

BRISTOL AIRPORT CONSULTATIVE COMMITTEE MEETING @ 14:30 hours

Meeting held at Lulsgate House and virtually using Microsoft Teams

Minutes

The Chairperson welcomed two new members- Louise Leeder- Chew Magna/chew cluster representative and Marcia Pepperall- Weston Town Council

The Chairperson then advised members of some house keeping:

- Personal use of mobile phones is restricted due to the poor meeting etiquette and distracting to those around you. Side conversations are not to be had and anything that you wish to say must be done so by raising a hand to notify the chairperson. Please ensure your hand is raised if you have a question to ask or point to be made.
- He advised the committee of issues around security and therefore the importance of confirming if you are attending a meeting in person to avoid people being turned away.

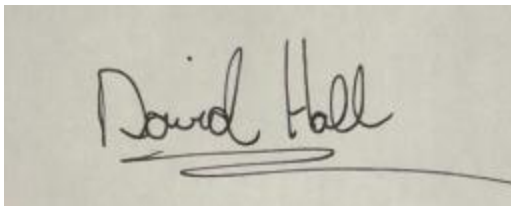
The Chairperson addressed the committee and advised that he would like to draw members attention to the guidelines for airport consultative committees set out by the DfT, which encourages all ACCs to have constructive and effective discussions.

Under 2.19, it acknowledges that passion for some issues has potential to invoke unproductive meetings. It states that “as far as possible, the committee should take a constructive role in issues.”

Further, under 2.6, it states that “Although personal experience can be useful, members should represent the views of their wider organisation” and there should be no one interest dominating the committee.

Previously the committee has seen the same subject matters being repeatedly discussed at our committee meetings and through submitted questions. One example, is dispensations, which the airport has provided full, comprehensive answers to the process it follows and shared data available. Additionally, last year we held a specific meeting to discuss this area of interest in depth.

He wanted to remind members that there should be a representative balance of interests discussed at the ACC meetings.



David Hall

As the committee does not have executive powers, its role is more along the lines of a “critical friend”, to offer advice and encourage the airport to act on its advice by pointing out things that are working well, as well as being objectively (as far as possible) critical of areas where the airport could make improvements.

A change to the agenda layout with the update from Insp Christian Gresswell will be moved to item number 3 rather than item number 4 as previously listed.

Present:

David Hall, Chairperson (DH)

Dave Lees, Chief Executive Officer (DL), Bristol Airport

Councillor Hilary Burn, Cleve Parish Council (HB)

Councillor Jill Patch, Winford Parish Council (JP)

Councillor Roger Wood, Yatton Parish Council (RW)

Councillor Marcia Pepperall, Weston Town Council (MP)

Councillor Izzy Russel, Bristol City Council (IR)

Councillor Louise Leeder, Chew Valley (LL)

Tony Welch, Business West and Bristol Chamber and Initiative (TW)

Joachim Steinbach, Parish Council’s Airport Association (JSt)

Rachel Seward, Airport Operations and Contracts Manager (RS)

Kathryn Davis, Visit West (KD)

Simon Crew, TUC (SC)

Neil Bromwich, CBI South Western Region (NB)

Also in attendance:

Andrew Griffins, Chief Financial Officer, (AnG) Bristol Airport

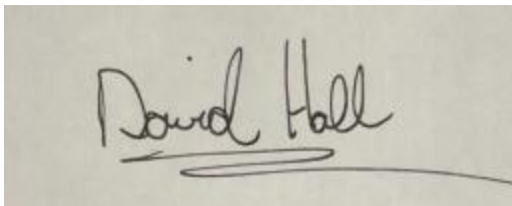
Claire Hennessey, Planning and Sustainability Director (CH), Bristol Airport

Ian Drury, Head of Corporate Affairs (ID), Bristol Airport

Tracy Comer, Media and Community Relations Manager, (TC) Bristol Airport

Andrew Goodchild, Head of Planning and Growth, (AG) Bristol Airport

Rob Henley, Surface Access Manager, Bristol Airport (RH)

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Sam Goldsworthy, Operational Planning Manager (SG), Bristol Airport
Harry Ellis Corporate Affairs Executive (HE), Bristol Airport
Insp Christian Gresswell, Bristol Airport Policing Team (CG)
Steve O'Donogue (SO), NATS

Alicia Fox- secretary

1. Election of Chairperson for the next 3 year term

DL advised the committee that following the email from the secretary asking for votes on the reelection of David that all votes received were in favor of David sitting for his 2nd 3 year term. DL congratulated the Chairperson on the reelection.

