

Airport report for Chew Magna Parish Council meeting on 7 November 2023

PCAA responses to BAL's planning applications

23/P/2331/AIN: Consultation request under the provisions of Part 8 (Class F) of The Town And Country Planning (General Permitted Development) (Amendment) (England) Order 2015 for a proposed electric vehicle charging forecourt and associated hub building. THIS IS NOT A PLANNING APPLICATION. Bristol Airport North Side Road Felton Wrington BS48 3DY

CMPC supported the proposed response that North Somerset Council should require the submission of a full planning application in order that wider consultation can be undertaken and all aspects of the proposal can be considered carefully, including any likely impacts on traffic movements at this busy roundabout junction on the A38.

Revised PCAA report

The Parish Councils Airport Association has the following comments to make on this consultation submitted to North Somerset Council by BAL.

It is debatable whether the Gridserve Hub building attached to the proposed EV charging forecourt is an operational building, since its prime purpose is to provide food and drink, and other retail commodities, to people re-charging their vehicles. It will also serve the parking area relocated from the site of the EV charging forecourt and presumably also the existing free parking area north of the charging forecourt, west of Lulsgate House, since that is also close by.

Contrary to the view expressed by the applicant we consider the location of the EV charging facility and the Gridserve Hub just 150m or so from the roundabout giving entry to the Silver zone is likely to attract many EV drivers wishing to re-charge their vehicles at an ultra-rapid charging point taking only 10-15 minutes. Visitors to the airport will soon hear about the facility once it has been constructed and the news of its availability will spread. For travellers passing by, many Satnavs now provide details of where recharging facilities are available, and with waiting facilities and refreshments also available it seems inevitable that it will quickly attract a significant amount of passing trade. This puts it in a very different category from a facility intended solely for airport staff, airport vehicles or airport visitors, which might qualify as permitted development under the GPDO. If, as anticipated, this does become used by drivers with no direct connection with the airport it is difficult to understand why the Gridserve Hub in particular might be classed as an operational building. It is conceivable that the development as a whole could also lead to queueing problems in the vicinity of the roundabout.

If the Gridserve Hub is not classed as an operational building it would appear that it does not meet the requirements of Class F4 of the GPDO: a maximum height of 4m and a maximum capacity of 200 cubic metres. Based on the scale attached to the submitted drawings the new building measures approximately 19m x 12.5m, giving an overall ground floor area of 237.5m sq. The building rises to approximately 6m in height, although the major part of it is around 4.5 m high. Nevertheless this results in a cubic content of circa 960 cubic metres.

For these reasons we consider North Somerset Council should require the submission of a full planning application in order that wider consultation can be undertaken and all aspects of the proposal can be considered carefully, including any likely impacts on traffic movements at this busy roundabout junction on the A38.

Planning: 23/P/2482/AIN: Consultation under the General Permitted Development Order (GPDO)

This is a “non-application” - ie a notification to North Somerset Council advising them that the works fall within permitted development rights..

The proposal is for

- **2no. 400m³ additional fuel tanks with concrete bund**
- **Pipe bridge (to enable fuel to be piped over the service road)**
- **Oil interceptor**
- **Supply vehicle offload area (Bridger) with 2no. shipping style containers for equipment storage**

The existing fuel farm is inadequate to maintain a minimum storage stock level and cater for the anticipated fuel demand as the airport grows. Therefore, Bristol Airport is proposing to increase fuel capacity at its existing fuel farm site, which is just to the south-west (operational side) of the main terminal building.

The proposal will see the addition of two new fuel tanks, increasing overall capacity to over 2 million litres. The new fuel tanks will be suitable for the storage and distribution of both Jet A1 fuel and blended sustainable aviation fuel. A new supply vehicle offload area (Bridger) will be created (along with the siting of two equipment storage containers) and a bridge structure will enable the fuel to be piped over the existing service road from the offload area to the storage tanks. A new oil interceptor will also form part of the works, ensuring that groundwater is not contaminated.

This proposed development is within the operational boundary and is directly related to the refuelling of aircraft. It is therefore considered to be development in connection with the provision of services and facilities at Bristol Airport and falls within the parameters set by permitted development rights.

All facilities and equipment will be designed to be safe in operation and to minimise risks to operations personnel and the environment. Necessary permits and consents related to health, safety, security and environment will be obtained and adhered to. The purpose of this consultation is solely in relation to the built proposals.

There is no need for the PCAA to comment on this application.

**Parish Councils Airport Association response to Planning Application
23/P/2518/FUL**

This application proposes limited new construction work within a small part of the existing East Passenger Terminal building, to infill a section of external void space thereby creating additional floorspace. The small area created will be used as additional queuing space for passengers waiting to check-in. There will be minimal alterations to the exterior of the building and all work will be carried out in materials to match the existing.

The area in question is unused hardstanding in the interior of the passenger terminal footprint at present. The external works will essentially be at ground floor level, with minimal alterations to fenestration at first floor level. They will not be visible from any locations accessible to the public.

The PCAA have no reason to object to the proposals, which are a minor part of the planned expansion from 10mppa to 12mppa passenger throughput.

National

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