

4th December 2024 @ 15:00 hours

**Meeting held at Lulsgate House and virtually using Microsoft Teams to
discuss the Masterplan 2040**

Agreed Minutes of the Meeting

Present

David Hall, Chairman (DH)

District Councillor Thomas Daw, North Somerset Council (TD)

Councillor Izzy Russell (IR)

Councillor Laurie Vaughn, Wrington Parish Council (LV)

Councillor Hilary Burn, Cleeve Parish Council (HB)

Councillor Jill Patch, Winford Parish Council (JP)

Councillor Barbara Harland, Backwell Parish Council (BH)

Simon Crew, TUC, Bristol and South West Region (SC)

John Savage, Visit West (JS)

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

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

Neil Bromwich CBI (NB)

Also in attendance:

Clare Hennessey, Planning and Sustainability Director, Bristol Airport

Ian Drury, Head of Corporate Affairs, Bristol Airport

Tracy Comer, Public Relations Manager, Bristol Airport

Matthew Sharp, Planning Manager, Bristol Airport

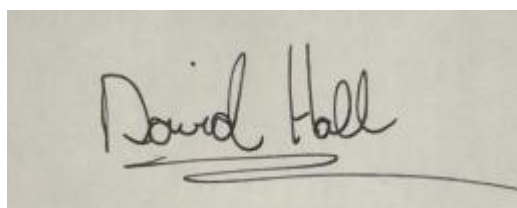
James Cox, Public Affairs Manager, Bristol Airport

Andrew Goodchild, Head of Planning and Growth, Bristol Airport

Nick Williams, Bickerdike Allen Partners

Scott Witchalls, Stantec

Dan Townsend, Stantec

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

Natalie Richards, North Somerset Council (NR)

Apologies

Cllr Joachim Steinbach, PCAA

The Chairman welcomed the ACC members to the special meeting in which they are to be briefed on the Masterplan Consultation 2040.

He advised the members that any questions were focused on the detail of the Masterplan and not other areas. He also confirmed there would be suitable points in the presentation for questions to be asked.

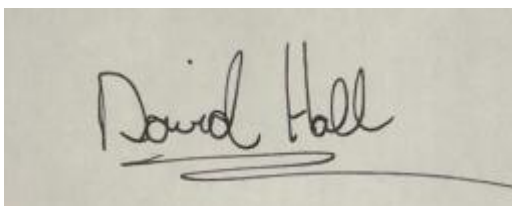
The Chairman welcomed Natalie from NSC who attended at the request of TD.

DH handed over to Andrew Goodchild (AG) to give the presentation.

The presentation slides will be shared with the approved minutes, but all information is also available on the website.

AG advised the members that the Master Plan has been produced because Government recommend that airports set out their future growth plans to inform Local Plans, economic strategies and guide future planning applications. Airports are advised to undertake consultation to allow stakeholders to engage. The Government set out the core areas for a masterplan which are what the Airport have focused on within their plan, these are: forecasts, infrastructure proposals, safeguarding and land/property take, impact on people and the natural environment.

The growth of the Airport has been steady since 2014 except for 2020 and 2021 due to the pandemic. It is anticipated they will hit 10.5 million passengers in 2024.

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.

Statistics have shown that 47% of air travel is for leisure, 27 % visiting friends and family, 16% package holidays and 15% business travel, business travel has returned to pre-pandemic levels.

As it stands there are currently 10 million passengers travelling out of the South West to London based airports for flights, Heathrow pulls in 6.5 million people. By providing more destinations which are in demand, (but not currently being offered by the Airport) they are confident they can fulfill the needs and reduce the overspill of passengers needing to go outside of the South West.

The year on year growth and buoyant business in the South West spills over to other areas. The Masterplan shows the projected growth to reach 15million passengers by 2036 as a natural progression and realistic figure. The existing and predicted air traffic movements also reflect the natural growth of the airport as detailed in the Masterplan.

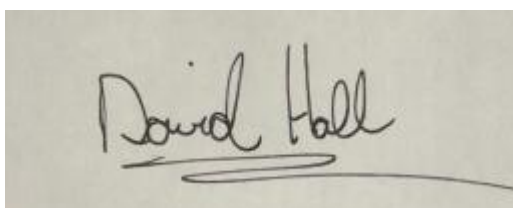
Presentation paused for any questions

TD asked why the Airport decided to choose 2040 not 2050 for the Masterplan?

AG advised that due to new technology and the change of pace within industry trying to predict 2050 is difficult. The Airport feels confident in being able to predict outcomes for 2040. They know to exceed 15mppa that additional airspace changes would need to be made which would be something past 2040. The mass transit solution is also still unclear and WECA are looking at completing this in the mid 2030's. Once this is known it can then be included in the Airports future plans.

