

BRISTOL AIRPORT CONSULTATIVE COMMITTEE MEETING

23rd July 2026 AT 10.30AM at Lulsgate House, Bristol Airport and on TEAMS.

Meeting held at Lulsgate House and virtually using Microsoft Teams

AGREED Minutes

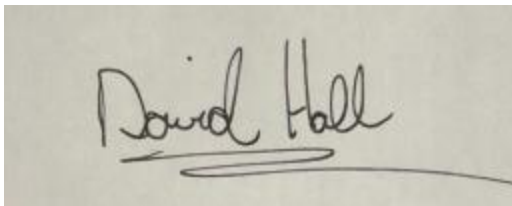
Present:

David Hall, Chairman (DH)
Dave Lees, Chief Executive Officer (DL), Bristol Airport
Councillor Hilary Burn, Cleve Parish Council (HB)
Councillor Jill Patch, Winford Parish Council (JP)
Councillor Shaun Luckham, Wrington Parish Council (SL)
Councillor Ben Moss, Parish Councils Airports Association (BM)
Councillor Barbara Harland, Backwell Parish Council (BH)
Steve O'Donogue (SO), NATS
Rachel Seward, Airport Operations and Contracts Manager (RS)
Wendy Walker, (WW) ABTA/GTMC
Jon Chamberlain, (JC) Visit West
Matt Johns, (MJ) Johns Associates

Also in attendance:

Clare Hennessey, Planning and Sustainability Director (CH), Bristol Airport
Ian Drury, Head of Corporate Affairs (ID), Bristol Airport
Andrew Goodchild, Head of Planning and Growth, (AG) Bristol Airport
Matthew Sharp, Planning Manager (MS), Bristol Airport
Harry Ellis, Corporate Affairs Executive (HE), Bristol Airport
Matt Tucker, Student from UWE

Insp Christian Gresswell, Bristol Airport Policing Team (CG)
Alicia Fox- secretary

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1. Public Participation – in accordance with the constitution

No attendees.

2. Presentation- - Jon Chamberlain- Visit West

Slides attached as Appendix A

JC advised the committee about his role within Visit West. He showed the areas that they cover but said they also cover additional sites outside of boundary such as Wookey Hole Caves.

He said that increasing the value of tourism is not just the number of visitors, for example a domestic resident of the UK may stay overnight at a destination before going on somewhere else.

They hope to see an increase in overnight visitor levy payments, which is essentially a tourism tax. Currently, they are unable to know all locations of B&B's/ AirB&B once this is established the overnight levy will generate a substantial amount of money.

Bristol Airport is a strategic partner of Visit West and working together helps to increase inbound tourism.

HB- Asked if the inbound tourism figures include all modes of transport?

JC- The collected data uses various different data sources which would include a mix of transport methods. From Europe you can arrive by train, ferry and air but from the continent it would only be via plane. Evidence shows the Dutch are more likely to travel by car/campervan.

BM- Asked JC if he had read the Economics Foundation report commissioned by the PCAA? He said makes for interesting reading as it talks about the tourism deficit for the area.

JC- Advised he had not read the report yet but confirmed inbound visitors are likely to visit multiple locations within the country not stay within one area. He also added that often local residents, who stay in the UK to holiday, don't tend to visit their nearby visitor attractions.

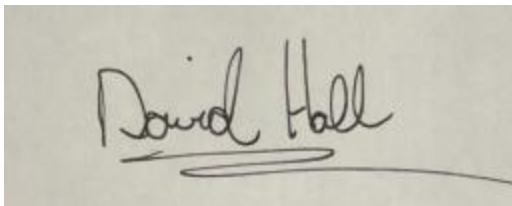
DH thanked JC for his presentation.

3. Presentation - Matt Johns, Johns Associates- Biodiversity management plan

Slides attached as Appendix B

MJ was welcomed to the committee and gave a summary of his role. He said he has worked with Bristol Airport for over 20 years and is specialist looking at ecology and operational matters including planning.

Habitat management and creation are a big part of his role and this year there has been lots of habitat management work required due to the weather. A large part of his role is also the safeguarding of wildlife and aircrafts which is a very important balance.

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He confirmed work that has been done includes; the grassland along the A38, successfully moving a badger set in the woodland near the runway and working with moth habitats

They have partnerships with NSC, National Trust and other specialists for advice.

They are now focussing on the deliverance of plans set out within the 12mppa application.

A Biodiversity working group has been established within the Airport to ensure the balance of growth in biodiversity without increasing any risks.

If there is a difference to expected plans/outcomes and the deliverance then they raise this with the Airport and ask why.

Looking at the future he said they have the same outcomes that are currently being provided for to be take forward with the 15mppa application.

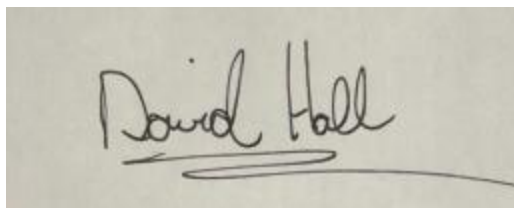
They have mapped areas around the Airport to check the conditions of the habitats which allows them to look at the level of change that would take place with any changes at the Airport. He is working with NSC on the 15mppa but confident they can successfully deliver the proposed plans.

BH- Asked what work has been done to look at the Airports wider impact outside the curtilage? There is one area in particular at the fall at Brockley Hall.

MJ- Said he has worked with the management company of Brockley Hall to understand where the bats have gone to and why. Also working with Longleat to gain more knowledge. They have consulted with Avon Wildlife Trust and NSC. Bat surveys have focussed on development sites themselves before they can look at the landscape and look at how any damage can be prevented through connectivity routes. From a conservation perspective people can be making assumptions, but the SBD is a collective of data. Supporting the bat population more widely is being looked into.

BH said that as it stands the information is not right and NSC have also confirmed there is information missing. It would be useful if the Airport can share updates being sent to NSC as it helps to keep the Parish Councils informed. It works well with other developers and feels it would be beneficial for the Airport to do the same.

AG- Said they are trying to be more productive by going back with a more comprehensive response with changes and answers to questions to present a holistic picture. He is happy to keep people updated but responses would need to go through NSC.

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HB- Said the Airport is relying on functioning habitats for the bats to survive for example a farm on Cleeve Hill Road. It was a dairy farm with 115 hectares but has changed its use which will now have a huge impact on the bats.

