

Airport report

On 6 September, David Tonkin attended an Airspace Workshop representing Chew Magna Parish under CAP1616. David has completed a comprehensive report which I would like to appear on CMPC website if it is agreed by the council and has already been sent to all members of CMPC

To summarise David's report. The meeting which had been organised BIA with help from National Air Traffic Services (NATS) and a third party facilitator had mainly been about a nationwide process to reassess how the planning for air paths is assessed using latest technologies to ensure that the UK's airspace uses the right flight paths. It asked those present to rate in order of importance safety, noise and CO2 emissions. Further meetings would be held in January as the next step of the process would involve BIA introducing some modelling with locals to explore the impact of varying flight patterns under 7,000ft. This would appear to let BIA introduce a significant variation in aircraft modelling around the backdrop of more efficient use of airspace overall and as such their travel plans need to be examined carefully. The effect of the changes would be to funnel flights over existing routes close to the airport while widening the area overflown, with new areas coming under the flight path. The rationale was that planes would be able to fly on more direct routes rather than turning at specific points. This would reduce the amount of fuel used and reduce costs. The airport had made no secret of the fact that the intention was to increase capacity. The meeting agreed that residents were most concerned about noise and that there should be predictable respite times and the burden should be shared as much as possible.

Louise Leeder attended **the PCAA meeting on 26 September**. The main points were as follows:

The financial report showed that there was a considerable reduction from the balance at the previous meeting as a result of donations toward legal expenses and the report prepared for CPRE by the New Economics Foundation.

A letter about the Bristol Airport 'Roadmap for Reducing Carbon Emissions' had been sent to all North Somerset district councillors and local MPs. A response has recently been received from Liam Fox MP.

The New Economics Foundation report prepared for CPRE had been circulated widely. It is critical of the contradictory methods used by the airport to justify expansion. The airport had not yet responded.

The PCAA had been one of several organisations to write to Mayor Marvin Rees asking for a change of stance on the airport. His response was always a standard non-committal email.

The Liberal Democrats want a moratorium on airport expansion. Wera Hobhouse, MP for Bath, has said on her website that she was against expansion at Bristol airport. Hilary Burn had written to her asking her to object directly to North Somerset Council, but she had not yet responded.

Hilary Burn and other members had been to workshops at Bristol Airport about airspace changes under CAP 1616 which were similar to the one attended by David Tonkin with similar outcome.

The PCAA had been asked to join the Aviation Community Forum – an organisation of 25 community groups round airports. Some of the groups were in direct communication with the Department for Transport and she thought that joining the group would be beneficial.

The airport has started the first of the 7 steps required with their 'Statement of Need'. A new working group had been created in DfT to work on airspace change. The DfT had suggested that

the process should include the whole of the south of the UK, which would include Cardiff. The inclusion of Cardiff might disadvantage Bristol Airport because of a suggestion that there should be 'broadly equal use of runway capacity' and at present Bristol was growing while Cardiff was shrinking. It was agreed that the PCAA should join the Forum, but limit participation to airspace changes.

Planning application 18/P/5118/OUT – update

It was still not clear when the application would be heard and people can still object up until the planning meeting takes place. Up until 26 September there had been 3506 objections and 1787 comments in support. The airport had been soliciting support from passengers at the airport and by emailing past users. The meeting was concerned that GDPR regulations had been broken and several organisations had written to the Information Commissioner about this. The Federation of Bath Residents Associations (which includes the University of Bath) which had written opposing expansion.

Crowdfunding

The Crowdfunding website had raised £7,800 from members of the public. With donations from the PCAA and Parish Councils £19,000 had been raised so far. The public part of the site had been closed for the moment until it was known what legal action would be needed. £5,000 had been earmarked for a barrister's letter once the officers' reports came out.

The chair of the committee on Climate Change, Lord Deben, has written to the Minister for Transport, Grant Shapps, making it clear that, in order for the UK to meet its climate targets, aviation has to be included. Practically, this would mean a limit on expansion to an additional 25% on current numbers of passengers.

Bristol Airport Current Expansion

The passenger numbers were predicted to reach 9 million this year.

There was some discussion of the airport's failure to adhere to conditions on the current application, particularly in relation to parking and the multi-story car parks.

West of England Joint Spatial Plan Examination in Public.

The inspectors had written to the West of England Councils, suggesting that they go back to first principles. Further hearings had been cancelled. The councils had not yet responded.

There has been no opportunity to discuss the Joint Transport Strategy as there appeared to be no coherent plan for transport apart from as an adjunct to proposals for housing. The JLTP was not necessarily dependent on the JSP as many transport issues were now decided and funded nationally.

The inspectors had made little comment on the airport but had said that: 'whilst policy 4 states that the Port and Airport (along with the other key strategic employment locations) will ensure the continued economic growth of the West of England, there is no clear indication of how this should be achieved or what it means in terms of the allocation of land'.

They also said it was unlikely that they would recommend leaving decisions on growth at the port and airport and removal of land from the Green Belt to a local plan.

Junction 21 parking proposal (19/P/0704/FUL) – The NSC Environmental Protection Officer had objected on the grounds of noise and air quality. The applicant had not submitted any noise impact assessment or air quality assessment to explain how they would mitigate these aspects.

Hilary Burn said that it was very important that parishes write a clear objection – using the word OBJECT. This fits in with Chew Magna Parish Council declaring a climate emergency and I would like the permission of the council to draft the objection and send it once it has been viewed by the councillors.

Yesterday, Councillor Leeder attended Chew Valley Area Forum with Councillors Easton, Hales and Andrews. The chair of CPRE Avonside, gave a presentation about Bristol Airport Expansion and Cllr Joachim Steinback from Wrington Parish Council spoke about Bristol Airport CAP 1616 which relates to flight path changes.

Finally, Corston Parish Council has had leaflets made of which Councillor Leeder has several hundred which helps with further steps which can be taken to help prevent airport expansion.