

## **Airport report for Chew Magna Parish Council meeting on 6 February 2024**

### **North Somerset Local Plan 2039: Pre-submission Plan**

#### **The link to the consultation.**

<https://n-somerset.inconsult.uk/NSLP2039PreSub/consultationHome>

CMPC objected to the removal of Greenbelt from the Airport in NSC Local Plan to 2039. Their submission was follows:

#### **Chew Magna Parish Council objects to the removal of Bristol Airport from the Green Belt (Policy LP9) for the following reasons:**

Removal from the Green Belt would severely weaken or remove any control that North Somerset Council has over numerous matters associated with the discharge of conditions linked to application 18/P/5118/OUT (consent for Bristol Airport to expand from 10million passenger per annum throughput to 12mppa).

Green Belt status means that exceptional circumstances are required for development to be permitted in these areas. It is essential that North Somerset Council retain careful scrutiny in order to prevent inappropriate development. Bristol Airport has a large number of environmental impacts associated with flights, including aircraft noise, mass movement of people, localised air pollution and the impact of CO2 emissions on global climate change. The loss of Green Belt status would remove these safeguards and potentially limit the potential of surrounding communities to voice their concerns. Therefore, by retaining the Greenbelt this strengthens the powers that North Somerset Council has to prevent unwanted or inappropriate impacts on the surrounding area.

The loss of Green Belt protection would severely limit the Council's ability to control development (eg building heights; impact of development on views towards the airport from the surrounding villages and countryside; control of lighting pollution and impact on protected species in areas of nature conservation; additional noise arising from the increase in the number of flights, pressure for increased car parking space to cater for growth and the detrimental impacts on both arterial and local roads, and villages surrounding the airport, by virtue of more cars and related air and noise pollution).

Parts of Bristol Airport which are currently within the Green Belt should remain there so that North Somerset Council maintains control over the impacts of development as the airport increases passenger numbers to 12mppa.

### **Report from the PCAA meeting held on 25 January 2024**

#### **Finance Report for 13 October 2023 – 23 January 2024**

- The amount presently in the PCAA account was £6,915.87. This includes £3,000.00 from Wrington PC, and £300.00 from Barrow Gurney PC, ring-fenced for legal fees.
- After payment of the Secretary's salary, the amount would be £6,640.47 of which £3,300 is ring-fenced, leaving £3,340.47. The secretary's salary will be paid after the new bank account has been opened.

## Chairs report

- The new secretary Tony Jay was welcomed and Judith Hoskin thanked for her help and guidance to Tony.
- Since the last meeting in October, most of the work has been related to planning applications for the airport and the consultation on NSC's Pre-submission plan to 2039 consultation:  
<https://n-somerset.inconsult.uk/NSLP2039PreSub/consultationHome>

The main section concerning Bristol Airport is LP9 specifically relating to the Airport Greenbelt. In essence a large portion of the Airport such as Silver Zone Carpark etc are built on Greenbelt. NSC are planning to remove that Greenbelt restriction meaning that Bristol Airport can build on Greenbelt without close scrutiny which could be of considerable detriment to the protection of landscape, wildlife such as bats and to those living in close proximity of the airport. At no stage has the removal of Greenbelt been a part of the Airport expansion plans and was not part of the Appeal.

- On 5 December she attended a Meeting at the Airport. There was good representation of Parish Councils

Facts provided by Bristol Airport

- 9.7m passenger numbers 2023
- 3750 employees (no breakdown to full and part time)
- 83% flights for leisure and 17% for business
- 15 Airlines and 120 destinations
- Co-winner of the Eco Innovative Award 2022. Aviation Carbon Transition Programme.
- Aviation Carbon Transition Programme ([bristolairport.co.uk](http://bristolairport.co.uk)). This is a grant-giving fund
- to 'kick start and fast track decarbonisation initiatives in the South West.
- 2022 ACI Europe Best Airport Award jointly with Istanbul
- Third largest regional airport
- Lowest 4+ carbon accreditation
- 2.8 acres of solar panels.
- By 2027, 77% towards net zero excluding flights and will achieve this by 2030
- Currently 15% of passengers travel to the Airport by public transport. Plan is for this to
- increase to 17.5%.
- The use of hydrogen fuels is expected to be trialled in the foreseeable future

The chair thanked the Section leads and particularly to Nick Tyrell who has been working tirelessly on planning.