HB asked if this means there will be no airspace changes in the period until the Airport reach 15mppa? It was detailed in previous noise action plans that there would be more respite for residents, is this not happening?

AG confirmed that they know airspace changes can have benefits with noise issues, but advised they do not know when these changes will happen as it is not within the Airports control.

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

HB said she was very disappointed that the Airport gave people false hope regarding respite and are now saying it will not materialize until 2030-40.

DL said that they are moving forward with the airspace changes already set out, they are working with the CAA and are wanting to take those changes forward. The noise action plan is progressing, and they are approaching stage 3, which will be in design in the next 2-3 years. The changes that AG is referring to are the more technological unknown changes to airspace in the future.

HB asked if the noise action plan can remove the section around respite, so it is clear to residents.

DL confirmed the website can be updated to reflect the latest time frame available.

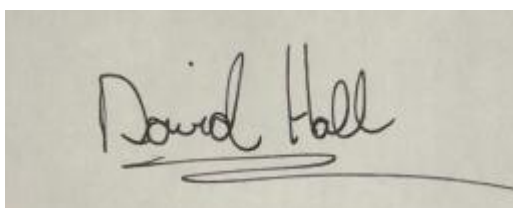
TD asked if the Airport start offering long haul flights will it lead to more competition with the London airports?

DL said there are certain key routes they know people are requesting which Bristol Airport do not currently offer which is pushing local people further afield to other airports, those are the key markets the Airport are looking at offering.

TD asked how the Airport will ensure they attract the passengers currently travelling to alternative airports? Will London flights be cheaper?

DL advised that there is no reason to believe flights from London would be cheaper than those Bristol Airport could offer, he is confident it would be a successful opportunity after conversations held with airlines.

AG continued with the presentation- Proposals

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

As part of completing works approved by the current permission for 12 million passengers, there are changes still to make to the terminal building including a link from the multistorey carpark to the terminal and the 3rd multi-storey car park. The electric vehicle charging hub will be completed in the middle of next year.

The main issue affecting the Western Apron is the number of planes that can be parked on North Side of the airport. There are currently 35-36 stands, the Masterplan aims to push this up to around 50 stands.

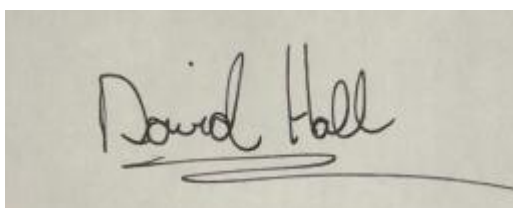
The intention of the proposed piers is to get passengers to aircrafts with travelators without needing to use buses. They hope that most of the proposed 50 stands will be contact stands. The Masterplan has put forward a series of extensions to the terminal building which includes extending facilities for departing and arriving passengers, including extensions to the immigration and baggage reclaim areas.

There are proposed changes to the airfield which would be a small runway improvement of a 150m extension in length. This improvement would allow the Airport to accommodate some larger aircraft suitable for the long haul flights.

Changes to the taxiway system would enable 2 code C aircraft to travel alongside each other down the main taxiway side by side which will aid efficient movement at busy times. They are also looking at ways to rapid exit taxiways to free up the runway to ensure it is being utilized most efficiently.

There will be a new facility built on the southern side of the airport for maintenance and repairs to aircraft, which means routine maintenance can take place onsite rather than an empty flight to another destination.

There will also be additional parking which would be dedicated as a staff car park to cater for the increase in staff required in Master Plan. There will also be a single decked area in car rental to maximize inbound tourism by increasing the car rental options and being able to fulfill the demand. Some small expansions to the existing silver zone parking areas have also been put forward.

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

There will be significant improvements to the road infrastructure including changes to both roundabouts, these can be seen in the maps included within the Master Plan. Changes will include increased lanes, the introduction of traffic lights, bus lanes and a better infrastructure to allow efficient movement from the North and South of the Airport.

The Master Plan shows additional elements which won't be included in the forthcoming planning application but are shown on the map. There are indicative locations for Hydrogen, Mass Transit and Vertiport (electric flight). They are included in the Masterplan but would be subject to separate planning applications in due course.

Questions:

HB said that the multistorey car park 3, should be in place for 11mppa as per the 12mppa planning application, however the Airport have not even started working on the plans. If it takes at least 2 years to be built then completion would not be until 2027. She asks if the Airport will be asking for an extension to the greenbelt to use as temporary parking?

AG confirmed that the car parks are a phased plan. The plan shows the construction beginning in 2026 for multistorey 3 but multistorey 2 needs to be completed prior to the next one starting.

