

**Parish Councils Airport Association  
Minutes of the Meeting held at 8.45pm  
on Thursday 27<sup>th</sup> June 2024 at Felton Village Hall**

**Present:**

Backwell	Barbara Harland (BH)	Publow with	Steve Grimes (StG)
Barrow Gurney	Nick Tyrrell (NT)	Pensford	Sue Grimes (SuG)
Burrington	Roger Daniels (RD)	Stowey Sutton	Ian Dagger (ID)
Butcombe	Jim Croker (JC)	Timsbury	Sean Stephenson-McGall (SS)
Chew Stoke	Nicola Wilson (NW)	Winford	Nigel Reed (NR)
Churchill	Jan Murray (JM)	Wrington	Laurence Vaughn (LV)
Dundry	Holger Laux (HL)	Wrington	Joachim Steinbach (JS)
Keynsham	Clive Fricker (CF)		
Nempnett	John Mallone (JM)	Secretary	Tony Jay (TJ)
Thrubwell			

**1.0 APOLOGIES**

Hilary Bunn - Cleeve PC; Mike Fishwick - Brockley PC; Roger Milward - Butcombe PC, Bryan Thomas - Yatton PC, Richard Barber – Kingston Seymour PC and East Harptree PC.

**2.0 DECLARATION OF INTERESTS**

2.1 There were no declarations of interest.

**3.0 MINUTES OF PREVIOUS MEETING on 25<sup>th</sup> January 2024.**

3.1 It was resolved to accept the minutes as being a correct record of the meeting.  
Proposed by NT. Seconded by CF. The Chair signed the minutes.

3.2 Matters arising.

The Chair asked the Secretary to ask NSC for traffic volume reports on the B3130 before and after the introduction of the Bristol Clean Air Zone.

**4.0 FINANCE**

**4.1 Finance Report 26<sup>th</sup> January to 27<sup>th</sup> June 2024**

4.1.1 The Secretary reported that the amount presently in the PCAA account is now £62,431.66. This includes £3,000.00 from Wrington PC, and £300.00 from Barrow Gurney PC, ring-fenced for legal fees, and a bequest of £53,140.79 ring fenced to fight airport expansion.

After the outstanding subscriptions for 2024-25 have been received, and outstanding invoices paid, the available current funds figure is £5,378.07

4.1.2 Secretary's time and expenses

This is shown on the financial report.

4.1.3 Update on change of bank from Santander to Unity Trust.

The Santander bank account has now been closed, and all funds are held in the Unity Trust account. All payments will be made by BACS in the future.

**5.0 MEMBERS AND DELEGATES**

Shipham, Blagdon and Ubley Parish Councils have both resigned as members of the PCAA since the last meeting.

Two member councils have not paid their 2024-25 subscriptions yet, despite being sent a reminder.

**6.0 CHAIR'S REPORT:** Louise Leader

**6.1 Meeting with Sir Liam Fox re: Proposed Removal of Greenbelt from Airport in NSC Local Plan 2039: pre-submission plan:**

On Monday 19 February Louise Leeder and Joachim Steinbach had an online meeting with Sir Liam Fox concerning North Somerset Local Plan 2039: pre-submission plan for the removal of Greenbelt from the Airport. Sir Liam supported the PCAA in objecting to the removal of Greenbelt. On 28 February 2024 Sir Liam Fox emailed Jo Walker, the Chief Executive of NSC. He made his objection to "any plan to take Bristol Airport out of the greenbelt." He was also concerned that the plan does not make sufficient provision for improvements to the plight of the many villages in relation to the projected increase in passenger numbers.

He pointed out that "In the period of the plan, there are likely to be further applications for even greater passenger numbers. ----- It would be nice to see ideas about how this chronic situation might be improved in the future, for example by building our major park-and-ride close to the M5 which could at least limit vehicle movements by the improved use of shuttles to the airport itself."

A reply was received from Richard Kent on behalf of J Walker.

**Link to the consultation.**

<https://n-somerset.inconsult.uk/NSLP2039PreSub/consultationHome>

**6.2 LL attended the Bristol Airport meeting for Parish Councillors on 27 March 2024 held at Lulsgate House**

Bristol Airport reported:

- New Multistorey Car Park projected completion 2025  
Capacity 22,000

Public interchange hub (on top) on target for mid-2025

The size of the drop off point will be double the existing one

Carpark construction is concrete rather than steel so they said that they did not need a sprinkler system.