MT- Avon Wildlife Trust have advised regarding the farm closing. If it is a new application or has been missed it will be addressed. Woodlands and other aspects all get fed into the metrics. They are exploring what the Airport can deliver by increasing food source by looking at land which is currently poor quality and seeing how that can be improved through a management regime. They are also wanting to introduce linkage from the bats near the Airport to the new foraging areas.

HB- Confirmed there was no planning application for the change of use for the dairy farm but it is a great shame as a huge foraging area for the bats. Functional land for habitats is being shrunk and is going to be incredibly hard to increase the numbers of bats even if the quality of the land is better.

Lulsgate Wood had a significant improvement even pre grazing so with a successful management plan there is the ability to deliver more than is needed from an Airport perspective. The issue is a wider landscape issue and needs a collective view.

JP said that under 15mppa what the Airport want to do to Felton Common surely balances out any good work?

MJ- The impacts have all been factored into the assessment process and SBD calculator that drives the scale of the replacement habitat that would need to be created. Introducing diversity by reinstating hedgerows, looking at areas where there is water helps to increase the type of biodiversity.

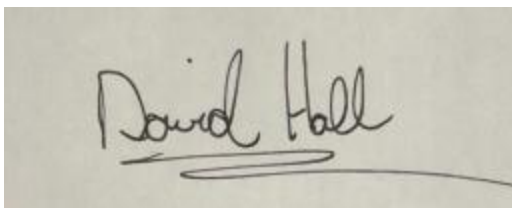
AG- Exchange land to do with Felton Common is separate to the work MJ has been presenting on. Although the impact of the proposed lighting has been considered within the consultation process.

DH thanked MJ for his presentation.

4. Insp. Christian Gresswell - Police update

The most significant information to update on since the last meeting is the change in the JTAC (Joint Terrorism Analysis Centre) threat level, there are 5 levels, when last met were at substantial and have now moved to Severe on 29th April. This means that an attack is highly likely.

For Bristol Airport, they are reinforcing messaging around vigilance across the site and across business partners. An increase in police visibility around key areas and at key times they are providing training to business partners, including SCaN inputs and Insider Threat sessions.

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The policing team is also preparing for the possibility of the threat level increasing further, the next level being Critical, the highest level issued. This level would suggest an attack is imminent.

JP- Prior to you CG working at the Airport, she received knocks on the door from the Airport Police asking her to be vigilant and report any concerns/issues she noticed. Why is this not done now?

CG- Around 15 years ago a MANPADS team was put together because there was deemed to be a threat of a MANPADS attack at airports but this risk as decreased.

SL- Are more armed officers likely to be seen in the Airport terminal?

CG- There are already armed officers within the Airport, and they will continue to be there. If the threat level went to critical there would most likely be an increase in armed officers.

More generally, the policing team is well resourced with a new starter this week and another starting at the end of July. Both are replacements for officers that have moved on, so not an increase in establishment.

Their priority, as ever, is to provide a presence in and around the main terminal, to deter and deal with any incidents that occur, and continue to deal with many varied incidents across the site and on occasions off the airport footprint also.

Continue work around road safety, including multi agency operations with the DVSA (Driver and Vehicle Standards Agency) and taxi licensing teams. The latest operation, in May, resulted in 134 vehicles being stopped with 7 prohibited for defects.

Also continue to target offences committed by off-site parking companies – primarily driving type offences. Just this week they have seized 3 vehicles, and we have the next day of action arranged for the end of July.

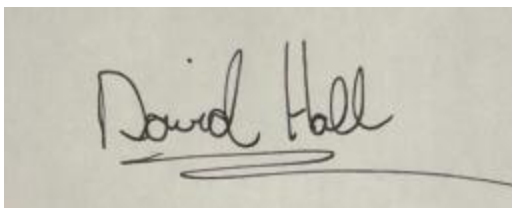
SL- Said there has been a lot of motorcyclists racing up the A38, any work being done to combat speeding?

CG- Said he will speak to the policing speeding team and ask if he has any plans to address this.

BM- How concerned are the Airport Police about the safety of Airport infrastructure being on Felton Common? It is a publicly accessible space with lighting. Are any security measures needing to be installed?

CG- The policing team always speak to the Airport when they have expansion plans that raise any areas of concerns and consultations are carried out with CTA's. Patrols and day to day activity would be done by his team and would form part of their patrol strategies.

5. Apologies for absence

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Cllr Louise Leader
Cllr Paul May
Simon Crew

6. Election of Vice-Chairman for 2026/27

Previously Tony Welch was nominated for 2025/26 and has expressed an interest in re-standing for Vice Chair.

Proposer Dave Lees

Seconder Shaun Luckham

A vote was carried out and was unanimous for Tony to Vice Chair for the upcoming year.

7. Membership of the Committee 2026/27 (report attached), including request for Chew Stoke to be represented under the Chew Valley Cluster.

Prior to the meeting it was requested that Chew Stoke was able to rejoin the Chew Valley Cluster. Chew Stoke was previously part of the Chew Valley Cluster, but chose to withdraw a few years ago.

Proposer: Barbara Harland

Seconder: Hilary Burn

A vote was carried out and it was unanimously agreed for Chew Stoke to be included within the Chew Valley Cluster.

8. Constitution and proposed amendments, including Code of Conduct as outlined by DfT

The Constitution amendments were circulated prior to the meeting. There were no questions raised in advance of the meeting.

A vote was carried out and the changes to the updated constitution was unanimously agreed.

Code of Conduct:

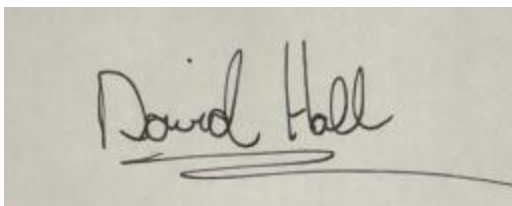
This was circulated in advance of the meeting, and it is requested it is signed and returned to the secretary by 10th September.

HB raised concerns regarding section 1.3 of the Code of Conduct and said that environmental impact should specifically include Carbon.

DL suggested changing the final sentence to take on board this view.

Replace

Committees should recognise the wider role of the airport as an important local employer and influential driver in the local economy, as well as considering the local environmental impacts of an airport, including noise.