2. Public Participation – in accordance with the constitution

A question was sent in by Mary Collett, her response was shared prior to the meeting also forms part of Appendix A. She then submitted a supplementary question to be read out as she was unable to attend the meeting:

Thank you for the answer to my initial question.

In your reply, you say that the number of jobs at Bristol Airport has grown by over 1,000 in the last two years.

Please could you tell me how many of those 1,000 jobs are permanent, full-time jobs within the airport and how many of those 1,000 jobs have simply been involved in the temporary construction work of the PTI, the new car park(s) and the terminal improvements?

AG- Confirmed that none of the 1000 new jobs are include the roles created with the construction projects at the Airport.

The 1000 jobs are made up of a mix of full and part-time roles, the hours fluctuate throughout the year, however they would expect 700-800 would be permanent full-time positions.

HB- Requested that within the AMR the jobs are broken down by full and part-time roles.

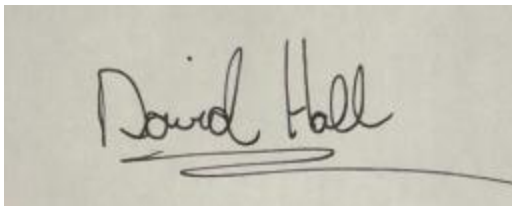
AG- Business partners are asked to set out whether the roles are full or part time, but different roles/partners have views of what is classed as full/part time so is difficult to do this breakdown, however around 20-30% of jobs will be part time.

HB- Asked for confirmation if the number of Bristol Airport employees is 386?

AG- Bristol Airport Limited has just over 400 employees at present.

3. Insp. Christian Gresswell- Police update

In conjunction with the local Neighborhood Policing Team, Roads Policing, Taxi Licensing, representatives from the Motor Insurance Bureau, Local Authority and Immigration, the Airport Police Team ran an operation looking to target meet and greet parking companies.

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This took place at the beginning of June and resulted in :
3 offences of driving with no insurance (including 1 vehicle seized)
3 red line tickets
1 arrest for immigration offences
Numerous taxi licensing issues reported
Significant disruption to the companies and media coverage highlighting the issues associated with using some of these companies.

In the last 3 months they have issued 14 tickets for red line offences and towed away 3 vehicles. They have moved on in excess of 500 vehicles that have stopped on the double red lines. Their primary function is to help ensure the safety of passengers and staff at the airport. They have attended 165 incidents ranging from drunken disorderly behavior, thefts and assaults and of those we have arrested 13 people. They deploy for high visibility deterrent patrols every day and support with a whole manner of functions, from CCTV enquiries for other police forces to dealing with sudden deaths and people with Mental Health issues. Another important function is to be prepared for any major incident that may occur. They work closely with the airport and other emergency services to ensure that all of our plans for such incidents are in place and compliment one another. This is work that quite rightly remains on going.

A new Sergeant -Dani Hardaway has been appointed and a large part of her role has been to investigate the meet and greet parking services to try and tackle the issues of rogue parking. She was involved in the operation mentioned earlier.

JSt- Are you enforcing parking issues in surrounding areas and taking appropriate actions?
CG- His team is primarily the Bristol Airport team and take responsibility for redlines (red route) and some of Downside road. Local villages will not be policed by his team it is for the local neighboring police teams who they work alongside with. The local police teams were involved with the operation carried out by Sergeant Hardaway . Contact your local police team and ask them to help but they do need to prioritize their workload.

JP- Aircraft spotters were in around the landing lights on Sunday 13th July, who is responsible for managing this?

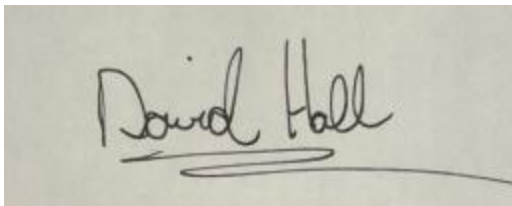
CG- If our team are aware of this, we would address it as it is a safety issue.

4. Rob Henley, Transport Planning Manager- update on nuisance parking situation and actions taken

Slides of RH's presentation is attached as Appendix B.