HB highlighted that it is the local residents/parishes that pick up the issues for the airports delays on delivering the parking.

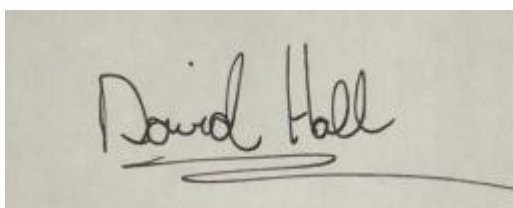
HB asked why there was a need for an additional 15 stands to be added?

AG said the Airport believes that would be the appropriate number of stands needed to accommodate the aircraft that would be based there.

HB was concerned about the significant increase in noise to the western apron and asked if it was possible to have an acoustic fence put up there and around the runway? She also asked that a monitor is put in place to measure the noise.

AG confirmed that appropriate locations for acoustic fencing is something that could be looked into as part of the plan.

CH said the ground noise survey has not yet been carried out but once this is done any raised issues can be investigated along with suitable resolutions.

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

HB asked what the Mass transit is going to be?

AG confirmed the Airport do not know what the plans are yet, which is why it won't be included in the planning application but is shown indicatively on the Master Plan.

HB asked if the Airport should wait to submit a planning application until the Mass transit is submitted?

AG said that to serve 15 million passengers the Airport did not feel they needed to wait for the Mass transit to be completed. They are aware that traffic and transport will be looked at and is recognized as an issue.

SC asked what the figures were for additional jobs and what is a vertiport?

AG advised staff increases will be covered later on in the presentation. The full details of what a Vertiport might look like is not fully known at the moment, but electric flight will be part of the future and they want to recognize it in the plans but are unable say specifically what it looks like.

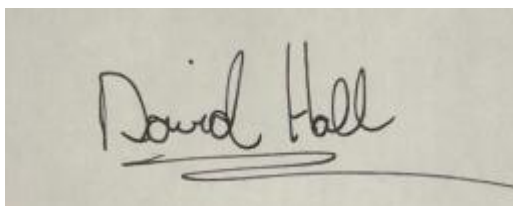
TD said that parking does not fall under permitted development and requires specialist circumstances, therefore what happens if the Airport does not meet the criteria? He asked whether the Airport currently owns the land they have indicated on the map as part of their plans. (Currently an active farm and a golf course).

AG confirmed the highlighted land is not owned by the Airport. They understand they are looking to build in the greenbelt and appreciate the need to put forward an argument for Very Special Circumstances.

TD asked what happens if the major road improvements are not able to be delivered by the local authority and if WECA do not complete the Mass transport?

AG confirmed both the road improvements by NSC were included in the Councils funding bid to Government so has been included within the plan. If for any reason that did not happen then the Airport would need to look at other options.

CH said the understanding from conversations with both NSC and WECA in relation to Mass Transit is very much that the plans are going forward.

A photograph of a handwritten signature in dark ink on a light-colored surface. The signature reads "David Hall" in a cursive, slightly stylized font. 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.

BH said the Masterplan has gone out for constructive comments therefore, if the Airport have something from WECA supporting what they are saying it would be beneficial for this to be included with the plans.

TW asked if there were any plans to extend the runway further than the proposed 150m to allow aircraft to reach the Eastern seaboard?

AG advised with the 150m increase aircraft can reach the Eastern Seaboard, and destinations would include New York, Dubai etc, however, there are no further plans on any other runway extension at this time.

NR highlighted that NSC are committed to the plans already in discussions but agrees that there is always a risk of the funds running out.

TD asked why the original New York flight stopped?

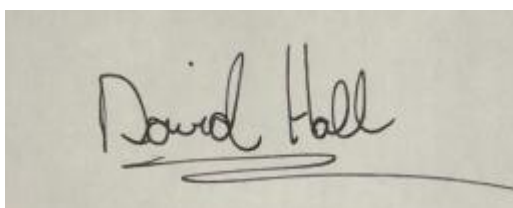
DL advised the flight TD was referring to was a Continental airways flight which used a 757 aircraft. These units have now been retired and they were very expensive to run, which is why the decision was made for the flight to stop at that time. There are now new aircraft thanks to technological improvements which allow for longer flights in more efficient aircraft.

AG handed over to CH to continue the presentation

Potential Impacts- CH

NSC have received an Environmental Impact Assessment Scoping Report prepared by the Airport and will be undertaking their own consultation with statutory consultees prior to preparing a Scoping Opinion with feedback being shared with the Airport by the 22nd of January.