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With

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9. Dates and Times of Meetings of the Consultative Committee for 2026/27

It is recommended that meetings be held at 10:30am -12:30pm in the Bristol Room, Bristol Airport, on the undermentioned dates:

- Thursday 1st October 2026
- Thursday 21st January 2027
- Thursday 15th April 2027
- Thursday 15th July 2027 AGM

The dates were noted by the committee.

10. Declarations of Interest for Local Authority Elected Members

None

DH advised that going forward this will be moved to the start of the meeting.

11. Minutes of the Meeting –23rd April 2026 (previously circulated)

(a) Confirmation of accuracy

Minutes were agreed as accurate.

(b) Matters arising

DH raised a matter from the last meeting- Lack of canopy at the Public Interchange

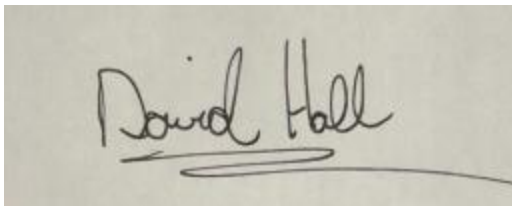
AG confirmed this is a matter that is being addressed and will be resolved and a design is being worked on.

SL- The walk between the interchange and the terminal is not only the issue the existing covers, within the central part for the drop and go is also not providing sufficient coverage to keep you dry.

AG- will take this away and look into it.

DL said that with extreme weather it would be challenging to provide sufficient cover.

12. Chief Executive Officer Report

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This was circulated prior to the meeting. Additional points raised were the free drop off and pick up area has moved and doubled in size 2-3 weeks ago. There has been an increase in use and hopefully has a positive impact on the local community.

DL Confirmed he will be stepping down from his role at the Airport but will be at the October meeting.

SL- Suggested the Airport use social media to promote the free waiting area more.

DL- said the second half of the year will offer a good opportunity to promote it alongside other developments.

13. Questions from Members

None received.

14. Planning update

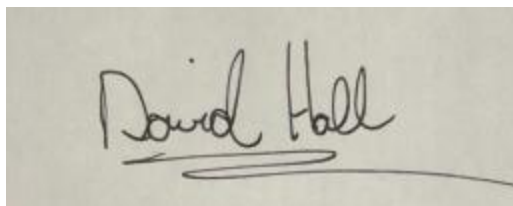
12mppa Planning Permission

- In accordance with Condition 37, the 2025 Annual Monitoring Report was submitted to NSC before the end of March (March 25th). NSC has confirmed they are satisfied with the document and therefore it's now online.
- In accordance with the 12mppa S106, a revised Noise Control Scheme and Ground Noise Management Strategy have been submitted to NSC. We've received confirmation that both are now approved.

Update on Other applications submitted to North Somerset Council

- Request to discharge Condition 6 for bat monitoring at Lulsgate Wood and the Cogloop carparks in relation to the temporary Cogloop2 planning permission was submitted on 14th May 2026. This is the second year of bat monitoring under the temporary permission. As the temporary permission is now permanent with the Cogloop2 permission falling under 12mppa, continued bat monitoring in the future will be done in accordance with the 12mppa approved Integrated Landscape Biodiversity Mitigation and Management Plan. Still awaiting a decision on the discharge application – reference is 26/P/1009/AOC
- An application to demolish the property known as Core Hill, adjacent to the airport on Cook's Bridle Path was submitted to NSC Building Control and Planning on 27th May 2026 (26/P/1124/DEA). The property is owned by Bristol Airport and has been vacant for some time and is falling into a state of disrepair. NSC Building Control has issued a demolition notice and NSC Planning have confirmed that demolition can progress under permitted development. The intention is to demolish the property next month.
- Advertisement consent sought for advertising space on the terminal building glass frontage – a vinyl sticker – 26/P/1468/ADV

Permitted Development Consultations

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- A PD consultation was submitted on 11th May seeking permission for two emergency water supply tanks (for fire fighting purposes) to be located either side of the two multi-storey carparks on the northside of the airport. NSC confirmed the project was permitted development on 3rd June (ref 26/P/1012/AIN).
- An application for a new coffee retail outlet positioned next to the Silver Zone hub building has been submitted this week – awaiting registration

Consultations and Applications likely to be submitted in the Next Quarter

- PD consultations likely for a new canopy connecting the terminal to the link bridge; some alterations to new free waiting zone area; and some storage containers within our Service Yard adjacent to the terminal.
- Architects for the third multi-storey carpark have been appointed and we're working on a timescale to submit the reserved matters application by October.

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

15mppa Update

- The 15mppa planning application was submitted at the end of March and the consultation period ended on 28th June. ACC members are able to view the consultation responses received by NSC on their website (Planning Reference 26/P/0686/OU2).
- At present, we are working our way through the consultation representations along with our consultancy team and will produce a document which captures our responses to the salient points raised within the consultation representations. Our responses and any additional information that we feel is required will then be shared with NSC. NSC will then decide if they need to run a second consultation later in the year, allowing the public and other stakeholders to consider the further information provided.

SL- Asked if the firefighting emergency tank request was from insurers?

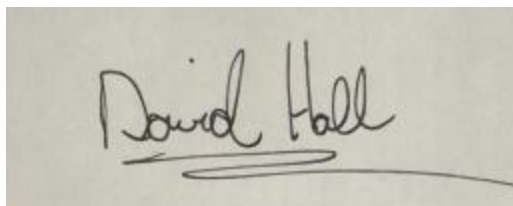
MS- recommendation following a Fire Dept site survey noting lessons learned from the carpark fire at Luton Airport.

HB- Asked when will the Airport be submitting their next lot of information for comments to be made on?

AG- Currently no timeline on when this will be done as still waiting on some information.

Unclear of the size of the task but unlikely to be before the end of August, most likely September.