NB- Are Article 4 Directions being considered for areas of inappropriate parking?

RH- NSC have looked at the use of Article 4 Directions but they can mean that compensation is due, NSC are concentrating on other areas in the Action Plan for the time being.

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HB- Does litter picking go down to the traffic lights on Downside?

ID- No it does not go down that far.

5. Andrew Goodchild- Master plan update

Slides of the presentation are attached as Appendix C

AG highlighted that there were a lot of engagement methods to encourage people to respond to the Masterplan, these included placing digital billboards at Bristol Temple Meads. There were also radio adverts and advertisements on airport bus routes. Overall over 19,000 people visited the consultation website and nearly 2,400 people responded to the consultation.

Feedback showed that a lot of people were wanting the Airport to do things they are already working towards such as the EV charging hub which formed part of the planning conditions for 12mppa planning application. Other issues raised will come forward in the detail of the 15mppa application for example, travelators to make the journey from the terminal to the plane easier.

There were some suggestions put forward which are not actions the Airport will be taking forward such as cargo flights or an even longer runway to accommodate the biggest commercial planes.

Changes were made to the Masterplan following the consultation, these can be seen within the slides.

NB-In the government's Onshore Wind Taskforce Strategy one action is to consider requiring airports to procure radar upgrades that have wind farm mitigation capabilities. Does the proposed planning application include radar replacement or upgrading and is that NATS's responsibility or the Airport's?

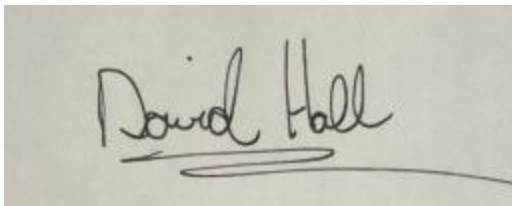
AG- The radar is an airport asset which is operated by NATS but there is no proposal to upgrade the radar as part of the proposed airport expansion application.

SO- The assets are owned by the airport, the asset would be replaced in accordance with that plan.

AG- yes

HB- Asked for clarity on the amendment point 3- does the change in alignment of the taxi way, result in an increase of noise?

AG- It shouldn't, it is purely to allow the larger aircraft to turn prior to getting on the runway to maximise the runway space. The noise assessment submitted as part of the planning application

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will look at the benefits and potential issues of the runway expansion. Smaller aircrafts will be using less thrust when they take off the longer runway therefore should be quieter.

6. Apologies for absence

Cllr Barbara Harland
Cllr Robin Moss

7. Election of Vice-Chairperson for 2025/26

Tony Welch nominated himself to be Vice Chairperson for the committee. There were no objections to the nomination, so TW was welcomed as Vice-Chairperson.

8. Election of Transport Forum Representative 2025/26

Barbara Harland nominated herself in advance of the meeting to be the representative from the ACC on the Transport Forum. There were no objections to the nomination so it was agreed BH would take on this role.

9. Membership of the Committee 2025/26 (report attached)

This was for noting.

10. Constitution and proposed amendments

The amendments were unanimously agreed, and the updated constitution will be shared on the website.

11. Dates and Times of Meetings of the Consultative Committee for 2025/26

It is recommended that meetings be held at 10.30-12.30pm in the Bristol Room, Bristol Airport, on the undermentioned dates:

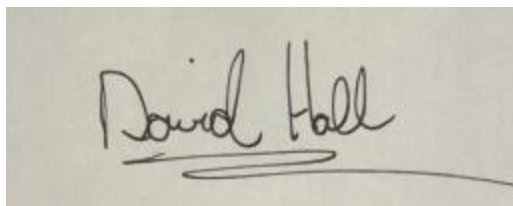
- Thursday 16 October
- Thursday 15 January
- Thursday 23 April
- Thursday 23 July

The new meeting dates were agreed by the committee. LL expressed concerns about the new dates but will attend when possible.

12. Declarations of Interest for Local Authority Elected Members

None

13. Minutes of the Meeting –18th April 2024 (previously circulated)

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(a) Confirmation of accuracy

Minutes were agreed by the committee.

(b) Matters arising

HB- following the last meeting and presentation from fire brigade, have the 10 sites now been identified and are they now safe? This was raised in the EEWP meeting in 2022.

DL- we will confirm the details of the sites

14. Chief Executive Officer Report

PTI opened this morning (16th July) and passengers are already expressing positive opinions around it.

