

Airport report for CMPC on 9.5.23

Local Matters

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

The PCAA have responded and objected to this.

CMPC have responded and the objection was sent on 12.6.23. It is in the addendum below.

PCAA - new secretary required

The PCAA will shortly be advertising for a new secretary. The job will be paid hourly at a competitive rate and is estimated to require between 60 to 80 hours per annum. Anyone interested can contact Judith Hoskin (the current secretary) secretary@pcca.org.uk for more details.

National Matters

Aircraft noise post by the AEF 21.6.23

AEF believes that no one's life should be blighted by aircraft noise. They want to see greater transparency in reporting, and national and local authorities being able, and seen, to hold airfields and pilots accountable for reducing noise impacts. As such, we call for:

- The CAA to be transparent about the number of complaints it receives about light aircraft noise (currently, data is not published);
- Planning policy guidance on how to assess aircraft noise and a range of suggested planning conditions that can be applied to airfield planning applications to be reinstated;
- A local authority commitment to investigate claimed breaches of planning conditions and to enforce them where they are proved;
- Airfields to be good neighbours by enforcing noise abatement procedures and other noise control measures effectively;
- Airfields to require newer, and quieter engines in all small planes engaged in repetitive activities like circuit flying and aerobatics, encouraging owners to retrofit other aircraft with silencers and multi-bladed propellers which are available); and Effective noise monitoring around airfields.

AEF has initiated a campaign calling for action to address these problems. You can read more on our [Campaign Page](#). For general guidance on aircraft noise, please go to [AEF's noise guide](#).

Climate Change Committee Report 28.6.23

- There should be no further airport expansions in the UK until the Government has developed a 'capacity management framework' for aviation, the Climate Change Committee (CCC) has said today.
- CCC's [2023 report to Parliament on progress in reducing UK emissions](#) is highly critical of the Government's lack of urgency on climate action and its failure to develop effective demand-side policies to cut emissions. A change of course on airport expansion is identified as one of a number of 'priority recommendations'.
- The CCC notes that since its previous recommendation of 'no net expansion' of airports, the Government has instead, by way of its Jet Zero Strategy, set out an approach that allows for 70% passenger growth compared to the level in 2018 and no airport capacity cap. The strategy is high-risk and too reliant on nascent technology, CCC argues.
- While the Government has modelled for high levels of uptake of alternative fuels for aviation, today's report implies its approach is already faltering. The so-called 'Sustainable Aviation Fuel' (SAF) mandate process has been delayed, with the Government's recent consultation admitting to large uncertainties about both international and domestic feedstock supply.

- The CCC's modelling assumes much lower levels of SAF uptake and a more modest increase in aircraft efficiency than the Government's plans. While the CCC places significant reliance on greenhouse gas removal measures to offset aviation emissions, their approach also relies on reigning in demand for flying given the limits of how quickly innovation in new fuels and technologies can take place.
- Demand management is the most effective way of reducing aviation CO2 and non-CO2 emissions. No airport expansions should proceed until a UK-wide capacity management framework is in place to annually assess and, if required, control sector CO2 emissions and non-CO2 effects.
- Once a framework is in place, net airport capacity expansion should only take place if the carbon-intensity of the aviation sector is outperforming the Government's aviation emissions trajectory and can accommodate the additional demand" the report advises.
- All Airports who are planning expansion and planned proposals (includes Bristol Airport) need to come under scrutiny.
- A capacity-management framework would allow expansion decisions to be made in line with the aviation sector's decarbonisation pathway and in collaboration with the Welsh, Scottish and Northern Irish Governments. This framework should consider existing and planned capacity proposals. Without a capacity-management framework, it must be assumed that any capacity increases at individual airports will lead to a permanently higher level of overall airport capacity."

Addendum

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 20 relates to landscape and ecological alleviation measures mainly in relation to 18/P/5118/OUT. BA proposes a 'Landscape and Biodiversity Mitigation and Management Plan' (LBMMP).

Chew Magna Parish Council consider that:

1. All tree and hedge planting as referenced in paras 7.2- 1.1.117, 1.1.119 should be from the type of hedging naturally found within the local area and this should be grown in the UK.
2. The LBMMP does not address how trees and hedging are to be managed. Both are very valuable in increasing biodiversity and for screening the airport. It is important that these are allowed to grow to reasonable heights and we would request that all hedgerows to be managed using local traditional methods with cyclical cutting and laying. (Ref: para 5.2- 1.1.100 and Table 4.1 of LBMMP).

Condition 25 relates to mitigation required for habitat loss caused by the Silver Zone car park extension and the A38/Downside Road highway works. BIA propose a 'Landscape and Biodiversity Mitigation and Management Plan' (LBMMP) as well as a 'Woodland Management Plan' (WMP).

Chew Magna Parish Council consider that:

1. The LBMMP proposes improvement works to Lulsgate Wood. (6.34 hectares area of BA). The WMP proposes to conserve and enhance the biodiversity of Lulsgate Wood by thinning the high canopy woodland down to 20% within a 4.38ha area. However, the 80% reduction does not compensate for the loss of about 3.7 hectares of horseshoe bat foraging habitat associated with the Silver Zone car park extension plus the loss of 0.16 hectares of woodland habitat at the A38 highway improvement site. In addition, this would result in a series of patchy open canopy areas adding up to only 3.5ha. This is insufficient mitigation for the loss of 3.7ha of open grazing land that directly affects open air foraging wildlife species, particularly bats.
2. There is no provision for tree number replacement for the loss of trees in the 0.16ha A38 highway area and elsewhere. This is not in line with 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
3. The LBMMP should not result in any loss of overall number of trees and mitigation for the loss of 3.7ha of open grazing land needs to be in addition to the WMP proposal as there needs to be open grazing land not patchy open space.

For the above reasons, Chew Magna Parish Council **OBJECTS** to application 23/P/1039/AOC.