REPORTS FOR INFORMATION AND QUESTIONS



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15. Statistics

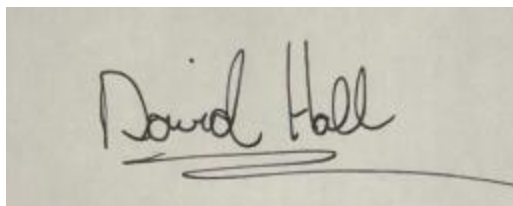
(a) Passenger

(b) Aircraft movements

(c) Flyer volumes

16. Reports:

- Bristol Airport Local Community Fund - minutes from Monday 8 June 2026 available online
Second committee meeting of the year was very successful. Supported 24 projects in local community.
These included Winford Village Pre-School for a community Garden; Backwell Junior school to revamp their library space; Cleeve Cricket Club to upgrade facilities; and Chew Valley youth football team for sportswear.
Additionally, more than £25,000 was awarded to Barrow Gurney and Churchill Parish councils to support road safety initiatives.
- Transport Forum - Update from Wednesday 6 May 2026
BH provided an update on the Transport Forum.
She said there a lot of work going on with the commercial sector to improve work by rail and bus links. It is a very heavy information meeting and would rather the meeting be more solution based.
Two questions to be raised- the introduction Airport buses- the A2 but is now constraining living conditions within Backwell as people are driving and parking to use the services. Impact on the communities are worse but RH has agreed to take this to another forum.
The second question/issue was regarding Zoom cars with smokey vehicles and cancelled bookings. CEO was unaware of these issues, but AG assured her that the messages were passed on. Response was that it was teething problems. AG has since addressed this and hopes there will be an improvement. Any concerns you want BH to put forward please share with her before mid October.
- Bristol Airport Environmental Effects Work Party - minutes from Wednesday 8th July
HB provided an update to the committee. She said they discussed 4 types of noise, but mainly covered air and ground noise. They learnt that an American system is used to look at runway locations, types of aircrafts etc.
CAP 2019 is graded A to E measuring the population around the airports, Bristol is level D which she feels is discriminatory.
Reviewed the contours and noticed the Heathrow Policy Statement had been released which showed lower noise.

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Discussed ground noise, and was surprised to learn that take off noise would be classed as aircraft noise.

JP said that after the EEWP she and HB went for a tour of the new Waste Centre, within a few minutes they were stopped by 3-4 people and asked for questions/directions and highlighted it could be useful to have someone there to answer questions. She said that the tour was informative.

HB asked if the flight queries that were raised at the EEWP had been looked in to yet?

JP asked SO if he was able to answer who's decision it is to whether to divert or land in bad weather?

SO confirmed it is the aircraft crew who make the decision.

16. Items of General Interest

HB- Could the Ground Management Scheme go on the next agenda

CH confirmed this can be put forward to the next EEWP meeting.

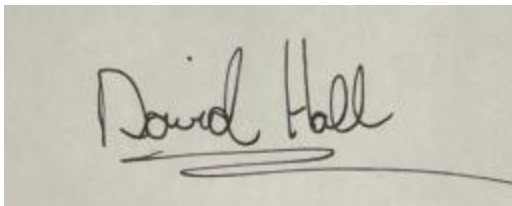
AG stated he would respond to HB on questions raised at the Environmental Effects Working Party meeting by email

17. Notification of Items of Business for the next agenda

DH confirmed there will be a presentation on Airspace Change.

18. Any other business which the Chairman deems to be urgent

DH wished members a lovely summer and requested the code of conduct is signed and returned

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Visit
West.

Bristol,
Bath &
Beyond

Inbound Tourism to the West of England

Jon Chamberlain

Head of Marketing, Visit West

**Local Visitor
Economy
Partnership**

Recognised by

VisitEngland

About Visit West

- VisitEngland accredited Local Visitor Economy Partnership (LVEP)
- Cover Bristol, Bath & NE Somerset, North Somerset, South Gloucestershire
- Responsible for:
 - Visit Bristol
 - Visit Bath
 - Visit West Convention Bureau
 - Visit West Travel Trade
- Over 650 member businesses
- Marketing, destination management, travel trade, business events and industry support



**28 million
day visits
3.7 million
staying
visits**

**Supporting
more than
43,000 jobs**

**£2.7bn
Value of Visitor
Economy in
WoE**



Tourism Matters

- Visitor Economy is one of the region's largest sectors
- Supports thousands of businesses
- Creates employment throughout the year
- Benefits retail, transport, culture, food and drink, accommodation
- Visitors arriving through Bristol Airport support businesses
- Inbound visitors spend over double what a UK resident spends domestically as part of their trip

The National Picture

- Government Tourism Strategy due
- Short Term Let Registration Scheme
- England Growth Strategy
- Overnight Visitor Levy
- Main gateways – London accounts for 61% of arrivals to England, Manchester 5%, Birmingham 4%.
- Importance of dispersing visitors beyond London
- VisitEngland Tourism Strategy

**Government ambition (stated 2023):
50million inbound visitors annually
~43.5m in 2025**

UK Tourism Impacts for 2024



£147B
GDP



2.4M
Jobs Supported



£52B
Tax Revenues

Source: Visit Britain

High-Value International Visitors

- 26% of staying visits are international
- 48% of all visitor nights are international
- 48% of all staying visitor spend is from international visitors
- 977,000 inbound staying visits in 2024
- Both cities in top15 UK most-visited by inbound visitor numbers
- Relatively even split between holiday visits, business visits, Visiting Friends & Relatives (VFR) across the region*

*Bath almost 100% Leisure

Core European Markets:

Primary: France, Germany (inc Switzerland/ Austria), Spain, Ireland
Opportunity: Nordics, Netherlands, Italy



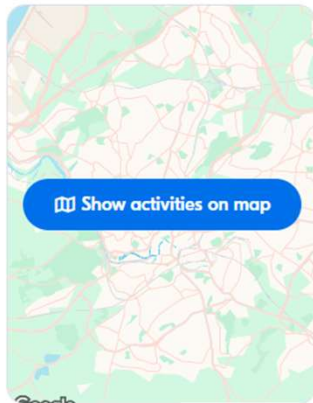
High-value long haul:

Primary: USA, Australia, Canada
Opportunity: China, India, S Korea, GCC

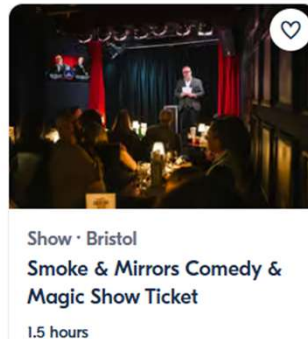
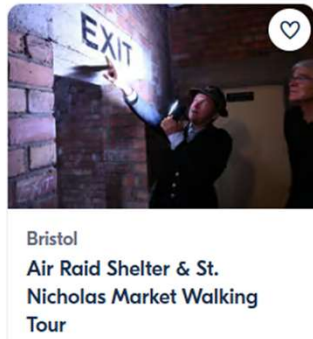
Reaching International Visitors

