

**Airport Consultative Committee**

**ENVIRONMENTAL EFFECTS WORKING PARTY**

**8<sup>th</sup> July 2025 @ 10.00 hours,**

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

**AGREED Minutes of the Meeting**

**Present:**

David Hall, Chairman (DH)

Hannah Pollard, Head of Sustainability, Bristol Airport (HP)

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

Gill Patch, Winford Parish Council (GP)

Hilary Burn- Cleeve Parish Council (HB)

Laurie Vaughn - Wrington Parish Council (LV)

Joachim Steinback, PCAA (JS)

Dee Mawn, North Somerset Council (DM)

Roger Wood- Yatton Parish Council (RW)

Alicia Fox- secretary

- **Apologies for absence**

Lindsay Howe North Somerset Council (LH)

- **Minutes of the previous meeting held on 1<sup>st</sup> April 2025**

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

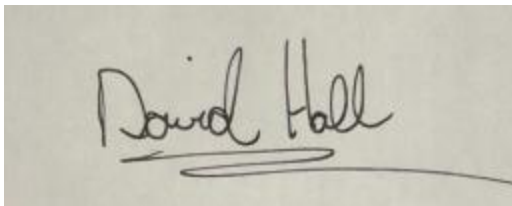
- **Matters arising from previous meetings**

- HB- If the total weight of an aircraft can impact their performance with CDA's?

Could that be why TUI have fluctuated so much?

Correction made by Steve O'Donoghue post meeting- no that wouldn't affect the

CDA performance; the power on the decent and configuration would be adjusted if

A photograph of a handwritten signature in black ink on a light-colored surface. The signature reads "David Hall" in a cursive script, with a horizontal line drawn underneath the name.

required. A light / empty aircraft could in theory impact the continuous climb performance, if it were to have an increased rate of climb such that it needed to level before the next climb instruction was given; but that would be relatively unlikely here at Bristol as we generally allocate the onward climb exceptionally soon after departure.

GP asked if a pilot could attend the meetings as they could offer some useful insight.

AF- spoke with an active pilot but it was decided it would be more appropriate for a retired pilot to attend rather than an active pilot with affiliations to the airport.

DH- asked HP to clarify they would look for a pilot who is technically up to date but not connected to Bristol Airport.

HP confirmed this was correct.

- **General sustainability update Q3– Presentation and slides by HP**  
**Slides are attached as Appendix A**

HP advised the Airport are achieving over their target of 65% recycling to date and are currently hitting 69%.

Once the Energy centre is built it will mean the onsite gas boilers to be removed.

LV- what happens if the full £88k dedicated to the Noise Mitigation Scheme doesn't get allocated?

HP- it's very unusual for money to be leftover in the fund and to her knowledge, it has not happened before

HB- Asked if the residual money could go to people who live outside the contour?

HP- Confirmed if there is money left over, they can then look at applications who are on the edge of the contours that are within closest proximity to the airport, but this would not be known until the end of August. She encourages people to apply even if previously they have been rejected

JSt- Asked if the accounts for the Noise Mitigation Scheme could be published on the website?

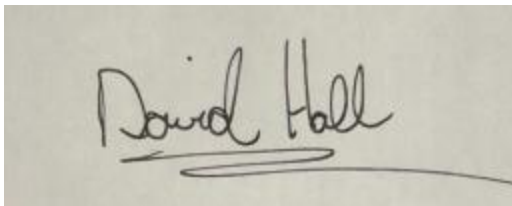
HP- Will look into how this information can be shared.

HP confirmed that the mobile noise monitoring is underway.

HB- Asked if they are measuring both easterly and westerly wind? She would like to see how many days of monitoring for both directions are being done.

HB said that there could be continually westerly winds for a month to two months so if the monitor is then moved at that point, it will not pick up both types of wind.

HP said she would ask how many days were Easterly or Westerly winds when monitoring a location.

A photograph of a handwritten signature in black ink on a light-colored background. The signature reads "David Hall" in a cursive script. Below the name, there is a horizontal line that starts under the 'D' and ends under the 'l', with a small loop at the end.

HP confirmed they have the budget for 8 locations, the ones which have been confirmed so far are: Chapel Lane- Winford, Oatfield – Backwell, Stanshalls Lane – Felton, Warner Close- Cleeve, Emersons Green – Bristol.

HB asked if the Flight Operation Steering Committee (FLOPSC) will take into account the late night scheduled flights between 23.00-23.30, she said there are at least 4 flights that do not come in on their scheduled time and will be asking for dispensations. Will the ground noise monitoring be including these shoulder schedule flights?

HP- Confirmed that the monitor is fixed so will be measuring this and the FLOPSC will be looking at all flight schedules.

- **Public Transport Update- Rob Henley**  
**Slides attached as Appendix A**

RH advised he joined the Airport in January and sits within the planning team. He is responsible for strategic planning, workplace travel and surface access plans.

PTI- Trials have taken place and have flagged some useful issues for the team to take actions on such as accessibility ramps for passengers with reduced mobility.

RH advised that coach parking for charter services will be bookable online, which allows for better scheduling.