No questions were asked.

15. Questions from Members

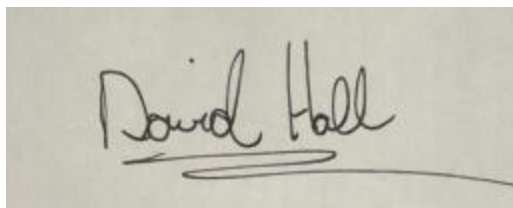
These were circulated with answers prior to the meeting. Appendix A

HB-told the committee that flights are still coming late every night and then applying for dispensations. The qtr 2 report for dispensations has not yet been shared. The reason HB has been given as to why late flights cannot be scheduled earlier as it would mean the flights would need to start earlier; however, she advises there is now a newly scheduled Sunday flight to Valencia at 05.40 am.

DL- Advised there are monthly meetings between the Airport and NSC where they go through the list of late flights and it is decided whether the Airport are discharged of their accountability and dispensations are granted. There are matters which are out of their hands which result in delayed flights such as weather, medical emergencies and industry strikes.

There have been significant improvements in scheduling and operational turn around at BRS this year compared to prior years and new measures put in place to ensure flights depart on time, however airspace changes and other issues are resulting in unpredictable consequences.

SO- Confirmed that other factors are at play such as rerouting, airspace not accessible to other traffic which is having a knock-on effect on the aircraft coming into Bristol Airport. The delays are not due to scheduling but unforeseen issues.

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HB- Advised MS had previously said there will now only be in 5.7 average flights after 23:00 to reduce night noise, why has this now risen to 7.2?

SO- There is no direct control over scheduling.

RS- Said that the airlines board for an on time departure but cannot schedule on a "what if" plan. Issues around French airspace is causing problems with airspace. The airlines are scheduled to fall within their allocated slots, and it is never planned to fall outside of these but there is nothing airlines can do when these delays occur. There has been a lot of industrial issues this year and there are more scheduled.

DH- Confirmed that dispensations are a very complex topic and it is a global problem that impacts all airports. He asked are any flights to and from Bristol Airport being deliberately scheduled outside of the agreed hours?

DL- No there are no flights being scheduled outside the agreed parameters. It is in no ones interests for the delays to take place. Rules around dispensations are very clear. The Airport are very mindful of local communities and are taking proactive action to meet scheduling. They work really hard to ensure an on time departure in the first wave, this has been more predictable and on time this year than it has been in previous years.

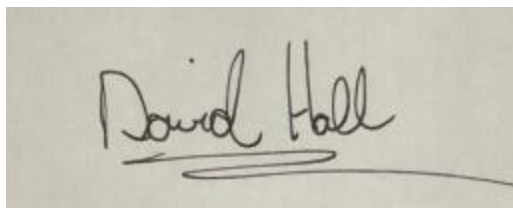
HB- Requested a chart to be provided for every dispensation with the reason for the dispensation being allowed so it can be understood.

AG- Confirmed that is the list which is shared between Bristol Airport and NSC and it is down to the enforcing body (NSC) who would take action against the Airport for any breach of the planning condition. The purpose of the meeting is to discuss the validity of the reasons and if a dispensation is not granted then the flight is counted against the night flight quota.

HB- advised she will put in a Freedom of Information request on the dispensation data from NSC.

IR- Agreed with HB and reasons for dispensations for each flight would be useful, she said it is important for the Airport to recognize that unplanned events cause dispensations. She asked if a member of the PCAA could sit on the meeting between Bristol Airport and NSC where the dispensations are discussed?

AG-Said that introducing a third party into the conversation could be seen as not an appropriate way forward as planning compliance and ultimately planning enforcement would need to be progressed in accordance with NSCs Constitution and scheme of delegation. AG noted that TD did sit in on a meeting to understand the meeting process and perhaps at a future ACC meeting could offer his opinion on the process.

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16. Planning update

12mppa Planning Permission

Approvals

- Request to discharge condition 6 – Parking Demand and Capacity Report. (24/P/2680/AOC – approved 7/5/25) - in accordance with the agreed 12mppa monitor and manage approach, the Report identifies available onsite parking and compares to current and future estimated demand, public transport modal share and also offsite providers.
- Request to discharge condition 36 – 15% Renewable Energy Requirement. (25/P/0336/AOC – approved 16/6/25) – sets out how the new terminal extensions will be powered by at least 15% of their energy from on-site renewable sources.
- Request to discharge condition 39 – materials for the new terminal extensions. (25/P/0853/AOC – approved 16/6/25).