## Reports on net zero/climate change/airport emissions:

- Bristol Airport has published a new Sustainability Strategy, with an interim target to cut carbon emissions across its operations by 73% by 2027.  
<https://www.bristolairport.co.uk/corporate/news-and-media/news-and-media-centre/2023/12/our-new-goals-bristol-airport-launches-sustainability-strategy/>
- In December Bristol Airport becomes first UK regional airport to reach Level 4+ in international carbon accreditation scheme.  
<https://www.bristolairport.co.uk/corporate/news-and-media/news-and-media-centre/2023/12/our-new-goals-bristol-airport-launches-sustainability-strategy/>
- **Members of the House of Commons' Environmental Audit Committee (EAC) have set a no of recommendations for aligning Britain's aviation sector** with its national and legally binding net-zero target. They pick holes in current approaches to carbon accounting and alternative fuels  
<https://publications.parliament.uk/pa/cm5804/cmselect/cmenvaud/404/report.html#heading-5>

**The PCAA's response to the NSC pre-submission local plan had been submitted.**

**The PCAA objects to the removal of Bristol Airport from the Green Belt (Policy LP9) for the following reasons:**

1) There has been no suggestion of this in any of the consultation stages previously carried out in connection with the preparation of the 2038 Local Plan. It has come completely out of the blue. Removal from the Green Belt would severely weaken or remove any control that North Somerset Council has over numerous matters associated with the discharge of conditions linked to application 18/P/5118/OUT (consent for Bristol Airport to expand from 10million passenger per annum throughput to 12mppa) that was granted by the Planning Inspectorate in February 2022. The potential removal of the Green Belt status covering the majority of the airport was not suggested at any stage during the Appeal.

2) Green Belt status means that exceptional circumstances are required for development to be permitted in these areas. As such careful scrutiny of all aspects of the proposed development is entrusted to North Somerset Council and widespread consultation is necessary to allow anyone who may be affected to make their views known. An airport has impacts on a very wide hinterland by virtue of the huge variety of environmental impacts associated with flights, most notably aircraft noise, mass movement of people accessing the airport by public and private transport, localised air pollution and the impact of CO2 emissions on global climate change. The loss of Green Belt status would remove these safeguards and potentially limit the potential of surrounding communities to voice their concerns.

Policy LP9 acknowledges these requirements in the paragraphs justifying the policy as follows:

*Bristol Airport will be expected to define and deliver a low carbon, accessible, integrated, and reliable transport network, for both staff and passengers to access the airport when they need to and support the delivery of infrastructure that prioritises lower emission vehicles. The airport is also expected to limit the increase in demand for additional car parking provision. The airport must also address the operational impact on the environment, such as air quality, noise and landscape impact. As well as impacts from aircraft, airports generate air pollution from a number of other sources including ground based power and heating, equipment to service aircraft, on-site vehicles and airport-related traffic on surrounding roads (staff, passengers and freight). Aircraft noise is a major environmental concern for communities impacted by aviation operations, particularly in relation to night time flights.*

We consider that the best way of ensuring that these matters are effectively controlled is to maintain the Green Belt as it is now, so strengthening the powers that North Somerset Council has to prevent unwanted or inappropriate impacts on the surrounding area.

3) We would have expected by now that an Airport Master Plan had been prepared, since we know from previous discussions that BAL has aspirations to further expand passenger throughput over the next 10-25 years from its present level (circa 9mppa) to 20mppa or greater. We understand that BA originally intended to produce a master plan for the airport in 2018, but nothing of the kind has materialised during the preparation of the 2038 (now 2024-2039) Local Plan. Without any indication of BA's future intentions for further growth the loss of Green Belt protection would severely limit the Council's ability to control the form of development (e.g. building heights; impact of development on views towards the airport from the surrounding villages and countryside; control of lighting pollution and impact on protected species in areas of nature conservation; additional noise arising from the increase in the number of flights, pressure for increased car parking space to cater for growth and the detrimental impacts on both arterial and local roads, and villages surrounding the airport, by virtue of more cars and related air and noise pollution).

### **Proposed modifications:**

The substantial part of Bristol Airport currently within the Green Belt should remain as such, to strengthen the powers of North Somerset Council to maintain control over the impacts of development as the airport increases passenger throughput to 12mppa.

A master plan illustrating how BA plans to expand the airport in the future should be produced as a Supplementary Planning Document.

Nick Tyrrell added that he had looked into some of the circulated reports and was surprised to learn that hydroxylated vegetable oil does not have lower CO2 emissions than current fuels.

### **Planning**

- Most planning items were for report only and have been recorded in previous airport CMPC reports.
- The Chair summarised the EPIC major planning application at Long Ashton (23/P/2185/FU2). It was agreed that the PCAA would object to the planning application. NT will prepare a response on behalf of the PCAA.

**Airport Surface Access Strategy** is a requirement of the planning permission for the expansion of the airport.

- It has been very hard to get any information about what is actually happening. It has been said that there was a consultation last May with Parish Councils, but it transpires that only a few Parish Councils were consulted. The PCAA are investigating further.