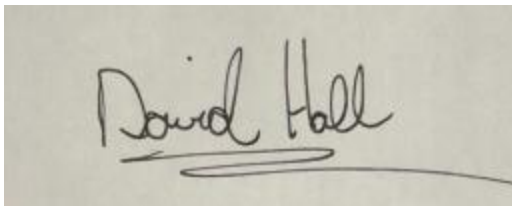
JSt- asked whether the Airport team were aware of recent news stories around surface access plans to the airport, the stories included a partially tunneled rail link and a gondola scheme.

RH- Has confirmed he has a meeting with WECA to discuss the Mass Transit Plan, but as it stands this is all very unknown at this stage. The PTI is future-proofed for trams (if they have rubber wheels), but this is a long-term goal and they are actively supporting WECA.

GP said the Mass Transport is essentially getting passengers from Bristol to the Airport, how many do these make up?

RH- 28% directly from Bristol plus those who take the train Bristol Temple Meads under CAA monitoring.

DH- WECA, Local Authorities and the Airport need to look at plans strategically 10, 20 plus years ahead to make sustainable long-term plans.



David Hall

Overall staff travel on public transport had a slight decrease in Q1 2025 but they will work towards increasing this again. The availability of bus times has improved from April 2025 to help with staff schedules.

HP- Asked if there has been much uptake with staff car sharing?

ACTION: RH will confirm this figure and come back with that information to the next meeting.

HB- How are the Airport doing with their KPI's for passengers using public transport?

In 2024 calendar year 15.1% of passengers were using public transport which met the s106 requirement of 15% not including rail travel, thus not CAA figures but the NSC way of presenting figures under the 12 mppa planning consent.

The way they are now obtaining this data has now changed, and going forward the data will be collected by CAA surveys. The CAA will place independent representatives within the airport terminal to complete the passenger surveys. The survey uses the main mode of transport, so the majority of journey method is the mode which is what would get recorded, which includes rail trips. The CAA target for 12mppa will be the equivalent 2024 CAA mode share plus 2.5%, and needs to be approved by NSC.

HB correction made after the meeting: The target the PCAA asked for was 5% plus over the NSC target figure which was 15% plus a 2.5% increase which would bring the PCAA figure to 23.5%. Their original figure was higher but it was brought down in the Public Inquiry.

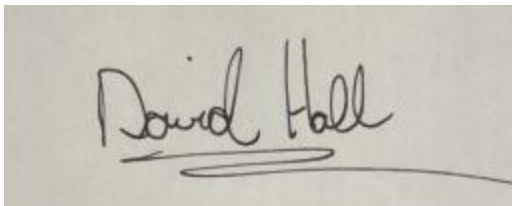
- Said she is disappointed as they had asked for a 26% target which was deemed fair in the Public Inquiry on the data presented from NSC , thus not the figures.

RH- The target is the minimum the Airport are working towards for transport mode share. They have benchmarked with other airports and feel the target set is reasonable especially as there is no direct rail connection.

ACTION: The figure for the CAA mode share target will be confirmed at the next meeting.

RH told the members he has been involved in lots of productive conversations with coach companies to establish new routes including locations in Devon.

RH advised a full update on the Parking Action Plan will be provided at the ACC on 16<sup>th</sup> July.

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HB- Asked if the NSC enforcement officer who was on a 2 year contract has been granted more money to continue?

RH- Confirmed that agreement in principle has been reached with NSC on the mechanism to provide additional funding for that role to continue. The duration for additional funding will now need to be agreed.

Workplace Travel Plan for staff travel has been created to reduce single occupancy travel. They hope to reduce single occupancy travel to 70% and increase shared travel to 30%.

There will be relaunch of the on-site car sharing platform later this summer- pre covid levels were significantly higher than they currently are. This will be a digital platform which allows all employees based at the airport to be able to connect and find a suitable car share. Those using this scheme are also entitled to preferential parking.

JSt- Asked if the proposed private car park off M5 with regular bus transfers, is still not an option?

RH- Confirmed this private application was before he joined the Airport but believes there were reasons why this was rejected by NSC as their aim was not actually to reduce traffic on the roads. The Airport are currently speaking with local authorities about potentially linking coach routes with existing park and ride sites outside of North Somerset.

- **Environmental Update- HP**

**Slides attached as part of Appendix A**

Odor complaints from NSC need to be included.

HB- wanted to discuss the AMR at this meeting, and requested it is included in the next meeting.

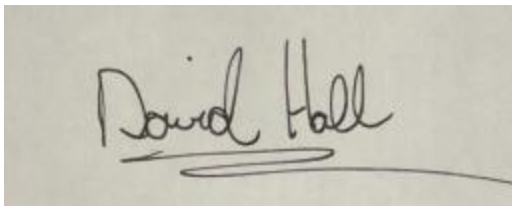
- **Any other business (AOB)**

Q4- Annual Monitoring Report and visit to the Waste yard.

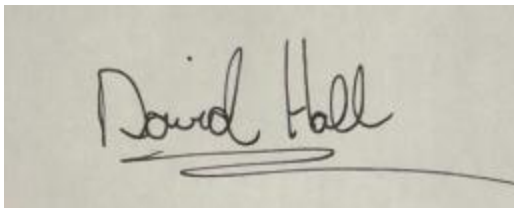
- **Dates for future Meetings 2025**

TBC

**Distribution:**

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

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David Hall