- Visit Bristol website
- Visit Bath website
- Social media
- International marketing
- PR
- Travel trade
 - Trade shows
 - Tour brochures
 - OTA partnerships
- Business events
- Incentive travel
- Partnerships





Show activities on map



Making the Destination Bookable

- Working with the routes to market
- Where travellers book
- Online Travel Agents:
 - GetYourGuide
 - Expedia
 - Booking.com
 - Viator
- Tour operators
- DMCs

**"Being inspirational isn't enough
—we need to be bookable."**

Bristol Airport & Inbound Tourism

- Connectivity influences visitation
- Where direct routes exist, demand follows
- Edinburgh consistently appears as one of Bath's strongest domestic source markets
- Routes genuinely matter

Bristol Airport flight route map

“Switzerland has rapidly become a top 10 inbound market”

Working Together with Bristol Airport

- Joint promotion of new routes
- In-market campaigns
- Shared PR
- Route launch support
- Advisory Board representation





Opportunities Ahead – Growing together

- Potential direct North American services
- Longer stays
- Higher visitor spend
- Better regional dispersal
- Improved connectivity
- Onward travel from BRS for inbound visitors is getting easier with the Public Transport Interchange



Key Messages





JOHNS
ASSOCIATES

Biodiversity at Bristol Airport

ACC Biodiversity Update
15-minute presentation outline



Our Biodiversity Commitments



- Biodiversity Management Plan led outcomes



- Habitat protection and enhancement



- Monitoring and reporting



- Partnership working with specialists and stakeholders



Commitments → Actions → Outcomes

What We Are Doing Now

- Habitat management across airport landholdings

- Grassland and woodland management

- Species monitoring

- Invasive species control

- Ongoing ecological advice and review

Key message:
Commitments are translating into on-the-ground outcomes.

- Planning Application Boundary
- Construction Activities Where Vegetation Present
- Construction Activities Where Vegetation Absent
- Biodiversity Protection Zones (5m minimum)

Reference	Description
C1	South Terminal Extension
D	West Terminal Extension
E	New Service Yard
G	Walkway to East Pier
H	East Pier with VCCs
J	New Canopy to Front of Existing Terminal
K	Additional Multi-Story Car Park
O	New Gyratory Road with Internal Surface Car Parking
EE	New East Taxiway
HH	Surface Parking on Cogloop 2
KK	Proposed Roadworks on A38
LL	Taxiway Widening and Fillets
ZZ	Proposed Year Round Operation and Installation of Lighting

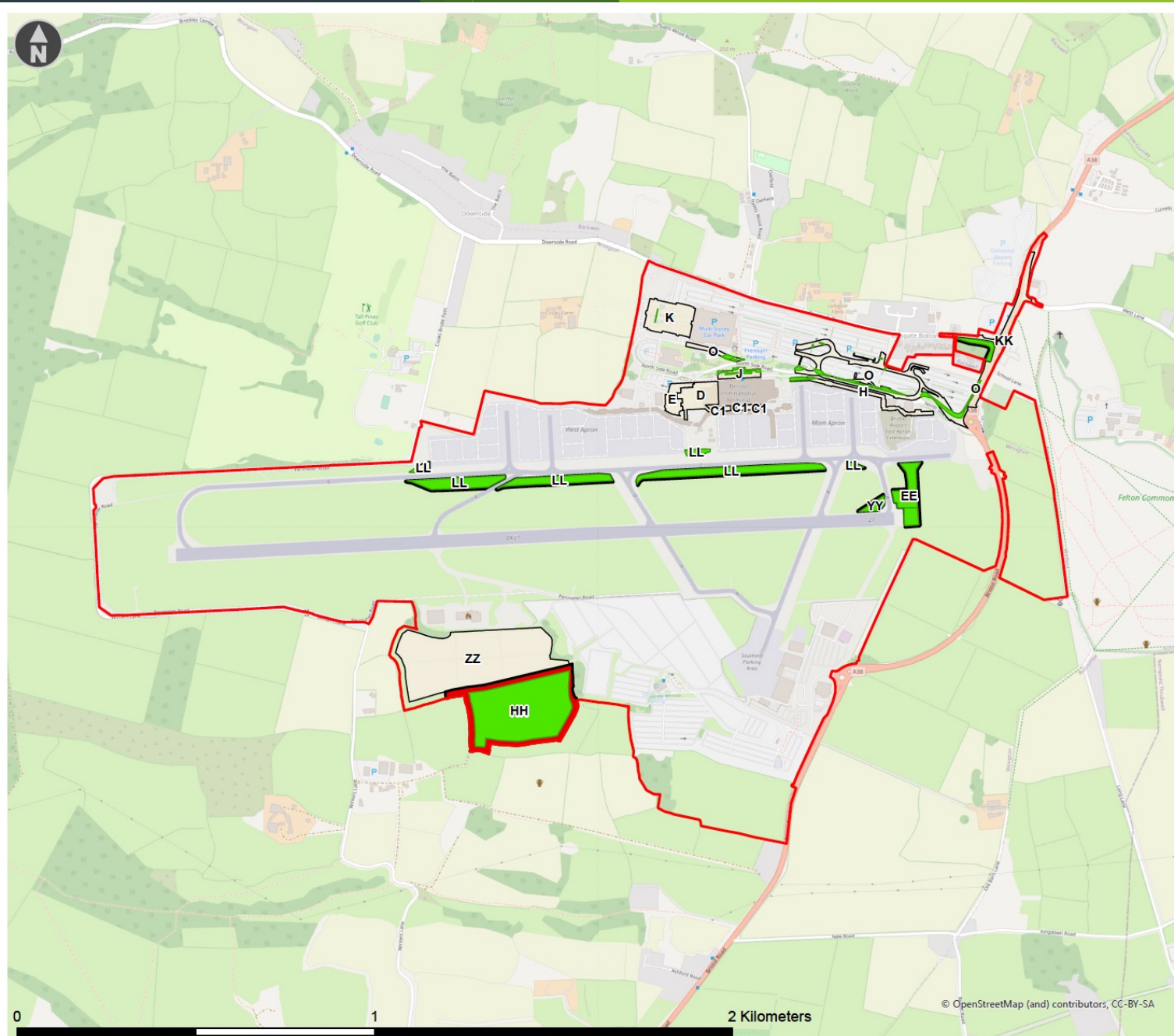
CLIENT Bristol Airport Ltd

PROJECT Growth of Bristol Airport to 12mppa

TITLE Biodiversity Protection Zones

SCALE @ A3 1:10,000	CREATED BY CA	CHECKED BY MJ
REFERENCE J01163-002	ISSUE/REVISION	DATE 17/5/2023

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Early Outcomes

- ▶ Progress against management objectives
 - ▶ Lulsgate Wood
 - ▶ Planting of the northside boundaries
 - ▶ Planting within Cornerpool Farm/Gruffy Field
 - ▶ Repair/extension/additional bat roost provision
 - ▶ Management of the A38 woodland copse
- ▶ Current work planned
 - ▶ Silver Zone and Cogloop Bund Management
 - ▶ All remaining planting
- ▶ Key message: Lulsgate Wood is one element of a broader biodiversity strategy and a success story affirming confidence in Bristol Airports biodiversity stewardship.