The Airport recognizes concerns that local communities have in relation to additional noise, however there will be quieter aircraft being used by the time they reach 15mppa, which will

A photograph of a handwritten signature in black ink on a light-colored background. The signature appears to read "David Hall" and is written in a cursive, flowing style. There is a horizontal line drawn underneath the signature.

result in an overall decrease in noise. They are aware that in the interim phase whilst growing to 15mppa there will be a temporary increase in noise and this will be reviewed as part of the application and changes will be made to the Noise Mitigation Scheme as necessary. The Airport have prepared some initial noise contours. Our noise consultants have looked at the difference between the existing and proposed noise contours and estimate there would be an additional 301 people exposed to increase noise levels during the night time period and 38 people would be exposed to increased noise levels during the day.

The Air Traffic Movements will be around 100,000 per year (currently 85,990). There will be some increase in night flights from 4,000 to 5,000, however there are no changes with shoulder limits.

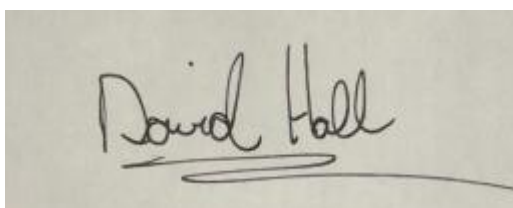
The result of the increase of ATMs would be an additional 35 daytime flights and 4 additional night flights on a busy day in the peak period.

The Airport is still set to achieve net zero emissions by 2030 and an updated Sustainability Strategy will be produced. The Airport is also bringing forward more renewable energy. Although there is some development proposed in the Green Belt, they have tried to focus as much development within the existing footprint of the Airport.

Questions:

HB said when she reviewed the facts and figures qt3 for 2024 it worked out that there was a flight every 5 minutes between 23.30-02.00am, this was before dispensations were added. How can an additional 4 night flights be allowed? She asked why November was chosen for a 2 week noise survey to be carried out as it is the quietest month. Why was a peak month not used? She said she will insist the survey is redone. HB also questioned when the American flights would land.

CH advised they do not have the schedule for the proposed American flights, however they are unlikely to arrive during the night, as they do not tend to operate like that.

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

NW said that the timing of noise surveys are criticized whenever they are carried out, however the information obtained still factors in flight and road noise from other months.

IR shared her agreement with the point made about night flights and dispensations not being adhered to.

TD asked what happens if SAF is not available or becomes too expensive? Some flights have already been cut by Ryanair/EasyJet. There is now a 50% tax on private jets, has this been factored in the Masterplan? The £3b being added to the local community, has the tourism deficit been accounted for with more flights being added? TD requested a breakdown on where the £3b is expected to be spent?

CH confirmed the Airport uses third party experts to prepare the forecast and that carbon factors are taken into account in the forecast.

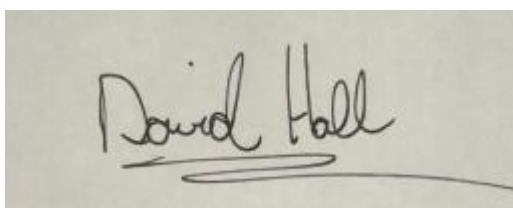
Post Meeting Note: Details of how the economic value that the airport brings to the local economy can be found in section 7.1 of the Master Plan and in Chapter 11 of the EIA Scoping Report.

TD asked where sustainable aviation fuel is going to come from. As it stands there is not enough being produced to reach 1% let alone the required 20%.

CH said that the uptake in the use of SAF is part of a staggered approach, and the research has come from Government.

CH- Timeline and steps

CH told the committee that further consultations are being held in December and January including Parish drop-in sessions and sessions for the general public. There is lots of information available on the website and hard copies can be provided. Letters can be sent in response to the consultation rather than having to use the feedback form if that is easier. The consultation will run until the 31st January 2025.

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

The completed Master Plan will be produced in February/March 2025 and will be put together following the feedback. Thereafter a planning application will be prepared which will follow after more detailed discussion on potential mitigation plans.

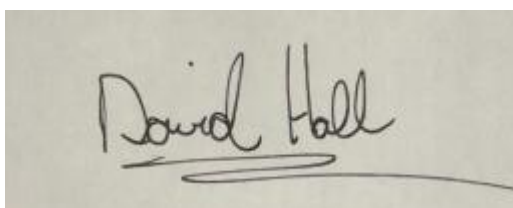
HB asked if the purchase of Lulsgate Wood was part of the mitigation or solely as a condition for the 12mppa planning application?

CH confirmed that the purchase of Lulsgate Wood was in relation to the previous application for 12mppa.

TD asked what impact does the airport being up for sale have on these plans?

CH said that the sale of the airport does not impact the natural growth or the future plans.

Meeting closed 16.37

A handwritten signature in dark 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 "David" and extends to the right, ending under "Hall".