, AEF took the opportunity to highlight a serious planning policy issue concerning airport expansion applications under the 1990 Town and Country Planning Act (TCPA).

A key policy document, *The future of UK aviation: Making best use of existing runways* (2018), suggests that, as a planning matter, assessments of carbon and greenhouse gas emissions from increased passenger movements should be considered by national Government and not by local planning authorities (who should limit their CO2 emissions assessments to groundworks at airports).

The glaring problem is that potential emissions from airport expansion applications under the 1990 TCPA are not being considered at a national level – unless LPA planning decisions are called in on climate (and sometimes other) grounds. In short, there is currently no policy mechanism to ensure that increased carbon emissions from airport expansion are automatically assessed nationally.

In view of this huge policy gap, AEF called for:

- clear guidance in the NPPF on how the climate impacts of aviation, and other transport projects, should be considered;
- powers for local and regional authorities to assess the impact of airport expansion on local climate change targets by factoring in impacts of increased flights as well as from ground works;
- central Government collation and scrutiny of local authority carbon assessments to measure the potential cumulative impacts of increased airport operations in England and Wales, which would ensure that policy is implemented in a transparent manner.

## **8.6 Letter to NSC need to request result of B3130 monitoring. Reply received.**

**Paul Paton <Paul.Paton@n-somerset.gov.uk>**

Tue, Mar 21,  
12:51 PM (1 day  
ago)

Dear Judith & Louise, thanks for the chaser.

The data is currently being analysed and the report drafted. As a courtesy we'll need to share with NSC Elected Members first then publish. We anticipate publication being towards the end of April.

Regards

Paul

Paul Paton

Lead Transport Policy Officer

## **8.7 Local Resident concessionary schemes**

At the bottom of the Community Fund web site

<https://www.bristolairport.co.uk/corporate/community/local-community-fund/> ; there are links to Local Resident concessionary schemes including parking concessions for certain roads, subsidised travel on A1 and A3 Flyer Express if you live in BS 40,41,48,49,29 or 30. Diamond card holders can travel free with the airport concessionary travel scheme