12mppa bio-delivery dashboard

Workstage/Item	Status	Workstage/Item	Status
2025-2026		2026-2027	
1. Cogloop 2 - Cogloop Yr 1 Monitoring	●	Coordination and Liasion	●
1.1 Dormouse Monitoring and Report	●	1 HabPlant8 - MP08 Scrub	●
1.2 Bat Static Detector Surveys	●	1 HabPlant9 - MP08 Trees	●
1.3 Bat Manual Detector Surveys	●	1 HabPlant10 - MP08 Hedge	●
1.4 Analysis of Bat Calls	●	1 Monitor2 - Quarry Wood NSC	●
1.5 Bat Reporting and Statistical Comparison	●	1 HabPlant1 - Downside Meadow MP02	●
1.6 UKHab / Condition Monitoring	●	1 HabPlant5 - MP03 - overseeding	●
1.7 Cogloop 2 Pond eDNA (amphibians)	●	1 HabMang2 - Woodland East of A38 MP03	●
1.8 Breeding Bird Surveys	●	2 Manage 1 - Lulsgate Tree Survey	●
		2 Manage 2 - Lulsgate Faunal Mang	●
2. Cogloop 2 - Lulsgate Wood Yr 1 Monitoring	●	1 Bat1 - Cornerpool	●
2.1 Dormouse Monitoring and Report	●	2 Manage3 - Lulsgate INNS	●
2.2 Bat Static Detector Surveys	●	2 Manage5 - Lulsgate Bracken, Bramble, Trees	●
2.3 Bat Manual Detector Surveys	●	1 Monitor1 - Cogloop Bund plants and lux	●
2.4 Analysis of Bat Calls	●	2 Monitor1	●
2.5 Tree / Rock Face / Box Structure / Bat Roost Inspections	●	2 Manage4 - Lulsgate Stone Walls	●
2.6 Bat Trapping Surveys	●	1 HabMang1 - Hedgerow Management	●
2.7 UKHab / Condition Monitoring	●	2 Manage6 - Lulsgate Coppicing	●
2.8 Woodland NVC and Lower Plants	●	1 HabPlant2 - MP03	●
2.9 Invertebrate Surveys and ID	●	1 HabPlant3 - MP03	●
2.10 Bat Reporting and Statistical Comparison	●	1 HabPlant4 - MP03	●
		1 HabPlant6 - MP03 - hedge strengthening	●
3. Cogloop 2 - Lulsgate Wood - Residual WMP Implementation Actions	●	1 HabPlant7 - MP04	●
3.1 Lining of Ponds (WMP pg 3.1)	●	Condition Discharge Reporting	●
3.2 Mechanical scrub control/coppicing	●		
3.3 Check and Maintain all Boxes and Structures	●		
3.4 Design, Produce and Install Information Boards	●		
3.5 Remove Non-native Species inc. SSSI	●		
3.6 Safety Audit and Responsive Management (PRoW and Track)	●		
3.7 WMP Reporting and Meetings with NE/NSC/FC	●		
4. 12mppa Condition 20_25 Planting J01111-MP01	●		
4.1 Planting	●		
4.2 Remove and Relocate Trellis System and Plants	●		
4.3 Monitoring/Maint/Watering (3 months)	●		
5. Residual 12mppa Condition 20_25 Implementation Actions	●		
5.1 Dark Habitat Lux Survey and Report	●		
5.2 Conservation Management of Cornerpool Wood	●		
5.3 Extend and Enhance Existing Bat Roost Buildings in CP Wood	●		
5.4 Create new Bat Roost Building in CP Wood	●		
5.5 Plant Scrub Copse Around Feeding Roosts in Gruffys Field	●		
6. Documentation			
6.1 Produce Annual Monitoring Report with Recommendations (also ISO14001)	●		
6.2 Produce Management Specifications and Schedule for Ongoing Use by Contractors	●		
7. Co-ordination and Liasion			
7.1 Internal including technical review	●		
7.2 External - Bristol Airport	●		
7.3 External - Stakeholders/Steering Group	●		

