

**Parish Councils Airport Association
Minutes of the Meeting held virtually
on Thursday 21st November 2024 at 7.30pm**

Present:

Barbara Harland	Backwell	Clive Fricker	Keynsham
Nick Tyrell	Barrow Gurney	Martin Dowling	Portishead
Mike Fishwick	Brockley	Steve Grimes	Publow with Pensford
Roger Daniels	Burrington	Nigel Reed	Winford
Nicola Wilson	Chew Stoke	Ian Dagger	Stowey Sutton
Jan Murray	Churchill	Georgie Biggs	Wrington
Hilary Burn	Cleeve	Joachim Steinbeck	Wrington
Isobel Russell	Compton Martin	Laurie Vaughan	Wrington
Thomas Daw	Congresbury and NSC	Bryan Thomas	Yatton
Holger Laux	Dundry		

The PCAA Chair Louise Leeder was unable to attend the meeting for personal reasons. Previous Chair Hilary Burn chaired this meeting.

1.0 APOLOGIES

Apologies had been received from the Chair Louise Leeder, Justin Millward and Saltford Parish Council.

2.0 DECLARATION OF INTERESTS

There were no declarations of interest.

3.0 MINUTES OF PREVIOUS MEETING on 27th June 2024.

The minutes were agreed as a true record of the meeting.

3.1 Matters arising

There were no matters arising.

4.0 FINANCE

4.1 Finance Report November 2024.

The Secretary presented the finance report. There were no questions.

4.2 Secretary's time and expenses May to October 2024.

The payment of these was approved.

4.3 Zoom subscription @ £129.90 per year.

Holger Laux said that the PCAA may be able to use the Dundry Parish Council Zoom subscription. The Secretary thanked him for this offer but said that the PCAA would

need to be granted full access rights to set up and run meetings without referral to Dundry PC. Holger will enquire into this.

5.0 MEMBERS AND DELEGATES

There had been no changes since the last meeting.

6.0 CHAIR'S REPORT

As the Chair was not present at the meeting there was no report.

7.0 REPORTS ON NET ZERO/CLIMATE CHANGE/AIRPORT EMISSIONS: Nicola Ainger.

There was no report.

8.0 PLANNING: Nick Tyrell.

Councillor Tyrrell confirmed that the PCAA had submitted responses to the below planning applications, which can all be found on the North Somerset Council planning portal using this link:

<https://n-somerset.gov.uk/my-services/planning-building-control/planning-applications/get-involved-planning-applications/search-planning-application>

8.1 24/P/1432/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 new modular building to accommodate easyJet engineering staff.

8.2 24/P/1880/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 new aircraft stand.

8.3 23/P/2185/FU2. Land SW Of Long Ashton Park and Ride Off Gurney Roundabout (A370) And Colliters Way Long Ashton. Hybrid planning application (full and outline elements) with Environmental Statement for the construction of new office campus (Use (Class E(g)(i)) with associated external and below ground works. Full application (on a phased basis) comprising three office buildings, culinary building, training centre and auditorium. New accesses from the public highway, internal site roads and footpaths, public realm works, site drainage, landscaping, solar PV field, ancillary plant, servicing and other associated works. Below ground works including ancillary plant, car and cycle parking and geothermal borefield. Outline application comprising two further office buildings (access, layout, scale and landscaping for approval, appearance to be reserved for subsequent approval) [amended description].

8.4 24/P/1655/FUL. Variation of condition 3 of permission 23/P/1637/FUL (Temporary use of land to the south of Bristol Airport for circa 2700 car parking spaces. Creation of a permanent perimeter bund and access and installation of 7m high temporary lighting units)

to amend permitted dates from '30 April - 01 October of any year' to '30 April - 31 October' of any year.

8.5 24/P/1676/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 the creation of an additional gate at the airport.

8.6 24/P/1469/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 the widening of the existing taxiway Foxtrot.