- Next generation security is about to arrive so passengers will be able to leave their water bottles in hand baggage but everyone will have a body scan
- Public transport: BA claimed that A1 bus and A3 bus passenger numbers had substantially increased but comparison was to 2022 figures when volume was low rather than pre Covid.
- BA funding for projects  
£220,000 in local projects

Airport Environmental and Amenity Improvement Fund (100k) for projects on transport improvement, noise mitigation, environmental impacts (10k per project)

- Diamond Fund £50k
- Noise mitigation for households (200k): for Backwell, Wrington, Felton and Winford residents
- Hydrogen in Aviation Alliance: hydrogen as aviation fuel

Several questions were submitted but the main one was in regard to the excess nighttime flights:

**Nighttime flights:** Bristol Airport are now allowed to have 4000-night flights in total between 11.30pm and 6am. A Freedom of Information request revealed that **Bristol Airport had an excess of 1188 nighttime flights between March and October.** This is **30% more than they are allowed** and the equivalent of between **5 and 6 extra flights per night.** This is more than **double the number of additional nighttime flights at Gatwick Airport** which is over four times the size of Bristol Airport. Dave Lee (BA CEO) said that “special dispensation” had been granted for 806 which left 382 breaking the airports quota. However, only 7 of the 806 dispensations were because of “actual emergencies or danger to life

**Bristol Airport Spring Newsletter reported that:**

- **The Waiting Zone on the Southside of the airport is free of charge for up to one hour for dropping off or collecting passengers, with a regular bus service operating between the terminal and the Car Rental Centre. Please follow pedestrian signage to the bus stop at the Car Rental Centre to access the service.**
- Bristol Airport charity for 2024 is the Great Western Air Ambulance Charity (GWAAC) throughout 2024.

#### **7.0 REPORTS ON NET ZERO/CLIMATE CHANGE/AIRPORT EMISSIONS: Nicola Ainger.**

There was no report.

#### **8.0 PLANNING: Nick Tyrell.**

The PCAA considered the following planning applications since the last meeting.

8.1 24/P/0615/AIN. Consultation request under the provisions of Part 8 (Class F) of The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 for a proposal to create new airport boarding gates and bridge links to the existing central pier.

The PCAA considered the proposals and accepted that the works proposed fall within the Town and Country Planning (General Permitted Development) (Amendment) (England) Order, 2015, Part 8, Class F. and therefore did not object to the works. NSC made no comment on the consultation request.

8.1 24/P/0783/AOC. Request to discharge condition number 11 (Light Spill Calculations Plan) on application 23/P/1637/FUL.

The PCAA considered this application and took the view that there was no reason to comment. The application was approved by NSC.

## 9.0 **RESPONSE OF THE PCAA TO THE NSC PRE-SUBMISSION LOCAL PLAN**

**Link to the consultation.**

<https://n-somerset.inconsult.uk/NSLP2039PreSub/consultationHome>

The following response was submitted:

The PCAA objects to the removal of Bristol Airport from the Green Belt (Policy LP9) for the following reasons:

1) There has been no suggestion of this in any of the consultation stages previously carried out in connection with the preparation of the 2038 Local Plan. It has come completely out of the blue. Removal from the Green Belt would severely weaken or remove any control that North Somerset Council has over numerous matters associated with the discharge of conditions linked to application 18/P/5118/OUT (consent for Bristol Airport to expand from 10million passenger per annum throughput to 12mppa) that was granted by the Planning Inspectorate in February 2022. The potential removal of the Green Belt status covering the majority of the airport was not suggested at any stage during the Appeal.

2) Green Belt status means that exceptional circumstances are required for development to be permitted in these areas. As such careful scrutiny of all aspects of proposed development is entrusted to North Somerset Council and widespread consultation is necessary to allow anyone who may be affected to make their views known. An airport has impacts on a very wide hinterland by virtue of the huge variety of environmental impacts associated with flights, most notably aircraft noise, mass movement of people accessing the airport by public and private transport, localised air pollution and the impact of CO2 emissions on global climate change. The loss of Green Belt status would remove these safeguards and potentially limit the potential of surrounding communities to voice their concerns.

