

Airport report for Chew Magna Parish Council Meeting on 3 May 2022

Airport Consultative Committee meeting held on 20 April 2022:

- **Ghost flights:** The ACC did not answer the question of how many empty or low occupancy flights occurred but only reported the repositioning numbers of 628 during the period March 2020 to September 2021. The second question, on the modernisation of the fleet of aircraft, is being incorporated into the Annual Operations Monitoring Report and will be published later this year.
- **PCAA representative:** It was agreed unanimously that the PCAA would have a seat on the committee. The decision will go to the AGM and be formally passed. The first meeting for the PCAA representative to attend will be held on 19 October. It is important to note that the PCAA will represent the agreed position of all parishes, including those parishes who do not have a seat on the committee.
- **Electric Vehicles Points:** Grants from the Local Community Fund are now possible for electric vehicle points for village halls and playing fields within parishes etc. It may be worth parishes communicating with each other to establish which supplier is involved as it may be possible to reduce costs if a number of EV points are fitted in the same area.
- **PFAS (Perfluoroalkyl and Polyfluoroalkyl Substances):** PFAS chemicals, better known as forever chemicals are being monitored by Ricardo. Although these chemicals remain on site from previous use in firefighting foam, they have not been in use for 10 years. The airport now uses Chloride-free foam and has its own, separate drainage system to avoid contamination. The Environmental Agency is continually informed of PFAS levels on site.

Multi Story Car Park 2 (MSCP 2) & Passenger Transport Interchange (PTI): It appears that:

- There is no requirement to implement MSCP 2 before implementing the increase in passenger capacity – but
- MSCP 2 and year-round use of Cogloop 1 have to be implemented ahead of any extension to the Silver Zone Car Park (Cogloop 2) and MSCP 3 and
- Everything relating to parking is subject to the 12-monthly 'Parking Demand and Capacity Report
- It is anticipated that there will be a planning application for the development of the PTI. The PCAA have responded to all local transport consultations calling for the PTI to be used by the public in order that residents from the Chew Valley and South of the Airport can access public transport to other places, especially Bristol.
- For information, here is the link to a very recent press article which reflects the need for better public transport. <https://www.bristolpost.co.uk/news/bristol-news/bristol-airport-sparks-outrage-ditches-6972000>

Jet Zero Further Technical Consultation:

- The PCAA have not responded to this as they do not have the expertise.
- The PCAA responded to the initial consultation calling for a commitment on Sustainable Aviation Fuels in order to ensure that in the 2030's some aircraft will be using a blend of sustainable fuels.
- The consultation assumes that liquid hydrogen aircraft will be introduced into airlines' fleets from 2035. Given the time it takes to replace aircraft, there would be few in service by 2040, so it does not appear likely that they will significantly reduce aviation emissions by 2050.
- The Environmental Audit Committee held on 30 March 2022 included an inquiry into Net Zero Aviation and Shipping. The transcript of the session can be found here <https://committees.parliament.uk/oralevidence/10061/pdf/>. The information given was that, although Sustainable Aviation Fuel can be used now, there will be problems in scaling it up. It requires significant investment which will be a financial challenge. The Committee warned that a focus on future greenhouse gas removal (GGR) technologies risks distraction from actually cutting emissions.

BAL's Grounds of Defence to Bristol Airport Action Network challenge of the Inspectorate's decision:

- The date when the Court will look at the case is unknown.

Number of passengers

- The Airport is now busy again.
- There were 1,030,042 passengers between January and March 2022 compared to in 1,668,296 in 2019.

North Somerset Local Plan 2038 Consultation

The PCAA have commented on the North Somerset Local Plan 2038 under the following sections and a summary of the main points are given in each section

Section 2: Vision, Strategic Priorities and Sustainability Objectives

- To promote sustainable development and address the climate emergency;
- To deliver the zero carbon ambition by maximising the opportunities for low carbon development and the use of renewable energy;
- To reduce car use, encourage walking and cycling, and high quality and effective public transport;
- To deliver essential new strategic transport infrastructure to support new development and enable more sustainable travel options;
- To prioritise the importance and delivery of green spaces when considering new development,
- Support priority habitats and species and safeguard areas at risk of flooding.
- Development proposals must demonstrate how they will address climate change mitigation and support the delivery of a carbon neutral North Somerset by 2030.”

Section 3: Strategic Policies

SP2 Climate Change

- Further development at Bristol Airport should be looked at within the context of carbon budgets and should not undermine the sixth carbon budget target.
- PCAA suggest a monitoring regime of carbon emissions from aircraft be put in place by NSC requiring evidence of emissions as the expansion of passenger numbers increases

SP7: Green Belt

- The PCAA is opposed to any removal of the Green Belt inset at the airport since any further development, in particular warehouses or other significant buildings, would compromise its openness.

SP10 Transport

- The proposal for a Mass Transit route to encourage the greater use of public transport for travel between Bristol City Centre and the Airport should be included within this Strategic Policy.

Section 4: Locational Policies

LP10 Transport Infrastructure (Allocations and Safeguarding)

- The PCAA is unable to comment in any detail on the Mass Transit proposal until route options have been identified.
- The suggestion that it might follow the route of the A38 is of concern as there is little opportunity for widening owing to its route between the Barrow Tank reservoirs.
- Alternative routes for rail, light rail or tram would be preferable but costly. A potential route, or route options, identified as soon as possible

LP11 Bristol Airport

- Not commented on as will be reviewed in the context of the Bristol Airport Action Network (BAAN) High Court Challenge
- The PCAA proposed the following alterations to the initial statement and bullet point 2: Within the Bristol Airport Green Belt inset as defined on the Policies Map, the development of facilities which contribute to sustainable improvements to operational efficiency and passengersafety at the airport will only be acceptable provided that they have no material adverse impacts on the living conditions of residents and the environment, in terms of noise, air quality, visual and landscape impact, biodiversity and climate change.
- The PCAA welcomes the Council's proposal to prepare a Supplementary Planning Document for the Airport.

Section 5: Development Management Policies

Policy DP19

- The PCAA is concerned that the wording of this policy perpetuates the monopoly of parking for private cars at the airport which detracts from the Council's stated ambition to increase the proportion of passengers accessing the airport by public transport, and also undermines other potentially more sustainable solutions such as Park and Ride.
- Suggest this policy needs to be re-worded to state:
- Increases in the provision of Airport related car parking within the Bristol Airport Green Belt inset will only be considered where it is justified by a demonstrable need, forms part of a sustainable approach to surface transport access to the airport in line with the transport hierarchy and does not undermine increases in public transport modal share.
- Any additional or replacement airport-related parking will only be permitted where it does not undermine the objectives of the Airport Surface Access Strategy objectives.

General

- The PCAA does not intend to comment on other specific Development Management Policies in detail.
- In light of the Appeal Decision Report by the Planning Inspectorate into Bristol Airport expansion where the environmental effects relating to climate change, highway matters, air quality, character and appearance, impact on the AONB and biodiversity were considered to be neutral. The PCAA would urge North Somerset Council to give detailed consideration to the wording of all policies dealing with these issues.