

BROCKLEY PARISH COUNCIL

Minutes of the Annual Parish Meeting 125, held at 8pm at St Bridget's Church, Chelvey on Tuesday, 20 March 2018.

Present: Paul and Linda Elliott, Mike and Andrea Fishwick, Mary Hobbs, Sue Hynam, Gill Iles, Tim and Liz Lunn, David Pike, Julian Ridge (Chairman), Bryan Smith and four others
Deborah Yamanaka (District Councillor), James Gore and James Shearman (Bristol Airport), and Joanna van Tonder (Parish Clerk)

1 Apologies for absence

Apologies were received from John and Felicity Ford, Geoffrey Hobbs, Martin Jarvis, Antony and Conny Ridge, Blanche Ridge and Liza Ridge.

2 Minutes of the previous meeting 124 – 21 March 2017

The minutes of the 2017 Annual Parish Meeting were read out and accepted. There were no matters arising.

It is to be noted that Kier representative Grace Burdge's surname was incorrectly recorded as *Budge* in the minutes.

3 Chairman's Report

1. Introductions: Julian Ridge thanked parishioners for turning out and expressed his gratitude to the PCC for making St Bridget's available, the heating especially welcome on such a cold evening.
2. Parish Council: Julian confirmed the Parish Council membership remained unchanged from the previous year with Deborah Yamanaka District Councillor for the ward. Unfortunately, reassignment of NSC's Parish Liaison Officers at the end of the previous year had resulted in the loss of John Wilkinson in that role.
Parishioners were reminded that meetings were open to all and anyone in attendance would be given the opportunity to address the PC. The PC was also eager to hear from anyone considering putting in for planning permission especially if contentious, in order that the councillors could have all the necessary information before being called upon to submit formal response.
3. Planning: The prospect of large scale housing in the area was of great concern. Julian listed proposals for Engine Lane and Youngwood Lane amongst others (Nailsea) and Grove Farm (Backwell / Brockley) that would see an additional three to four thousand homes with the associated increase in population and traffic. The infrastructure these additional homes would require was yet to be finalised but would include new schools, health facilities and roads. Julian outlined a proposal for a new roundabout on the A370 near the Brockley / Backwell parish boundary and a widening of Chelvey Road that would link up with a major new road connecting the M5 to the A370, and an extension to the MetroBus route.
Residents in Backwell have been active in opposing the Joint Spatial Plan. The PC has objected strongly to the urbanisation planned for the area and have petitioned Dr Liam Fox, MP to intervene.
Residents were invited to visit the PC's website, brockleypc.org, for up to date information.
4. Bristol Airport: Julian confirmed the Parish Council had responded to the recent consultation on the preliminary works to the Master Plan. The PC's view of the proposed expansion was that the extent of growth was too great when considering the poor connectivity with other transport networks.
5. Bristol Water Southern Resilience pipeline: Pipeline works in the area were now complete, however, the reinstatement of topsoil along the route has yet to begin. In mitigation of environmental impact, two owl nest boxes had been installed and a Victorian dew pond overrun with the invasive weed, Parrot's Feather, dredged.

- Parishioners were asked to check garden ponds for the weed and destroy if found.
6. **Broadband:** Frustration at the slow internet speed available in Brockley was shared. Julian explained the current position with regard to Gigaclear's award of the contract to roll out superfast broadband across the region. Despite requests from the Clerk for further information, there was little clarity as to the cost to households or the timescale for implementation.
Truespeed, Gigaclear's competitor, had advised they would provide fibre broadband connections to all properties in Brockley as soon as registered interest reached 30% of total properties. Residents were encouraged to register a "no commitment" interest with both providers in the hope that the process could yield results sooner rather than later.
 7. **Litter:** This year's litter pick is scheduled for Saturday, 24 March and parishioners were encouraged to attend. Julian thanked everyone for the ongoing litter picking that has been done throughout the year and asked residents to keep up the vigilance. A special Thank You was extended to Martin Parsons and others who had recently cleared Brockley Combe. Julian advised that NSC were unwilling to litter pick along the Combe as the verges fell on private land.
 8. **Footpaths & PROW:** Julian reported that parish footpaths were all usable despite difficulties in undertaking maintenance during the pipeline works. Three stiles on footpaths LA4/3 and LA4/6 had been replaced with self-closing pedestrian gates with a further two gates to be installed on footpath LA4/3 shortly.
 9. **St Nicholas Church water project:** The route for the water supply had been agreed and estimates obtained. The architect was in the process of obtaining final permission from the Diocese although the imminent departure of vicar, Margie Campbell, could be problematic.
 10. **Budget:** Julian reminded those gathered that copies of the Budget 2018/19 were available and that the precept had increased marginally to £4,500.

4 Other Reports

District Councillor Deborah Yamanaka was invited to address the meeting.

1. **NSC Budget:** Council Tax would increase by 3% this year to cover the cost of adult social care plus an additional 2.99% to alleviate other financial pressures brought about by a significant reduction in Government grants. Deborah explained that there would be further reductions in spending on areas such as road repairs, gullies, libraries and parks amongst others, and that NSC would be looking again at implementing / increasing parking charges across the district.
2. **Airport:** Deborah reminded parishioners that Bristol Airport offered a frequent and reliable bus service (Weston Flyer) between Weston-super-Mare and the Airport accessible to Brockley residents. Concessions were available; links to apply for a resident's concession are published on the PC's website.

5 Public Questions

The Parish Council was asked to explain why NSC refused to drop the speed limit on the stretch of the A370 passing the nine residences with driveways leading off the road where a fatal accident involving a motorcyclist had occurred some thirteen years ago.

