

Airport Report for Chew Magna Parish Council Meeting

On 5 May 2026

Bristol Airport planning application to expand from 12mppa to 15mppa

On 27 March 26, Town and Parish Clerks in NSC received a notification that BAL had submitted a planning application for expansion of the airport to 15 mppa.

The following information was received from North Somerset Council

Town and Country Planning Act 1990

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017

Reference: 26/P/0686/OU2

Location: Bristol Airport, North Side Road, Felton, Wrington

Applicant: Bristol Airport Limited

Description: Hybrid planning application (full and outline elements) with Environmental Statement for the expansion of Bristol Airport to enable a throughput of 15 million passengers per annum, operating within a rolling 12 month cap of 99,931 air transport movements and 4,974 night flights between the hours of 23:30 and 06:00.

Full application elements comprising: extension of western apron for additional aircraft stands; reconfiguration of central and eastern aprons; construction of a passenger surface level car park for approximately 2,000 vehicles; eastern extension of existing runway by approximately 170m, with repositioned and additional aircraft approach lighting within Felton Common; taxiway and fillet widening to Taxiway GOLF with a realignment at the western runway end; construction of two new taxiways; extension of surface level car rental parking area; expansion of existing Silver Zone car park to provide an additional circa 1,960 block parked vehicle spaces; construction of new surface level staff car park for approximately 1,720 vehicles; highway improvements to the A38, including upgrades to northern access roundabout, construction of a new southern roundabout and widening of the road to accommodate an additional bus lane with dedicated access onto the A38.

Outline application elements comprising of 3no. extensions to terminal building on west, north and east sides; construction of new piers to the west and east of the terminal including an underground walkway; construction of ancillary support buildings; relocated and expanded aviation fuel farm; a pedestrian bridge link; erection of a new baggage building; erection of a maintenance repair and overhaul hangar and ground run up pen; construction of parking decks within Silver Zone car park and car rental facility; minor works within Silver Zone car park; construction of a bus maintenance and washing facility; site wide landscaping, drainage, lighting and other associated infrastructure.

An application has been received for the above proposal which includes an Environmental Statement and which you are invited to comment upon. You can view a copy of the application and the environmental statement on our website at: <https://planning.n-somerset.gov.uk/online-applications/> using the above reference number.

The proposed development is accompanied by an Environmental Statement, is a major application and does not accord with the provisions of the current adopted development plan in force in the area in which the land to which the application relates is situated.

Your comments should be sent to us by 28 June 2026, unless a longer date has been agreed with Officers. If you do not send us any comments within this consultation period we will presume that you have no comments to make.

Please send your formal comments to us by email to: BAconsultees@n-somerset.gov.uk

The **PCAA are currently drafting points for objection to the airport expansion** which will be circulated in due course

Airport Car Parking Report to PCAA

Recent reports by North Somerset and the Police include the following: Avon & Somerset Police ASP led a crackdown on 'unofficial' parking companies in June 2025 following complaints about criminal damage to cars, unexplained additional mileage, and parking and driving offences when cars were left at Bristol Airport with 'unofficial' car parking operators. Some cars were returned in undrivable or unroadworthy condition or left abandoned in dangerous locations. Police returned 20 vehicles to their owners after 'meet and greet' parking operators failed to return cars to their owners. Three unlicensed 'taxis' were found to be operating. Other suspected offences related to no insurance, immigration and licensing offences.

At the Airport Consultative Committee (ACC) in October 2025 the police reported that another operation to target rogue parking operators was planned for early November. The Airport reported that funding support for a NSC planning enforcement officer would continue in 2026. The Planning and Parking Enforcement Officer (PPOE) produces a quarterly report on Airport Parking, including off-site parking and enforcement action.

Bristol Airport – Community Parking Action Plan, January 2026

- Identifies user groups that contribute to off-site parking problems:
 - 'Self-park' airport passengers - includes parking on local roads, off-site car parks with shuttle buses, and rented driveways within walking distance
 - Pick-up and Drop-Off, involves waiting on local roads/lay-bys
 - Meet and Greet/third parties with handover of keys and storage of cars on off-site car parks and local roads
 - Private Hire Vehicles/Minicabs (Unauthorised off-site car parks in breach of planning controls including transient sites
 - Rogue meet-and-greet operators, breaching trading standards and misleading customers with poor service, including misuse
 - of cars, lack of security, nuisance and illegal parking

- Categorises duration of problems:
 - Short term (e.g. drop-off
 - Medium term (e.g. temporary storage of cars on local roads on laybys, verges and pavements)
 - Long term parking for duration of a trip (unauthorised car parks and self-parking on local roads)

- Identified responsibilities:
 - Bristol Airport Ltd (BAL): facilities within airport boundary for parking and waiting
 - North Somerset Council (NSC): planning enforcement, civil parking enforcement, highway infrastructure, licensing of taxis and minicabs, trading standards enforcement
 - Avon Somerset Police (ASC): enforcement of specific parking restrictions (double yellow lines and red route) and dealing with dangerous parking and obstruction offences generally.
 - Parish Councils: local insights and feedback on problems
 - Other Local Authorities – e.g. as taxi licensing authorities o British Parking Association – sharing best practices through Airport Transport Forums.

Community Parking Action Plan supports BAL's Surface Access Strategy, including 'reducing local community impact'.

Planning Enforcement

- Bristol Airport contributes £50,000 per annum currently to fund a Planning and Parking Enforcement Officer to help tackle unauthorised off-site car parks that are in breach of planning control. In 2024/25: More than 600 site visits were made;
- 49 cases were investigated;

- 17 Planning Contravention Notices and
- 13 Enforcement Notices were issued
- 19 cases achieved compliance
- 17 investigations were completed successfully. Enforcement notices were served on fields with the potential capacity for more than 5,000 cars.

Airport Parking Strategy

The airport's parking strategy needs to consider the provision of on-site airport parking and the control of off-site parking, including the enforcement of parking controls. The **Airport Development Plan** seeks to provide sufficient parking to accommodate growth of flights and passenger numbers without decanting demand outside the airport to the surrounding countryside and villages.

The spread of unauthorised car parks largely relies on taking advantage of permitted development rights for a change of use that involves 28 days or less per year. (Class B in Part 4 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015). This means that planning permission is not required for "The use of any land for any purpose for not more than 28 days in total in any calendar year" (or 14 days for a market, motorcar or motor cycle racing, caravan site, other specified uses in a site of special scientific interest, or for the display of an advertisement). These permitted development rights can be removed by the local authority (or Secretary of State) by means of an Article 4 Direction, covering a defined area, a specified form of development, for a temporary period or permanently.

[North Somerset Council tackles problematic airport parking, with 'record levels' of enforcement action | North Somerset Council](#)

Link to BAAN's most recent newsletter

<https://mailchi.mp/154b8443fd98/save-felton-common-campaign-group-established-8351301?e=1def99cb0c>