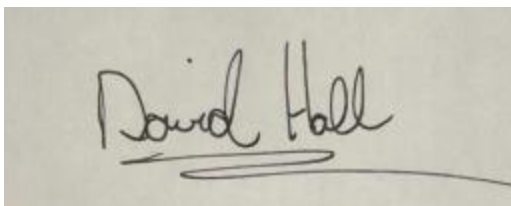
Pending

- Discharge of condition for Bat survey information related to the temporary Cogloop2 permission – (25/P/0752/AOC – validated 9/4/25). Positive response received from NSC ecologist, but asking further questions which we have now responded to.

Withdrawn

- Non-material Amendment to 12mppa permission – relating specifically to the A38/Downside Road designs (25/P/0483/NMA) – As NSC will now be delivering the scheme, NSC Highways had requested some additional features be added to the scheme, including a new service layby to the north of West Lane. The inclusion of this service layby pushes the proposed scheme outside of the original site boundary. Therefore, the application has been withdrawn for a technical reason. As advised by NSC Planning, we will work with NSC Highways to seek to get the amended designs approved via discharge of condition and through NSCs own highways permitted development.

Update on Other applications submitted to North Somerset Council

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- Landscaping scheme for MSCP2 and Public Transport Interchange (Ref 23/P/1884/AOC - approved 16/6/25).

Permitted Development Consultations

- Pedestrianisation and resurfacing of the terminal forecourt to provide a level and accessible surface for passengers to travel between the terminal and new MSCP2/PTI building. (Ref 25/P/1018/AIN – approved 13/6/25).

Consultations and Applications to be Submitted in the Next Quarter

- Foul drainage condition related to the South and West Terminal Extensions.
- BREEAM condition related to the Lounge C.
- Application seeking the permanent retention of Cogloop2 carpark.

(Due to the nature of operational development, there is the possibility of additional GPDO requests /planning applications in the next quarter.)

REPORTS FOR INFORMATION AND QUESTIONS

17. Statistics

a) Passenger

(b) Aircraft movements

(c) Flyer volumes

The above statistics were noted by members.

18. Reports:

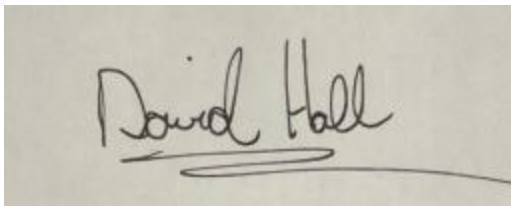
- Draft Minutes – Environmental Effects Working Party

Brief summary:

JSt- Told the ACC he found the discussions very helpful and feels it would be sensible to give the EEWP more responsibility and a more formal subcommittee with delegated responsibility.

DH confirmed that the ACC does not have any executive functions so delegating responsibility is not needed.

HB- Asked if confirmation has been confirmed by NSC around the modal share?

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RH- Advised he has an email confirming the figures from NSC but no formal letter yet.

HB- Asked how they will avoid double counting for the mode?

RH- The CAA reports on all legs of travel and then whichever is the main mode of the journey is the one which is recorded as the mode so there is no double counting.

HB- Asked if all passengers will be asked their mode of transport?

RH- Confirmed the data collection is a survey so a significantly large sample of passengers will be asked to obtain the required data.

- Bristol Airport Local Community Fund

Noted by the committee

- Transport Forum Minutes

Noted by the committee

17. Items of General Interest

None

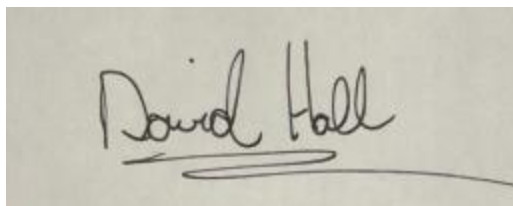
18. Notification of Items of Business for the Next Agenda

- NATs presentation in October meeting
- CH advised a senior civil servant from the DfT will be providing a presentation on SAF in October meeting

19. Any other business which the Chairperson deems to be urgent

None

Meeting closed:16.22

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