Policy LP9 acknowledges these requirements in the paragraphs justifying the policy as follows:

*Bristol Airport will be expected to define and deliver a low carbon, accessible, integrated, and reliable transport network, for both staff and passengers to access the airport when they need to and support the delivery of infrastructure that prioritises lower emission vehicles. The airport is also expected to limit the increase in demand for additional car parking provision. The airport must also address the operational impact on the environment, such as air quality, noise and landscape impact. As well as impacts from aircraft, airports generate air pollution from a number of other sources including ground-based power and heating, equipment to service aircraft, on-site vehicles and airport-related traffic on surrounding roads (staff, passengers and freight). Aircraft noise is a major environmental concern for communities impacted by aviation operations, particularly in relation to nighttime flights.*

We consider that the best way of ensuring that these matters are effectively controlled is to maintain the Green Belt as it is now, so strengthening the powers that North Somerset Council has to prevent unwanted or inappropriate impacts on the surrounding area.

3) We would have expected by now that an Airport Master Plan had been prepared, since we know from previous discussions that BAL has aspirations to further expand passenger throughput over the next 10-25 years from its present level (circa 9mppa) to 20mppa or greater. We understand that BA originally intended to produce a master plan for the airport in 2018, but nothing of the kind has materialised during the preparation of the 2038 (now 2024-2039) Local Plan. Without any indication of BA's future intentions for further growth the loss of Green Belt protection would severely limit the Council's ability to control the form of development (eg building heights; impact of development on views towards the airport from the surrounding villages and countryside; control of lighting pollution and impact on protected species areas of nature conservation; additional noise arising from the increase in the number of flights, pressure for increased car parking space to cater for growth and the detrimental impacts on both arterial and local roads, and villages surrounding the airport, by virtue of more cars and related air and noise pollution).

**Proposed modifications:**

The substantial part of Bristol Airport currently within the Green Belt should remain as such, to strengthen the powers of North Somerset Council to maintain control over the impacts of development as the airport increases passenger throughput to 12mppa.

A master plan illustrating how BA plans to expand the airport in the future should be produced as a Supplementary Planning Document.

**10.0 OFF AIRPORT PARKING:** Roger Daniels.

10.1 The ASAS report is published. I think the issues it addresses (and those that it doesn't) in relation to the local community impacts of road traffic and off-site car parking generated by the airport will need to be followed up through the Airport Consultation Committee and the North Somerset Local Plan, including pursuing an Article 4 Direction

and seeking progress on an airport master plan before any Green Belt changes are approved.

JS, RD and NT will prepare a response to the ASAS report.

**11.0 THE FORTHCOMING AIRPORT SURFACE ACCESS STRATEGY:** Roger Daniels.

See minute 10.1

**12.0 NOISE** (including representing the PCAA on the AEF Airspace and Noise Community Forum): Laurie Vaughn.

**AEF report on night-time flight restrictions consultation for Heathrow, Gatwick and Stanstead**

- Following a 2020–2021 consultation on night noise restrictions at the three noise designated airports (Heathrow, Gatwick and Stansted) the Government decided to roll over its existing night noise regime, from October 2022 to October 2025 to allow the sector to recover from the impacts of Covid.
- The Government is now carrying out a [follow-up consultation](#) on its regime at the noise designated airports for a three-year “bridging period” between October 2025 and October 2028. The bridging period is intended to give additional time for the industry to return to pre-pandemic levels of traffic. The other stated intention is to provide time for the findings of current studies – on aviation night noise effects (DfT) and on aviation noise attitudes survey (CAA) – to be reported and factored into future night noise regime decisions.
- The night-time noise abatement objective for the 2025–2028 regime for the designated airports (following consultation in 2023) has now been finalised. The objective is:
- **“To limit, and where possible reduce, the adverse effects of aviation noise at night on health and quality of life while supporting sustainable growth and recognising the importance to the UK of commercial passenger and freight services.”**
- It’s anticipated that an announcement on the 2025–2028 night flight restrictions will be made in July this year.

