

Summary

We are encouraged to see the Airport Consultation Questionnaire referencing an environmental approach to the proposed usage and development of the site. However, we are also highly concerned at the scarcity of detail on the potential negative impacts and missed opportunities. At this stage, it is impossible to tell whether these omissions are due to limited capacity to share full information or an absence of their consideration.

Fundamentally, an ambition to only include the grounds within the carbon neutrality red line, especially without a clear strategy to effectively enable and measure success, commits to an overall significant negative impact on Cornwall's carbon footprint.

Only considering carbon, moreover, without balancing it with nature recovery could lead to land use choices that have a negative impact on wildlife overall, for example planting trees on species rich grassland.

Red Lines

The wording of the Red Line associated with the carbon neutrality plan is too weak and, not unnoticeably, last on the list. This could be strengthened by:

- Adding a timeframe in which carbon neutrality is expected to be achieved. This target should be ambitious, creative, and bold.
- Bringing environmental viability and sustainability front and centre, at least alongside financial viability and sustainability.
- Being transparent about the carbon impact of the flights associated with the airport, and the impact this has on the Cornwall net-zero plans, especially the individual flights given these are the worst from a climate perspective. The environmental costs of private jet and helicopter use particularly should be able to be assessed against the economic benefits.

An additional Red Line should be included to focus on **Nature Recovery**, including:

- Using the Biodiversity Net Gain metric to inform and monitor progress. This would be better done in a strategic whole-site way rather than for each individual planning application that comes forward.
- Following organic principles for land management, or at least routine avoidance of pesticides should be considered.
- Avoiding the use of chemicals elsewhere on operations such as fire retardants in fire-fighting foam if routinely used for training purposes.

Land Use Blueprint

It is imperative that the redevelopment of the airport site balances financial concerns with carbon reduction and nature recovery. We have significant concern for the proposed development, most immediately with the impact on nature, as well as several other areas which necessitate further detail and discussion.

Biodiversity loss

- Aside from the Amenity Landscape, there is a significant amount of development that does not appear to be giving consideration to biodiversity net gain. Non-operation land is equally important in this regard.
- The location of both terminals (next to woodland and ancient woodland respectively), and the impact of expansion and development on those woodlands.
- Access to nature for the site employees should be designed-in for their health and wellbeing
- In the proposed design, the woodland corridor will be sandwiched between the entrance of the new terminal and an excessively large business park. These proposed developments clearly restrict wildlife, closing down the area for animals to pass through the site, as well as reappropriating it as a leisure space for business park users.
- An alternative option for the South Zone would be to utilise the bottom field for a Solar Farm, with battery storage and potentially data centre on the opposite side of the field to the woodland. Solar Farms are known to host flora and fauna and act as corridors for wildlife such as deer. Careful consideration would be required for wildlife-friendly security of the site.

Further details required

- Details of the construction processes and materials used, and how the proposed work will facilitate the development and harnessing of green skills/jobs and provide an exciting opportunity for the local economy and skillsets of the local workforce.
- It is unclear from the plans what the 'green power & energy plant' will be – so it is impossible to have confidence that energy sustainability is being properly considered. These plans need to be more specific.
- The site makes provision for car parking and road access – but there is no mention of how more sustainable travel options, such as a bike and bus, will be facilitated. Facilities to help enable green travel for a growing workforce should be designed-in, and individual private car use disincentivised through a Green Travel plan
- There is no, or next to no, consideration for biodiversity or potential 'green energy' development (as cited in the consultation pre-amble).