Planning application 23/P/2185/FU2. (Land SW Of Long Ashton Park and Ride Off Gurney Roundabout (A370) And Colliters Way Long Ashton) was discussed. NSC Councillor Thomas Daw explained that the NSC Development Committee meeting when this application will be decided upon had been adjourned to a date to be decided in January. Nick Tyrrell said that he would try to attend to speak on behalf of the PCAA, depending on when the meeting will be held.

10.0 OFF AIRPORT PARKING: Roger Daniels.

A discussion took place in which it was acknowledged that there was no specific legislation to prevent people parking on the roadside wherever they wished. The only way to prevent this would be the installation of double yellow lines and parking restrictions throughout the area, which would not be desirable and will not happen.

NSC Councillor Thomas Daw asked that he be copied into all email correspondence from the PCAA to NSC, as NSC staff tend to treat emails with more urgency if a NSC councillor is copied in.

11.0 UPDATE ON PASSENGER FIGURES AND THEIR IMPLICATIONS: Hilary Burn

This year there are 10.5 million passenger per annum. There is very fast growth, which means that the airport will probably hit their 12 million target in 2027. This growth also applies to the air transport movements. The set limit is just under 86,000 and this year the figure is projected to be around 78,000 to 79,000. This is why the masterplan is being submitted shortly, and a planning application sometime next year. The PCAA has a problem here, as the aviation policy of the Labour Government has not changed, which is that they really want growth including airport growth.

The 2009 and 2018 expansion planning applications both took roughly four years to be approved, so if the new application is submitted in 2025 then it would probably not be decided upon until 2029. That gives the airport a big problem as they will be exceeding their air transport movement limit within that timescale.

12.0 DISCUSS A RESPONSE ON THE PUBLICATION OF A NEW MASTER PLAN WITH GROWTH TO 20 MPPA FOR 2040 AND PRE-PLANNING APPLICATION GROWTH TO 15 MPPA: Hilary Burn

The Airport Consultative Committee have been informed that the target date for 20 million passengers per year has been brought forward from 2050 to 2040. The new master plan is due to be published in December, with a consultation period of eight weeks. It is acknowledged that this will include the Christmas period, which is an obvious tactic being used, but as this is not a statutory consultation the airport can make their own rules. If there is a poor response from Town and Parish Councils, simply because they will not have the time to discuss and approve responses at their meetings, then the airport will use this as evidence that there was little opposition to the master plan.

Post meeting note: It is now understood that the Master Plan is expected to be released on 25 November.

It was agreed that the PCAA should issue bullet point guidance to member councils advising them on the points that they may wish to consider including in their response. However, it was stressed that each council should submit a separately worded response, outlining their objections to the master plan as it would affect them individually. NSC Councillor Thomas Daw gave an overview of the anticipated NSC position regarding this, which is that NSC would only accept growth to 15 million passengers if a new train link was installed. The road network could not sustain this increase. It is accepted that a new rail link is not achievable, which would give the planning inspector grounds to turn down the application if it goes to appeal. This will be a very long and tiring process over the next few years.

The airport currently generates around £1 million a day in car park income.

A discussion took place regarding the tourist deficit. The airport is a major contributor to the national tourist deficit, which is contrary to the information being given by the airport that they are making a significant contribution to the UK economy.

Councillor Thomas Daw pointed out that we have to work with the government and cannot flatly oppose any expansion as there might be a risk that the government could take decision powers away from us. Hence the emphasis on benefits for the local economy and community. He summarised the NSC position as follows:

“NSC understands that the airport planning application will be submitted, and also understands that an increase to 15 mppa is not of benefit to the NS residents unless there is a serious benefit to NSC as the local authority. We have learnt a lot from the last planning application and will use this knowledge to oppose the new application or to improve the surrounding area and infrastructure. We understand the difficulties caused by the Labour governments plans for growth, but we think that we have a very solid plan to ensure that the residents of NS are protected. We do not want to go down the same route as last time, as we would then lose any positive benefits for the area if we lose. We accept that fighting the application will be expensive for the local taxpayers, as the work involved is anticipated to cost £2 million.”

