

Airport Report for Chew Magna Parish Council meeting 4 April 2023

AEF response on 28.2.23 to Royal Society report which finds no clear Net Zero alternative to jet fuel

- 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, 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.

AEF response on 7.3.23 to Consultation to Proposed reforms to National Planning Policy:

- 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.

Bristol Airport 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.

Parish Council Airport Association meeting on 30 March 2023

- Steve Clarke from Bristol Airport Action Network (BAAN) attended and gave an update on the progression of the case being taken to the Appeal Court. The documents have been submitted requesting that the objection to Bristol Airport's to increase passenger numbers to 12mppa be held in the Appeal Court but it is thought it unlikely that they will hear anything further before around June 23.
- The PCAA are working with BAAN to assist with them taking the case to the Appeal Court and to support financially when we know that the case will go ahead. £3,300 has already been received..
- The PCAA confirmed new topic lead for Website development to be Sean Stephenson McGall and Laurie Vaughn. Progress was agreed on the domain name and further development of the website.
- The PCAA are looking for a new paid secretary when Judith Hoskin retires in December.
- The Department of Transport has launched a second consultation on Bristol Airport's application to become fully coordinated airport because there has BA have submitted an updated Capacity Assessment document which the PCAA will respond to by 20 April 23 deadline.
- The compulsory purchase order 2020 for BA to purchase land at A38 and Downside Road has been confirmed by the Secretary of State