The consultation covers proposals and options for the next night-flight regimes for Heathrow, Gatwick and Stansted (taking current planning contexts into account) and asks for comment. You can submit your responses directly to the Department for Transport via an online form, by email or by post. Details [here](#). **The consultation closed at 11:59pm on 22 May 2024.**

**ANEG mtg (Airspace Noise and Engagement**

**Group** <https://www.gov.uk/government/groups/airspace-and-noise-engagement-group>)

*23rd Jan 2024*

This meeting discussed a range of items:

\* DfT updates

- new aviation minister Anthony Brown. Has an awareness of noise
- New noise policy delayed
- Night flights needs to be done by summer; consultation in Feb?
- ANNIE has 2 peer reviewers appointed

- Airspace modernisation update
  - \* CAA noise action plans

This was an at times confrontational meeting as the AEF attendees challenged the government on their lack of progress and transparency around aircraft noise. I got the impression this meeting served to mark time and not much else.

**ANCF mtg (Aircraft and Noise Community Forum, hosted by the Aviation Environment Federation)**

*9th Feb 2024*

Review of 2023

Trends and themes:

- noise deprioritised by DfT through weaker policies
- Delays from DfT with respect to night flights
- Hyper concentration of flight paths = big risk?
- Defra noise action plans - need to demonstrate how noise will reduce Framework for aircraft noise health impact research and into policy 2024 priorities.
- Unlikely to see much activity until after the election
- Otherwise continue engagement with government, sharing good practice

**EEWP mtg (Environmental Effects Working Party, hosted by Bristol Airport)**

*BAL, 27th March 2024*

Q1 2024

Additional night flights discussed. Not confirmed, but I suspect they are not included in the noise modelling/NAP

2024 noise mitigation scheme: two application periods; £200k in the pot; no contributions required; night noise bands now included (which are more stringent). BAL to engage with Parish Councils to start with; maybe mailshots to affected properties. Question raised by me regarding the procedure for lowering landing gear on approach for landing.

Also requested that the flight path data colour coded to align with the altitude when turning is permitted

**EEWP mtg (Environmental Effects Working Party, hosted by Bristol Airport)**

*BAL, 29th May 2024*

Q2 2024

Adoption of NAP delayed due to general election, but will be published on the website nonetheless.

Follow up to question I posed at previous EEWP mtg regarding the lowering of NLG before landing, EZY drop at 2250ft, Jet2 at 1300ft and Ryanair at 500ft. This correlates with the continuous descent approach data that shows that EZY are worst, Jet2 middling and RA best. These different operating procedures are down to the operators. However are they included in the noise modelling? Are they included in the NAP?

New flight path data showed NTK not followed? (Need to query with BAL)

**Noise Metrics (webinar hosted by UECNA <https://www.uecna.eu>)**

*UECNA meeting, 3rd June 2024*

Discussion around a number of aspects of noise metrics associated with aircraft and airports. Three invited speakers: an acoustician, a NY campaigner and a chap considering low frequency noise.

Some short notes:

- Should we use not just the average noise levels, but also the number of aircraft?
- The level at which people become annoyed may not be reliable.
- dBA measure has a flaw as much of the sound energy below 200Hz is subtracted; vast proportion of the aircraft noise produced is less than 40Hz
- Low frequency noise - does it affect health?
- Proposal to complement dBA with dBH; We hear dBA, but our bodies feel the full spectrum.
- Low frequencies travel further and passes through solid walls; clinical damage arises from low frequency noises
- dBH is proposed for frequencies from 0 to 200Hz  
A thought-provoking webinar and I will review to see if there are any takeaways relevant to the PCAA.

**13.0 AIR SPACE MODERNISATION:** Laurie Vaughn and Joachim Steinbach.

There was nothing to report.

**14.0 AIRPORT CONSULTATIVE COMMITTEE:** Joachim Steinbach.

This has become more of a dialogue and exchange of information. It is a useful committee, within parameters. There are no NSC officers of the committee, only elected members. Things are more transparent than they had previously been.

**15.0 PCAA WEBSITE DEVELOPMENT:** Sean Stephenson McGall and Laurie Vaughn

The PCAA website has been built. SS will circulate a link to the website to all members. We now need more content. Any news items and good quality images will be welcome.

