

**Parish Councils Airport Association
Minutes of the Meeting held virtually
on Thursday 25th January 2024**

Present:

Backwell	Barbara Harland (BH)	Dundry	Holger Laux (HL)
Barrow Gurney	Nick Tyrrell (NT)	Nempnett Thrubwell	John Mallone (JM)
Brockley	Mike Fishwick (MF)	Wrington	Joachim Steinbeck (JS)
Burrington	Roger Daniels (RD)	Wrington	Laurie Vaughn (LV)
Chew Magna	Louise Leeder (Chair) (LL)		
Chew Stoke	Nicola Ainger (NA)		
Churchill	Jan Murray (JM)	Secretary	Tony Jay (TV)
Congresbury	Thomas Daw (TD)	Previous Secretary	Judith Hoskin (JH)

1.0 Apologies

1.1 Apologies had been received from Congresbury Parish Council; Bryan Thomas – Yatton Parish Council; Steve Grimes – Publow with Pensford Parish Council; Phil Collins – Ubley Parish Council.; Sean Stephenson-McGall – Timsbury Parish Council

2.0 Declarations of Interest

2.1. There were no declarations of interest.

3.0 Minutes of the Previous Meeting

3.1 The minutes of the meeting held virtually on 12th October 2023 were agreed as a true record. Proposed by NT, seconded by JM (Unanimous).

3.2 Matters Arising

3.2.1 The Chair said that there had not been an update on item 8.3 which is the traffic monitoring report. This will need to be chased. **ACTION TJ**

3.2.2 Under 9.2 JS said that BAL were the only airport attempting to tackle decarbonisation of their operation. We agreed that a more consensual approach would be beneficial. We did not say that we would be writing a letter to the airport.

3.2.3 Under 13.3 it was reported that residents near Newcastle Airport had set up an Independent Community Noise Complaints website. This will be discussed at the next meeting.

4.0 Finance Report

4.1. Finance Report 13th October 2023 – 23rd January 2024

- 4.1.1 The Secretary reported that the amount presently in the PCAA account is now £6,915.87. This includes £3,000.00 from Wrington PC, and £300.00 from Barrow Gurney PC, ring-fenced for legal fees.
After payment of the Secretary's salary, the amount would be £6,640.47 of which £3,300 is ring-fenced, leaving £3,340.47. The salary will be paid after the new bank account has been opened.

4.2. Secretary's time and expenses

- 4.2.1 This is shown on the finance report.

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

- 4.3.1 The forms required to close the Santander account and open the Unity one have been signed, and the aims & objectives and business plan documents were due to be approved this evening, so these documents will be submitted following the meeting to enable the change of bankers to go ahead.

5.0 Members and Delegates:

- 5.1 The Chairman welcomed District Councillor Tom Daw from Congresbury and Councillor Barbara Harland from Backwell as delegates.
- 5.2 Since the last meeting both Blagdon and Stanton Drew Parish Council's had resigned their membership of the PCAA.

6.0 Chair's Report: Louise Leeder

- 6.1 We welcome Tony Jay as our new secretary and thank Judith Hoskin for her help and guidance to Tony.
- 6.2 Since the last meeting in October, most of the work has been related to planning applications for the airport and the consultation on NSC's Pre-submission plan to 2039 consultation

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

The main section concerning Bristol Airport is LP9 specifically relating to the Airport Greenbelt. In essence a large portion of the Airport such as Silver Zone Carpark etc are built on Greenbelt. NSC are planning to remove that Greenbelt restriction meaning that Bristol Airport can build on Greenbelt without close scrutiny which could be of considerable detriment to the protection of landscape, wildlife such as bats and to those living in close proximity of the airport. At no stage has the removal of Greenbelt been a part of the Airport expansion plans and was not part of the Appeal.