13.0 FREEDOM OF INFORMATION REQUEST ON LULSGATE WOOD CONCERNING BATS: Hilary Burn

Councillor Burn gave the background to her FOI request regarding mitigation measures for the greater and horseshoe bats in Lulsgate Wood. One of the conditions imposed when the wood was created was that cows should be allowed to graze, which has not happened. This is another example of the airport failing to comply with their obligations, and not be operationally efficient.

14.0 POSSIBLE ACTIONS FOR PARISH COUNCILS (MPs, BA CHRISTMAS PARTY, BUDGETS): Hilary Burn

Councillor Burn strongly suggested that each parish should meet with their local MP to say that a light railway is needed to connect Bristol and Weston-super-Mare with the airport before growth is considered. Also, that night flights should not be increased.

Parishes should attend the airport Christmas party as they will be outlining their master plan.

15.0 A REPORT ON THE RECENT MEETING WITH NORTH SOMERSET MP SADIK AL-HASSAN: Joachim Steinbeck

An extraordinary meeting took place on 1st November. The MP made it clear that the Labour government supports growth, and that there would be no exemption for Bristol Airport. The tourist deficit argument was pointed out, but the MP would not accept this stating that the airport makes the area globally connected.

The MP said that the cost of making changes to the surface access infrastructure was high, but that there were proposals for a light railway connection from the centre of Bristol to the airport. He did concede that aviation as it presently exists is not good for the planet, but decarbonisation presents a huge challenge.

A further meeting with the MP is planned. District Councillor Thomas Daw asked that he be present.

16.0 THE FORTHCOMING AIRPORT SURFACE ACCESS STRATEGY: Roger Daniels.

The ASAS has now been adopted. The current debate concerns how it will be implemented. The new NS Local Plan will be out for consultation before Christmas, where transport to and from the airport will be included.

17.0 DISPENSATIONS OF NIGHT FLIGHTS: Joachim Steinbeck and Hilary Burn.

In the last recorded year there were just under 700 dispensations, which is a staggering amount. It is very disappointing that none have received a penalty from NSC. The PCAA should include dispensations in its response to the master plan, as another example of airport inefficiency. If the airport is not able to manage the currently set number of night flights, it would not be right for them to simply request an increase.

NSC will be trying to reduce dispensations to 500 in the next year, and then less in the following years. District Councillor Thomas Daw said that NSC will be dedicating more officer time to challenge dispensations.

18.0 NOISE (including representing the PCAA on the AEF Airspace and Noise Community Forum): Laurie Vaughn.

There have been no significant developments since the recent change of government. It will be interesting to see how noise reduction will be addressed in the airport master plan.

19.0 AIR SPACE MODERNISATION: Laurie Vaughn and Joachim Steinbach.

Everything is dormant nationally at present.

20.0 AIRPORT CONSULTATIVE COMMITTEE: Joachim Steinbach.

Councillor Steinbeck said that the ACC is an 'unfortunate forum' as key stakeholders including the airlines are not represented. The ACC is being used as a forum which presents the activities of the airport in a good light, when it should be a body calling it to account.

21.0 PCAA WEBSITE DEVELOPMENT: Sean Stephenson McGall and Laurie Vaughn.

There have been no developments since the last meeting.

22.0 URGENT BUSINESS

District Councillor Thomas Daw repeated his earlier request that he be copied into all email correspondence between the PCAA and NSC. He also reminded everyone that the NSC Local Plan consultation will be commencing shortly, and recommended that every parish should comment. Tom mentioned that currently NSC has to spend more money on the airport than it gets out of it. Part of their argument should be that this must change, especially in light of the budget constraints the authority is struggling with.

22.0 DATE OF NEXT MEETING

It was felt that a face-to-face meeting should be held in early to mid-January. Joachim Steinbeck offered facilities to host the meeting in Wrington.

The meeting closed at 9.25pm.