

**Airport Consultative Committee**

**ENVIRONMENTAL EFFECTS WORKING PARTY**

**11<sup>th</sup> April 2022 @ 10:00 hours,**

**Meeting held at Lulsgate House and virtually using Microsoft Teams**

**DRAFT Minutes of the Meeting**

**Present:**

James Shearman, Head of Sustainability, Bristol Airport (JS)

Ed Condon, Sustainability Assistant, Bristol Airport

Barry Hamblin, Chair of BRS ACC (BH)-

Hilary Burn, Cleve Parish Council (HB)

Gill Patch, Winford Parish Council (GP)

Joachim Steinbach, Wrington Parish Council (JSt)

Rob Hinks, Ricardo (virtually)

Alicia Fox- secretary (virtually)

• **Apologies for absence**

Lindsay Howe North Somerset Council (RA)

Laurie Freeman, Congresbury Parish Council

Laurie Vaughn - Wrington Parish Council (LV)

Roger Wood, Yatton Parish Council (RW)

• **Minutes of the previous meeting held on 4<sup>th</sup> January 2022**

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

• **Matters arising from previous meetings**

JS talked through agenda items and requested an update on any outstanding actions from the previous meeting. Actions from previous meetings updated as follows:

- Informational 'Parish Pack'
- Contour maps requested- information sorted on the website so you can now zoom in on the contour maps.
- Planting plan- Other planting being considered with a view to complete by the end of March.

Action: For discussion on agenda

Contour maps now been given out  
COMPLETE

Action: Update to be given during  
Sustainability update. COMPLETE

- **Focus Presentation on Firefighting foams- Rob Hinks Ricardo**

Presentation attached as Appendix A

Working with Bristol Airport since 2014 managing groundwater and liaising with the Environment Agency.

JSt- Any evidence of contamination or have they been clear?

RH- No contaminates that need to be flagged that would be over the threshold of national drinking water standards (DWS).

HB- Low level PFAS are below but then state it is under assessment, why?

JS- with support from Ricardo we keep the Environment Agency (EA) updated regarding the airport activities. Therefore if activity at the airport is high then the EA may request more samples to be taken.

PFAS- Perfluoroalkyl and Polyfluoroalkyl Substances are used a lot in household items such as saucepans. Areas which are likely to have higher levels of PFAS such as Airports need monitoring due to products which are used at airports. Levels of PFAS samples from Bristol Airport are similar to the local background concentrations and the EA did not have specific concerns about the samples as they are below DWS.

The airport uses Chloride free foam. Also their firefighting training area has its own separated drainage system to avoid contamination.

JS- The non PFAS foam come into use at the Airport over 10 years ago. The airport are now also trying to locate the sites where the PFAS foam would have been used over 10 years ago.

RH advises from their studies they are happy with the current PFAS levels.

JSt- Do you find the EA sufficiently resourced to work with you and support you?

RH- During Covid their ongoing cooperation was more difficult due to situation of the pandemic. Coming out of the pandemic we have carried on with the same level of service pre-pandemic with regular communication. From an Airport perspective we have had no issues obtaining meetings and information/ resources required.

HB- All firefighting foam now used is not PFAS?

JS- Yes that is correct, the firefighting foam we use now does not have PFAS in and has not for over a decade. The baseline is tracked and there will be some level of variability due to other factors such as rainfall but will be continually monitored.

RH- PFAS is a very mobile substance in groundwater, and we have not had any 'hot spots' which is good.

HB- It would be useful to have this presentation and notes put in the Annual Monitoring Report please for anyone reading it.

JS – We can add a section in the Annual Monitoring Report however, due to leave and Easter this will mean the report will be sent out for review after the next ACC meeting.

JP – Do you monitor the impact of the use of airfield de-icer products?

RH - Deicers are generally biodegradable including those used at Bristol Airport, so EA has no issue with them being used. The issue with deicer is the damage caused to fish and drainage systems. The Airport do not have these issues, but we monitor the glycol and carbon content as part of the ground water sampling regime. Generally, we do not find any deicer in the perimeter readings which means they have broken down beforehand.

JS- we do not use deicer as a precaution it is only used when needed.

- **Outline offsetting for 2021**

JS – The airport is estimating circa 28,000 tonnes of CO2 offsets to be purchased through First Climate. Due to availability of carbon credits, these will be purchased against a renewable hydro project based in China. The Airport is still trying to enlist localized projects, for example planting in large areas, however this is proving difficult.

GP - Have you gone to National Trust?

JS - We have spoken to the Wildlife Trust and other organisations with regards to the potential of collaboration. We have completed small scale projects such as last year we

planted 500 trees for every employee. Also, through the ACT Programme, we are exploring ways we can remove carbon i.e. via bio char and the Airfield which is new, essentially creating the airfield to become a carbon sink whilst also enhancing the quality of the airfields grass areas.

HB- The Airport hasn't told use the number of cars coming into the Drop off Zone which pays for the offsetting, this should be feasible to obtain this.