- 6.3 On 5 December I attended a Meeting at the Airport. There was good representation of Parish Councils

Facts provided by Bristol Airport

- 9.7m passenger numbers 2023
- 3750 employees (no breakdown to full and part time)
- 83% flights for leisure and 17% for business
- 15 Airlines and 120 destinations
- Co-winner of the Eco Innovative Award 2022. Aviation Carbon Transition Programme. [Aviation Carbon Transition Programme \(bristolairport.co.uk\)](https://www.bristolairport.co.uk/aviation-carbon-transition-programme). This is a grant-giving fund to 'kick start and fast track decarbonisation initiatives in the South West.
- 2022 ACI Europe Best Airport Award jointly with Istanbul
- Third largest regional airport
- Lowest 4+ carbon accreditation
- 2.8 acres of solar panels.
- By 2027, 77% towards net zero excluding flights and will achieve this by 2030
- Currently 15% of passengers travel to the Airport by public transport. Plan is for this to increase to 17.5%.
- The use of hydrogen fuels is expected to be trialled in the foreseeable future

6.4 Thanks to all the Section leads and particularly to Nick Tyrell who has been working tirelessly on planning. All the applications that he has dealt with are listed under planning so I will not repeat them here.

7.0 Reports on net zero/climate change/airport emissions

7.1 NA gave a general update on four matters:

7.1.1 News article 1

<https://www.aef.org.uk/2023/11/16/sustainable-aviation-fuels-hope-or-hype/>

Sustainable Aviation Fuels: hope or hype?

'Sustainable Aviation Fuel' is a term coined by the aviation industry to refer to liquid hydrocarbon fuels made from alternative sources, such as biofuels, waste-to-liquid fuels and synthetic fuels. ...

Read more ›

7.1.2 News article 2

<https://www.bristolairport.co.uk/corporate/news-and-media/news-and-media-centre/2023/12/our-new-goals-bristol-airport-launches-sustainability-strategy/>

Bristol Airport has published a new Sustainability Strategy, with an interim target to cut carbon emissions across its operations by 73% by 2027

Climate action was the number one issue for both those working at Bristol Airport and external stakeholders. The airport's impact on the local economy and jobs, improvements to biodiversity and air quality, and noise and traffic were raised as important issues.

Responding to this, the strategy sets four goals for Bristol Airport:

- Be net zero across its operations by 2030
- Collaborate with partners to accelerate the delivery of zero emissions flight
- Protect and enhance the local environment
- Support communities and enable the region to thrive

7.1.3 News article 3

In December Bristol Airport becomes first UK regional airport to reach Level 4+ in international carbon accreditation scheme. (see Bristol Airport link above)

The Airport has a target of net zero operations by 2030 and a new interim target of cutting direct emissions by 73% by 2027, relative to 2019 levels. Achieving this will require the removal of gas heating and it being replaced with air source heat pumps, converting more diesel vehicles to electric, and all runway lighting to become LED.

7.1.4 News article 4 – 21 December 2023

Members of the House of Commons' Environmental Audit Committee (EAC) have set a no of recommendations for aligning Britain's aviation sector with its national and legally binding net-zero target. They pick holes in current approaches to carbon accounting and alternative fuels:

<https://publications.parliament.uk/pa/cm5804/cmselect/cmenvaud/404/report.html#heading-5>

Back in December: MPs are calling on the Government to consider re-assessing its decision not to limit airport expansions and passenger number increases as part of its net-zero plan for the aviation sector.

They site a Lack of Clear Targets: The Jet Zero report and government strategy lack specific and measurable targets for reducing carbon emissions from aviation, making it challenging to assess progress.

Insufficient Investment.

Limited Emphasis on Alternative Fuels: carbon neutrality in the aviation sector.

Technological Over-Reliance.

Global Collaboration Issues.

Lack of Stringent Regulations.

Inadequate Consideration of Consumer Behaviour.

Implementation Challenges.

Monitoring and Reporting Issues.

Stakeholder Engagement.

The Government should respond to the House of Commons' Environmental Audit Committee (EAC) report in early 2024.

8.0 To note the PCAA's response to the NSC pre-submission local plan.

The following response has been submitted to NSC.

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 the 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 night time 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 (e.g. 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 in 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.

Nick Tyrrell added that he had looked into some of the circulated reports and was surprised to learn that hydroxylated vegetable oil does not have lower CO2 emissions than current fuels.

9.0 Planning. Nick Tyrell

9.1 NT had reported as follows on the following applications (full report attached).
The chair thanked him for his work on this.

9.1.1 23/P/2331/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 proposed electric vehicle charging forecourt and associated hub building. THIS IS NOT A PLANNING APPLICATION. Bristol Airport North Side Road Felton Wrington BS48 3DY.