Julian explained that NSC were meeting the Department of Transport legislative guidelines with regard to the speed limit applicable to that road and were not prepared to review it.

Deborah Yamanaka advised that District Councillors were in the position to present petitions to the Council for consideration and suggested residents consider this option.

Julian Ridge then handed over to Bryan Smith who welcomed and introduced the guest speakers, James Gore (Head of Stakeholder Relations) and James Shearman (Head of Sustainability) of Bristol Airport.

Bristol Airport (BA) presentation

JG thanked the meeting for the invitation to speak.

A presentation booklet was given out and presented to the meeting. *The presentation booklet will be available to view online, with the Minutes, for no less than one year.*

1. Why are we preparing a new Master Plan?: The last Master Plan was undertaken in 2006; planning consent was obtained in 2011 with a cap on passenger numbers set at 10mppa. BA were expecting to reach that figure by 2021 and so were now looking to the period up to 2045.
2. Basis of consultation so far: The consultation focussed on 5 Pillars, 3 scenarios and 10 design considerations. The five pillars were:
 - A world leading regional airport
 - Employment and supporting economic growth
 - At the heart of an integrated transport network
 - Sustainable approach

JS: A number of Environmental Impact Studies had been done and it was their intention to put together a sustainable strategy for the airport. Several bat boxes had already been installed around the main area of the airport.

 - Deliverability
3. Review and results of the consultation: 1,750 responses had been received over the ten week consultation; thirteen public drop-in events attended by 491 people. Responses were received from all over the South West with the highest concentration, from the parishes surrounding the airport.
The top topics raised were:
 - Surface Access (26%)
 - Environment – noise, air quality and waste handling (9%)
 - Passenger experience (8%)
 - Car parks, Socio-economic and Information (7% each)
4. Responses from BS48: The 68 respondents from the BS48 area raised concerns around increases in traffic passing through rural areas and the urbanisation of rural communities, the impact of an increase in light and noise pollution on both residents and bats, and air pollution affecting local flora and fauna.
5. What happens next: Draft Master Plan was expected to go out to consultation at the end of the year with the potential submission of planning applications running in parallel. A Draft Noise Action Plan, required by Defra to be updated every five years, would be consulted upon around the end of October this year.
6. Local Communities: Improvements to communication with local communities would see a direct mail campaign to 30,000 homes and businesses in the parishes surrounding the airport together with newspaper and online coverage.
Support to communities through:
 - Working with transport operators to support local bus services
 - Labour and skills to support community projects
 - Concessionary schemes for local residents with the Flyer and Express Drop Off
 - Noise insulation grants
 - Prizes for local events and fundraisers
 - Anniversary *Diamond Fund* for 2018 of £60,000
 - Local Community Fund of ≈£150,000 per annum

The five on-site contractors were keen to help local communities with the provision of labour for a variety of projects. Anyone interested could contact JG.

Questions from the audience:

1. How will BA's plans be affected by Cardiff Airport?
JG: BA is currently handling four times more volume than Cardiff and is located in a more densely populated, prosperous region. There are concerns around Welsh Government ownership of Cardiff Airport. BA considers Heathrow Airport its biggest competitor. An increase in Easyjet flights has contributed to the increased volume.
2. Is the 2.5% predicted growth based on poaching passengers from other airports?
JG: The growth figure is based on a number of factors including growth in GDP, population growth and an increase in the propensity to fly. In addition, the airport is seeking to increase the number of inbound passengers (currently 17% of passengers are overseas residents) and reclaim a number of "leakage" passengers travelling to other airports to fly out.

3. Are there no plans to lengthen the runway?
JG: The length of the runway has become less of an issue; new aircraft technology for planes used on the present array of destinations is adequately served by the shorter runway.
JS: Despite a huge increase in volume of air traffic, emissions today are lower than they were in 1999 / 2000 because of greater aircraft efficiencies as a result of new technology.
4. Is BA intending to submit its resultant planning application to NSC or the Secretary of State for consideration?
JG: An increase in passenger numbers from 10mppa to 20mppa would require the approval of the Secretary of State. As it is unlikely BA will be looking for that level of growth, the application will be considered by NSC.
5. In order to reduce the level of nuisance caused by taxis and others waiting for flights in nearby laybys, is the airport considering free drop-off facilities?
JG: The airport is looking at available options to address the impacts of this.
6. How does the airport expect to be affected by Brexit?
JG: BA's growth forecasts have been based on many factors. If there is an economic slow-down, the predicted growth may take longer to achieve. This interim transition period is helpful and obviously, continued freedom to travel would be key to airports. Based on noises coming out of Dept. of Transport, BA is cautiously optimistic.
7. With only 13% of passengers using public transport to access the airport and an increasing volume of traffic along local lanes, in particular Brockley Combe, what is BA doing to increase that percentage?
JG: BA is conscious of the poor surface links and has invested in new double-deckers to service the Flyer that currently links the airport to a number of locations across the district. They are looking to make improvements to the A38 as well as the light-controlled intersection with Downside Road but will also be looking to improve links between the A38 and the M5. It is felt the key will be a mass transit scheme such as a rail link.
JS: BA will be bringing in a new Surface Access Manager.
8. What is the split of customers travelling?
JG: 16% is Business and the balance is made up of those travelling for leisure, education, family, etc. Domestic trips make up 17% of the total.
9. What proportion of the volume is from Easyjet?
JG: Easyjet makes up 40% of the volume, however, BA still has a good spread of airlines flying into and out of the airport.

Liz Lunn thanked James Gore and James Shearman for an enjoyable and informative presentation and confirmed the PC would certainly be in touch for a grant! A round of applause followed.

The meeting concluded at approximately 9:10pm.