JS- As per emails prior to the meeting, we are working on how we can get such data regularly. I will follow up with our car parking team. Meanwhile, as part of the ACT program we will be working with universities to help generate survey information to have more update to date information regarding travel patterns from our passengers which will inform the carbon calculations.

HB- We will be monitoring the conditions of the planning appeal and we will need the data relating to the number of cars to do this.

JSt- who is monitoring the planting the airport is promising? The trees the airport is planting will take many years to start to work.

EC- all we can do is offset using the best methods available.

HB- we are always using third world countries to offset our usage.

EC- we are trying to use local projects, but it is not always viable.

JSc- if you sponsor a site which is more local to the airport such as Cleeve, Winford you will get a lot more goodwill from the general population.

JS- you are absolutely right and this is what we did with Bristol and Avon Rivers Trust and last year with tree planting to help flood defenses locally. We are also investigating additional electric vehicle charging locations for both passengers and local commuters.

HB- I requested the information regarding Drop Off Zone use in February and I have still not had it. It is important to understand and track the use of the facility alongside public transport use.

JS – As soon as it is available and validated, I will share.

- **Tabling of Parish Pack**

A draft version of the Parish Pack was shared with the members for discussion. Secretary will circulate to members and clerks for Parish Councils for feedback. Further comments to be received by end of April so it can be circulated in early summer.

- **Sustainability Update- 1<sup>st</sup> Quarter 2022**

Progress on various projects detailed in the update including Jet 2 onsite EV Chargers as they move to a new on site EV fleet. The installation works were awarded to Enerveo after a successful tender process.

Latest update for Phase 2 of Bristol Airport Direct Current (DC) Fast Chargers is July 2022 but looking imminent delivery of the 3 smaller dual slow chargers.

With the Airports ever increasing move towards a full electric fleet, it was necessary to progress phase 2 of it's electric charging infrastructure.

Planned is the installation of 8 slow charge Bays both Northside and Southside positions along with a further 50KW DC Fast charger within the Southside Carpark.

### **Future Flight Phase 3 Programme**

This is a theoretical research study with potential of test flights which is has been awarded Government funding. The project is lead by Atkins and Bristol Airport is part of a wider consortium of organisations. There will be a designated study area on the airfield.

### **Building Management Improvements**

The Airport is monitoring real time CO2 levels within terminal areas to reduce unnecessary heating and cooling if areas are vacant.

The monitoring consists of the installation of 11 wireless Co2 and temperature sensors within Central Search. Fast Track, Departure lounge (Both Ground and Mez), Immigration and Arrivals Halls. This required the installation of a wireless network around the terminal which will allow us to expand the monitoring as and when required.

### **Noise complaints:**

**January- 3**

**February- 9**

**March- 6**

Most complaints were regarding the flight path, aircraft night noise, aircraft day noise and low flying aircraft.

The highest number of complaints came from Bath.

### **Airspace Activity – Flight Tracks**

As detailed in the report, aircraft have been keeping to the departure and arrival tracks. Those which have come off early fall outside the qualifying criteria.

- **Planning update**

#### **Planning Applications**

- Bristol Airport's planning appeal against the decision of North Somerset Council to refuse planning permission for the development of Bristol Airport to accommodate 12 million passengers per annum (mppa) has been allowed. This decision, issued on 2 February 2022, follows the public inquiry between 20 July and 8 October 2021.
- A decision on the associated Compulsory Purchase Order has not yet been received.
- The Appeal Decision is currently subject to Statutory Challenge.
- There is currently no intention to submit any planning applications in the next quarter.

#### **Permitted Development Consultations**

- One permitted consultation has recently been submitted to North Somerset Council. This relates to a proposed car rental repair portacabin to be in the south of the airport site. A reference number has not yet been received from North Somerset Council.
- Due to the nature of operational development, there is the possibility of additional GPDO requests / planning applications in the next quarter.

- **Any other business (AOB)**

JP – The 54dB noise contour, how many properties are located within it?

EC – The contour has an accumulative of circa 500 properties, the exact number is within the contour report on our website.

HB – I have been in touch with the CAA regarding the incident which occurred with the air-tag from aircraft in a local resident's garden. The CAA have informed me that they cannot undertake any further investigation and therefore no report issued. I reported this to the resident who is not happy with the response. As the CAA will not take it any further, I need to address this at the next ACC meeting, requesting the Airport investigate further.

JS – Thank you for raising and yes this is a wider matter which should be raised at the ACC if required.

**Meeting closed at 12:00**

#### **Dates for future Meetings 2022**

- **To enable future meetings to be conducted and minutes produced to be included in the Consultative Committee packs this is the date for the next Environmental Effects Working Party:**

**5<sup>th</sup> July 2022 10.00**

**4<sup>th</sup> October 2022 10.00**

**Distribution:**

Members of the Environmental Effect Working Party, plus the Airport Consultative Committee.

DRAFT