The Future Airport - 15 mppa



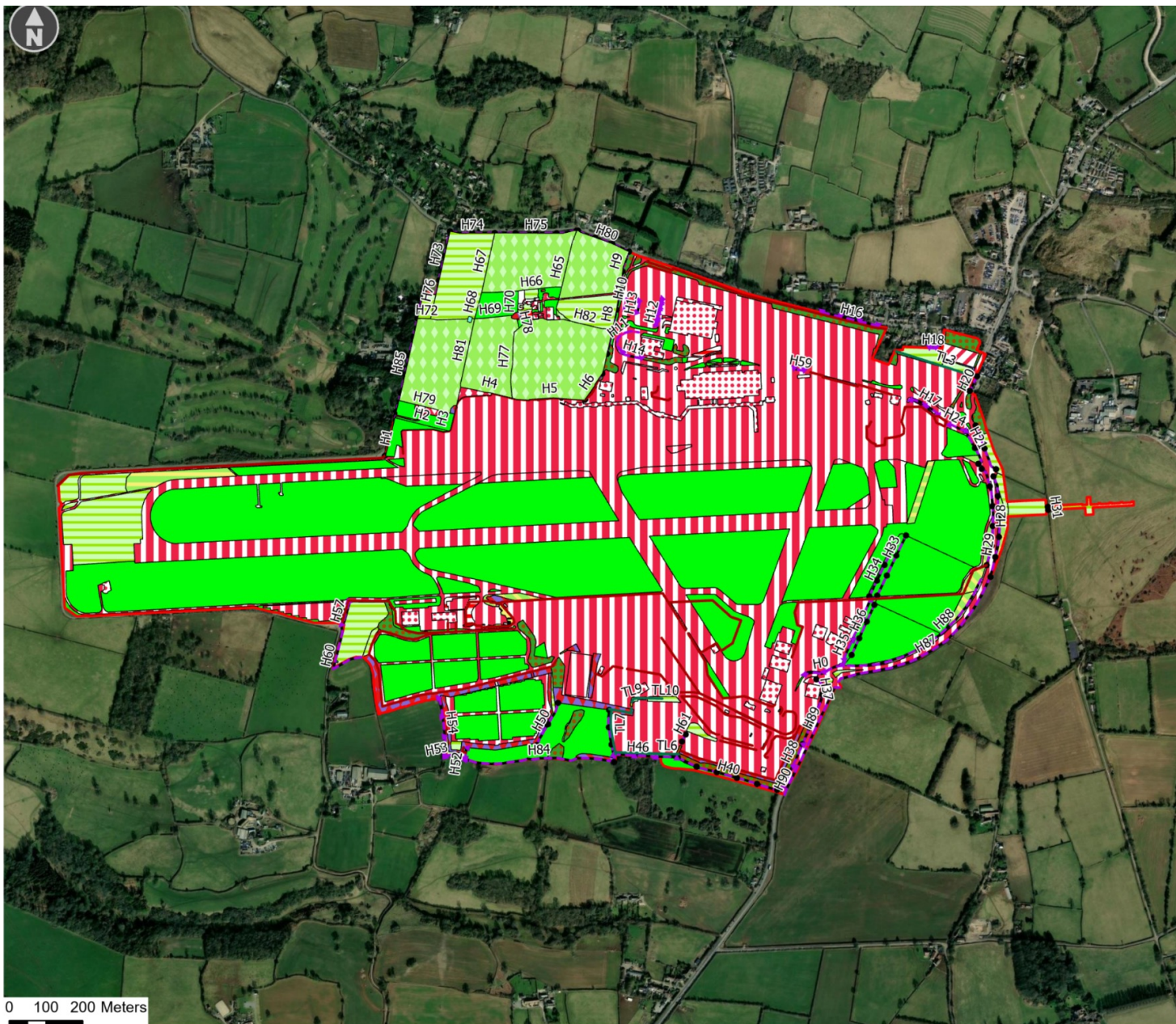
- Why biodiversity matters within our future development



- Environmental gains alongside our growth



Transition from current delivery to future opportunities.



JOHNS
ASSOCIATES

- 15 mppa + Feltham Common
- h2a - native hedgerow
- h2a5 - species-rich native hedgerow
- h2a6 - other native hedgerow
- h2b - non-native and ornamental hedgerow
- u1e - built linear feature
- w1 - broadleaved and mixed woodland
- g2a - lowland calcareous grassland
- g2c - other calcareous grassland
- g3c - other neutral grassland
- g4 - modified grassland
- h3d - bramble scrub
- h3h - mixed scrub
- r1 - standing open water and canals
- s1 - inland rock
- u1 - built-up areas and gardens
- u1b - developed land, sealed surface
- u1b5 - buildings
- u1d - suburban mosaic of developed/natural surfaces
- u1b6 - other developed land 1 land
- w1g - other woodland, broadleaved
- w1h - other woodland, mixed
- g3c6 - Lolium-Cynosurus neutral grassland
- r1f6 - other temporary ponds and scrapes
- g3 - neutral grassland

