

Airport Report for Chew Magna Parish Council Meeting

On 2 September 2025

Planning application 25/P/1456/AOC should have ended on 11 August but the decision had been made over 10 days earlier

<https://planning.n-somerset.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

The PCAA would not have objected as the material element of reaching BREEAM Very Good rating has actually been met, however they just haven't been able to get the report issued before occupation hence the partial discharge application.

Planning application

<https://planning.n-somerset.gov.uk/online-applications/applicationDetails.do?keyVal=SZDWNHLPGMN00&activeTab=summary>

Reserved matters of access, appearance, landscaping, layout and scale for the development of the extension to the Silver Zone car park to provide approx 2,700 spaces (Phase 2) pursuant to the outline planning permission 18/P/5118/OUT (Outline planning application for the development of Bristol Airport to enable a throughput of 12 mppa terminal passengers in any 12month calendar period.

The PCAA objected to this application.

The 'manage and monitor' figures for the public transport modal share should be set out in full in the Officers Report to the reserve matters application.

If a planning application is submitted for growth to 15 mppa and granted consent there should be no development allowed until MSCP III is constructed and delivered to avoid the repeat use of fields as happened with Cogloop 1 and 2.

Table 3 of the indicative construction programme, (Ref: Planning Statement 18/P/5118/OUT) states that construction of MSCP III should commence September 2024 and be delivered July 2025. A reserved matters application is expected to be submitted to North Somerset Council in early 2026, with construction expected in 2026/2027 as the Airport is predicting to reaching 12 mppa.

The consequences of the late delivery of MSCP III follows the pattern of MSCP II which was expected to be constructed in 2019 (before Covid). It has only just been delivered in July 2025 as passengers are reaching 11 mppa and should have been delivered for 10 mppa.

Between April 2023 and March 2024, the rolling total for Public Transport was 17%. Bus was 14% and rail 3%. (Ref Stantec Report, Parking Demand and Capacity Report). This information was gained from passenger surveys under the CAA process. This shows a decline in bus services from the 15% at 2016 shown in the Sustainability Strategy Report 2023 – 2028, section 'Our Transformation in Public Transport Use'. We would like to see in the Officer's Report a detailed breakdown of the modal share public transport figure to ensure that the Airport are complying with the 'monitor and manage approach'.

The 'monitor and manage' car parking approach is not working as delivery of MSCPs are not being phased with anticipated growth but lag behind.

UKACCS reports

Environmental news

[Double counting risks and incomplete documentation in global accounting of emissions reductions from SAF](#)

AEF – 05/08/2025

<https://www.aef.org.uk/2025/08/05/double-counting-risks-in-saf-global-supply-chain/>

'Alarmingly high' levels of forever chemicals found at airports in England, investigation reveals

The Guardian – 14/08/2025

<https://www.theguardian.com/environment/2025/aug/14/alarmingly-high-levels-of-forever-chemicals-found-at-airports-in-england-investigation-reveals>

Why green aviation fuel failed to take off

Yahoo – 17/08/2025

<https://uk.finance.yahoo.com/news/why-green-aviation-fuel-failed-090000518.html>