**16.0 URGENT BUSINESS:**

JS reported on the AAIB investigation S1/2024 into the aircraft incident at Bristol Airport on 4<sup>th</sup> March 2024 and the recent power failure at the airport control tower.. He will raise these items at the next ACC meeting.

**17.0 DATE OF NEXT MEETING**

The next meeting will be held virtually at 7.30pm on Thursday 7<sup>th</sup> November 2024.

There being no further business, the meeting ended at 21.40.

Attached:

Finance Report June 2024



**PCAA Finance Report June 2024**

Opening balance at 15th January 2024

**£6,915.87**

**Income**

Meeting reported	Method	Date paid in	From	For	Amount
27/06/2024	BACS	29/04/2024	Barcan Kirby	Bequest	£26,500.00
	BACS	30/04/2024	Congresbury PC	Subscription 2024 2025	£95.00
	BACS	02/05/2024	Stowey Sutton PC	Subscription 2024 2025	£95.00
	BACS	02/05/2024	Brockley PC	Subscription 2024 2025	£95.00
	BACS	02/05/2024	Cleeve PC	Subscription 2024 2025	£95.00
	BACS	03/05/2024	Backwell PC	Subscription 2024 2025	£95.00
	BACS	07/05/2024	Wraxall & Failand PC	Subscription 2024 2025	£95.00
	BACS	10/05/2024	Barrow Gurney PC	Subscription 2024 2025	£95.00
	BACS	13/05/2024	Nempnett Thrubwell PC	Subscription 2024 2025	£95.00
	BACS	13/05/2024	Chew Stoke PC	Subscription 2024 2025	£95.00
	BACS	14/05/2024	Churchill PC	Subscription 2024 2025	£95.00
	BACS	14/05/2024	Saltford PC	Subscription 2024 2025	£95.00
	Cheque	16/05/2024	Chew Magna PC	Subscription 2024 2025	£95.00
	Cheque	16/05/2024	Compton Dando PC	Subscription 2024 2025	£95.00
	Cheque	16/05/2024	Kingston Seymour PC	Subscription 2024 2025	£95.00
	BACS	21/05/2024	Compton Martin PC	Subscription 2024 2025	£95.00
	Cheque	21/05/2024	Yatton PC	Subscription 2024 2025	£95.00
	BACS	22/05/2024	East Harptree PC	Subscription 2024 2025	£95.00
	BACS	22/05/2024	Keynsham TC	Subscription 2024 2025	£95.00
	BACS	28/05/2024	Winford PC	Subscription 2024 2025	£95.00
	Cheque	03/06/2024	Publow with Pensford PC	Subscription 2024 2025	£95.00
	Cheque	03/06/2024	Burrington PC	Subscription 2024 2025	£95.00
	BACS	14/06/2024	Butcombe PC	Subscription 2024 2025	£95.00
	BACS	20/05/2024	Wrington PC	Subscription 2024 2025	£95.00
	BACS	29/05/2024	Barcan Kirby	Bequest	£26,640.79
	Cheque	19/06/2024	Dundry PC	Subscription 2024 2025	£95.00
	BACS	21/06/2024	Portishead TC	Subscription 2024 2025	£95.00
			<b>Total income</b>		<b>£55,515.79</b>

**Expenditure**

None		£0.00
	<b>Total expenditure</b>	<b>£0.00</b>

**Forthcoming imminent expenditure**

Tony Jay Oct 23 to May 24 (44.6 hours @ £18 )		£802.80
	<b>Total imminent expenditure</b>	<b>£802.80</b>

**Expected income**

Unpaid subscriptions 2024 - 2025

Long Ashton PC	£95.00
Stanton Drew PC	£95.00
<b>Total Expected Income</b>	<b>£190.00</b>

Ring Fenced amounts

Wrington Pc Donation	£3,000.00
Barrow Gurney PC Donation	£300.00
Bequest	£53,140.79
<b>Total Ringfenced Amounts</b>	<b>£56,440.79</b>

Current bank balance	£62,431.66
Plus expected income	£190.00
Less imminent expenditure	£802.80
Less Ringfenced Amounts	£56,440.79

**TOTAL AVAILABLE TO SPEND £5,378.07**