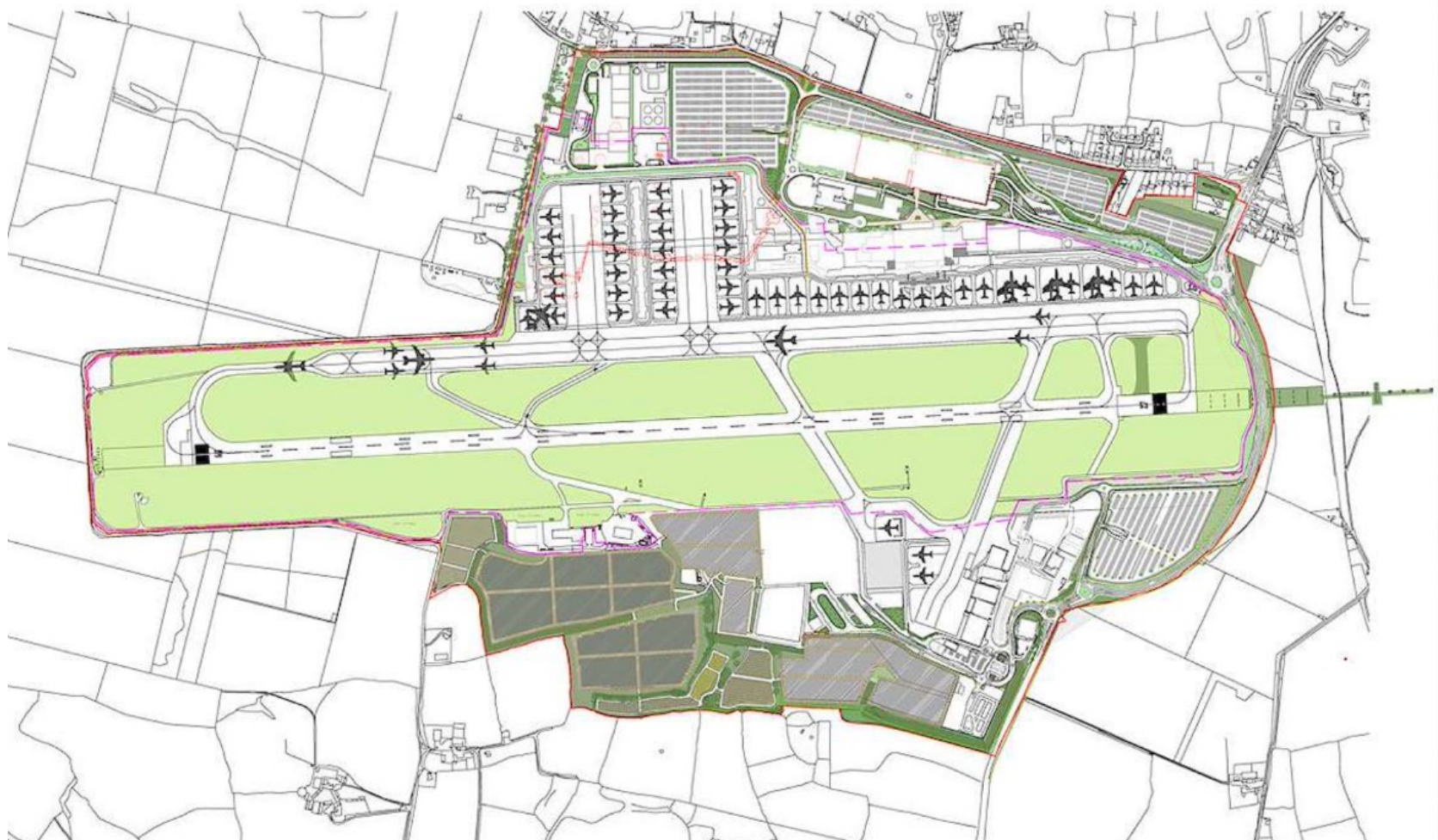
CLIENT Bristol Airport

PROJECT Bristol Airport 15mppa

TITLE UKHabs Baseline Classification Survey

SCALE @ A3	CREATED BY	CHECKED BY
1:9,758	AE	KN
REFERENCE	ISSUE/REVISION	DATE
J01437-002		27/11/2025

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Biodiversity Within the 15 mppa Proposals

- ▶ Use detailed habitat/botanical surveys and the Statutory Biodiversity Net Gain (BNG) Metric to measure and model pre- and post-development impact.
- ▶ Legal requirement to achieve 10% net gain in biodiversity - measured through habitats
- ▶ Legal requirement to deliver adequate replacement habitat for bats associated with the North Somerset and Mendips Bat SAC as defined in a Supplementary Planning Document (SPD)
- ▶ Habitat enhancement and creation opportunities
 - ▶ On-site
 - ▶ Off-site
- ▶ Landscape and ecological connectivity
- ▶ Long-term management and legal obligations
- ▶ Genuine commitment, throughout the business, to supporting biodiversity

Biodiversity Within the 15 mppa Proposals

- ▶ Informed by detailed ecological, tree and landscape surveys
- ▶ These repeat and build on knowledge gathered since 2005
- ▶ Informed and influenced by consultation and external advice
- ▶ Compliance with policy, legislation and best practice
- ▶ Promoting increase in biodiversity and achieving no increased risk to aircraft and people
- ▶ Currently considering consultation responses
- ▶ Will update and respond through appropriate mechanisms

Landscape Design Development



the Public Realm: External Edges of Terminal & Silver Zone

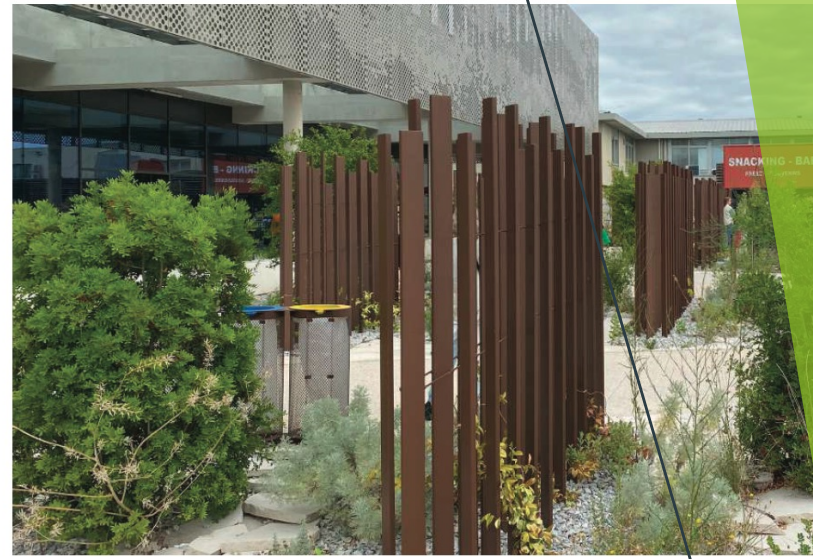
SK20 (January 2025)



Exemplar: St Gallen Natural History Park, Switzerland - Completed 2018 - 5 ha
Native trees, native planting, formal seating, use of cheap local quarry aggregates
Expressing, ecology, biodiversity and climate resilience.



Sydney Airport - Australia - 40mppa - abundant planting along approaches to terminal



Carcassonne Airport - France - Approx. 450,000ppa - Climate resilient planting, steel artwork, seating



Roosendaal Airport - Netherlands - 6.8mppa - Trees, grass amenity space, native and cultivated planting, seating opportunities along busy and quieter approaches, contemporary lighting, signage



London Airport Ltd

RIBA Stage 2 WIP Landscape Design Development
25

Public Realm - Terminal Forecourts

Terminal Forecourt - Exemplars

Our Approach to Biodiversity Net Gain

- ▶ 1. Minimise unavoidable effects
- ▶ 2. Use Statutory (BNG) Metric to determine value of habitat loss and iterate design to minimise this on site and test solutions
- ▶ 3. Enhance and create habitats on Airport (BAL land)
- ▶ 4. Create and enhance habitats off-airport (BAL land)
- ▶ 5. Measure outcomes - BNG metric / faunal monitoring
- ▶ Baseline assessment, enhancement proposals and long-term stewardship.

Off-site BNG, Bat and Other Biodiversity Replacement Habitats

► These outcomes can be delivered:

- on land purchased and managed
 - through the purchase of BNG and Bat SPD units from registered third party habitat banks (reviewed and approved by North Somerset Council and Natural England)
 - through the purchase of Statutory BNG Units from UK Government
-
- Bat habitat mitigation located within Band A for Greater Horseshoe Bat (see following slide) and close to area of habitat loss
 - Off-site BNG delivered (within North Somerset and/or National Character Area)
 - Mosaic of habitats - including appropriate grazing regime
 - Bat habitat mitigation is an in-perpetuity commitment delivered by trusted/experienced experts.
 - Builds on ongoing success at Lulsgate Woods - tried and tested
 - s106 Heads of Terms commits to establishing a Biodiversity Steering Group to oversee delivery of the BNG and SPD commitment.

Key Takeaways and Questions



- We are delivering biodiversity commitments today



- Biodiversity is integrated into future airport growth plans



- The 15 mppa scheme will achieve measurable ecological improvement and 10% BNG



Any Questions?





Thank
you