The PCAA objected to this application. The PCAA consider North Somerset Council should require the submission of a full planning application in order that wider consultation can be undertaken, and all aspects of the proposal can be considered carefully, including any likely impacts on traffic movements at this busy roundabout junction on the A38. The full reasons for the objection are contained on the NSC website.

9.1.2 23/P/2595/FUL. Erection of a first floor extension to the east terminal beneath the airside terrace.

The PCAA considered this application and took the view that the application should not be supported or objected to.

- 9.1.3 23/P/2518/FUL. Departure Concourse Bristol International Airport North Side Road Felton BS48 3DY. Construction to infill a section of external void space to create additional terminal floorspace for passenger check-in.

This application proposes limited new construction work within a small part of the existing East Passenger Terminal building, to infill a section of external void space thereby creating additional floorspace. The small area created will be used as additional queuing space for passengers waiting to check-in. There will be minimal alterations to the exterior of the building and all work will be carried out in materials to match the existing.

The PCAA had no reason to object to the proposals, which are a minor part of the planned expansion from 10mppa to 12mppa passenger throughput.

This planning application was approved.

- 9.2 The PCAA was notified of two consultation requests submitted by Bristol Airport, as below.

- 9.2.1 23/P/2482/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 upgrade the existing aviation fuel storage capacity area (known as the Fuel Farm). THIS IS NOT A PLANNING APPLICATION.

The PCAA felt that it did not need to comment on this consultation request.

The planning officer decided that this was permitted development.

- 9.2.2 23/P/2484/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 the creation of 1no. new permanent aircraft stand. THIS IS NOT A PLANNING APPLICATION.

The PCAA felt that it did not need to comment on this consultation request.

The planning officer decided that NSC has no comments to make.

The Chair and JS both thanked NT for all his hard work in dealing with planning matters.

10.0 Off airport parking: Roger Daniels.

The Chair thanks RD for his hard work.

RD stated that a revised Airport Surface Access Strategy is a requirement of the planning permission for the expansion of the airport. It is very hard to get any information about what is actually happening. It has been said that there was a consultation last May with Parish Councils, but he knows of no Council who were consulted. The Chair said that Chew Magna had submitted a reply, as had Wrington.

JM said that it would be good to know how the airport consults with Parish Councils. The Secretary will email all member Councils asking if they were consulted or not.

RD will compose an email for the Secretary to send to NSC regarding the ASAS.

ACTION RD

11.0 The forthcoming airport surface access strategy: Roger Daniels.

This was covered under item 10.

12.0 Air space modernisation: Laurie Vaughn and Joachim Steinbach.

There was no update provided.

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

13.1 There is not a huge amount to report. One tactic may be to approach DEFRA as it seems that they hold the strings regarding what is and isn't a noise sensitive area.

13.2 There was an AEF meeting earlier that week with a number of organisations present. It seemed to get bogged down with a lot of detail. A new survey is being carried out regarding noise around airports, being commissioned by the CAA. Bristol Airport will be part of the survey. Twenty or thirty people will be selected from around the country and noise monitoring equipment will be installed in their properties to collect data.

14.0 Airport consultative committee: Joachim Steinbach.

14.1 The airport has met with North Somerset Council officers not councillors, which is disappointing.

14.2 JS raised the issue of the incident which happened on 5th January when an Alaska Airways flight suffered a blow out of a door panel. The plane involved was a Boeing 737, which is by far the most popular short haul and medium haul airliner in the world. These planes fly from Bristol every day. JS has enquired how many Boeing 737 flights take place to and from Bristol Airport in an average year. The answer received was approximately 25,000 flights. We need to be aware of this as a major catastrophe was narrowly avoided in Alaska.

15.0 PCAA website development: Sean Stephenson - McGall and Laurie Vaughn.

An update will be given to the next meeting.

16.0 Chair's urgent business:

The Chair summarised the EPIC major planning application at Long Ashton (23/P/2185/FU2). It was agreed that the PCAA would object to the planning application. NT will prepare a response on behalf of the PCAA.

ACTION NT

17.0 Date of next meeting: To be decided.

18.0 There being no further business, the meeting ended at 21.05

Attached:

Finance Report January 2024

Collected Reports