

Airport report for CMPC on 9.5.23

CMPC has responded to the questionnaire on “Bristol Airport Surface Access Strategy which is a project designed to increase the means of how people can get to and from the airport. It was carried out by Stantec on behalf of BAL.

Serious concern was expressed about:

- Ever increasing volume of airport traffic along the B3130 between the A37 and A38 passing through the centre of Chew Magna and difficulties in joining the A38 from the B3130
- The volume of airport traffic, both users and taxis, which has pinch points to single line traffic at each end of the village and in the centre, often causing considerable congestion and blockage with major inconvenience to both residents and businesses
- Random parking within the parish by airport users, often for the duration of their holiday, to avoid airport parking charges.
- It is essential that BAL complete the proposed multistorey car park and that there should be no further expansion of carparking onto the Greenbelt. Chew Magna parish is within Bath & N E Somerset.

The Appeal Court has refused BAAN’s request for an Appeal Court Hearing. This means that the only action that can now be taken is political

PCCA response to BAL request to discharge 23/P/1039/AOC

Request to discharge conditions 20 & 25 (Integrated Landscape and Biodiversity Mitigation and Management Plan details), Condition 23 (Biodiversity Construction Management Plan details) and Condition 24 (Scheme of Grassland Mitigation and Translocation) on application 18/P/5118/OUT - Bristol Airport Ltd

Condition 23 relates to mitigation in relation to the construction process

Condition 24 relates to mitigation measures for the effect of 18/P/5118/OUT on grassland generally within the Airport boundary.

PCCA to write North Somerset Council ecology and biodiversity staff to satisfy themselves as to these mitigation proposals.

Condition 20 relates to landscape and ecological mitigation measures required generally in relation to 18/P/5118/OUT. A detailed 112 page integrated ‘Landscape and Biodiversity Mitigation and Management Plan’ (LBMMP) is proposed in this regard by BIA.

PCCA comments -

- All tree and hedge planting should be from UK sourced and grown stock (ref: paras 7.2 - 1.1.117, 1.1.119 of the LBMMP).
- Notwithstanding the landscape safety concerns set out in Civil Aviation Authority publication *Wildlife Hazard Management at Aerodromes (CAP772)*, we can see no specific recommendations on the control of hedgerow height. Trees, and hedgerows in particular, are very valuable soft landscape measures for the screening of visually intrusive airport buildings, constructions and hardstanding areas, as well as for maximizing biodiversity enhancement. We would therefore like to see a commitment in the LBMMP for all hedgerows to be managed in the traditional North Somerset style, being allowed to grow up naturally, with cyclical cutting and laying, rather than annual mechanical trimming to a low height. Over zealous annual trimming does not permit adequate screening or benefit biodiversity. (Ref: para 5.2 - 1.1.100 and Table 4.1 of LBMMP).

Condition 25 relates specifically to mitigation required for habitat loss caused by the Silver Zone car park extension and the A38/Downside Road highway improvement works, with particular reference to complying with the requirements of the Outline SAC/SPD Ecological Management Plan for North Somerset and Mendip Bat SAC SPD. Mitigation measures are included in the detailed 112 page integrated 'Landscape and Biodiversity Mitigation and Management Plan' (LBMMP), as well as a 'Woodland Management Plan' (WMP).

PCAA Comments -

- The key mitigation point appears to be a proposal for improving management of a nearby 6.34 hectares area of BIA-owned woodland - named Lulsgate Wood. This is to compensate for the loss of circa 3.7 hectares of horseshoe bat foraging habitat associated with the Silver Zone car park extension, together with the loss of the small area (0.16 hectares) of woodland edge habitat at the A38 highway improvement site.
- The Lulsgate Wood improvement works includes a 4.38 hectare area identified as mitigation for the future development of the 3.7ha of habitat used by horseshoe bats together with the 0.16ha loss, in order to comply with the requirements of the the North Somerset and Mendip Bats Special Area of Conservation. This 4.38ha area currently consists predominantly of high canopy non-native conifer trees. The WMP proposes to conserve and enhance the biodiversity of Lulsgate Wood through the thinning of this existing high canopy woodland down to 20% area cover within the 4.38ha area (and retaining/managing associated existing broadleaved woodland) to create a more open canopy, encouraging native broadleaved trees, scrub and ground flora regeneration. Whilst this is a laudable woodland management aspiration in itself, 80% of 4.38ha (ie retaining high canopy of 20%) would result in a series of patchy open canopy areas adding up to only 3.5ha. This is not considered sufficient mitigation for the loss of 3.7ha of wide open cattle-grazed grassland that directly affects open air foraging wildlife species, particularly bats. Neither does it provide like-for-like tree number replacement for the loss of trees in the 0.16ha A38 highway area and elsewhere. Finally, non-replacement of felled trees runs counter to both the Government's annual expansion target of 30,000 hectares of new woodland (DEFRA), and woodland policies CS1, 4 and 9 in the North Somerset Council Core Strategy (Jan 2017). For reasons relating to climate change, biodiversity and landscape, current national and local woodland policy demands a net increase in UK tree cover, not a reduction.
- Therefore the PCAA considers that the LBMMP mitigation proposal for the loss of circa 3.7 hectares of horseshoe bat foraging habitat associated with the the Silver Zone car park extension, together with the loss of a small area (0.16 hectares) of woodland edge habitat at the A38 highway improvement site is insufficient. Whilst we support the biodiversity enhancement proposals in the WMP for Lulsgate Wood as a necessary management proposal as part of wider mitigation for 23/P/1039/AOC, the LBMMP should (a) not result in any loss of **net** tree cover a result of this planning application and (b) any mitigation for the loss of 3.7ha of open grazing land should be **additional** to the WMP proposal, as it needs to deliver a comparable area of wide open grazed land (not patchy open space).
- Finally, we would like to see formal community involvement in the ongoing consultation process with regard to monitoring and reporting on the LBMMP and WMP.

For the above reasons, PCAA **OBJECTS** to this application 23/P/1039/AOC.