

**BRISTOL AIRPORT CONSULTATIVE COMMITTEE MEETING held on 15th January
2026 @ 10:30 hours**

Meeting held at Lulsgate House and virtually using Microsoft Teams

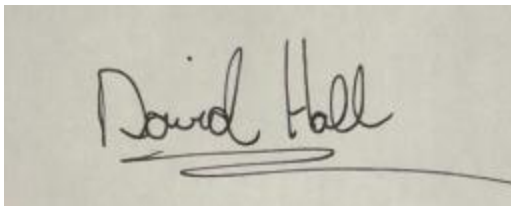
DRAFT Minutes

Present:

David Hall, Chairman (DH)
Dave Lees, Chief Executive Officer (DL), Bristol Airport
Tony Welch, Business West and Bristol Chamber and Initiative (TW)
Councillor Hilary Burn, Cleve Parish Council (HB)
Councillor Jill Patch, Winford Parish Council (JP)
Councillor Roger Wood, Yatton Parish Council (RW)
Councillor Shaun Luckham, Wrington Parish Council (SL)
District Councillor Thomas Daw, North Somerset Council (TD)
Councillor Bob Martin, Backwell Parish Council (BH)
Joachim Steinbach, Parish Council's Airport Association (JSt)
Councillor Izzy Russell, Bristol City Council (IR)

Also in attendance:

Clare Hennessey, Planning and Sustainability Director (CH), Bristol Airport
Tracy Comer, Media and Community Relations Manager, (TC) Bristol Airport
Andrew Goodchild, Head of Planning and Growth, (AG) Bristol Airport
Sam Goldsworthy, Operational Planning Manager (SG), Bristol Airport
Harry Ellis, Corporate Affairs Executive (HE), Bristol Airport
Hannah Pollard – Head of Sustainability, (HP), Bristol Airport
Kate Gwyther – Head of Retail, (KG), Bristol Airport
Insp Christian Gresswell, Bristol Airport Policing Team (CG)
Alicia Fox- secretary
4 members of the public

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1. Public Participation – in accordance with the constitution

Questions were submitted in advance of the meeting, these were answered and sent back to the members of the public.

Submitted questions and answers are attached as Appendix A

JH- Asked if members of the public are allowed to ask questions after the presentations and reports?

DH- Any questions that are not resolved during the meeting can be submitted in writing and they will be answered at the next meeting.

JH- Asked a follow up question. Do the Airport not have any sense from the responses submitted by the public on the Felton Common Lighting Consultation?

AG- Confirmed the vast majority of responses were not supportive of the proposals set out in the consultation, as a direct question as to whether respondents supported the proposal it was not possible to provide a precise number. The overall tone is that of concerns and objecting to the proposals regarding approach lighting on Felton Common. The team have not finished working through the responses yet to be able to provide a full analysis.

JH- Asked the Airport to clarify if they will be allowing the public to see the responses to the consultation?

AG- A summary of responses will be provided within the consultation report which will be submitted with the forthcoming planning application.

SM- Had additional questions to those that were submitted, he advised that he had 2 questions around consultation process.

He advised that the leaflet gives different information to that on the website, and believes this is discriminatory as the leaflet does not cover key issues such as the public safety zones.

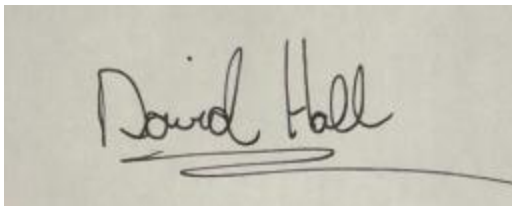
AG- The leaflet was not meant to be exhaustive it is there to signpost people to where they can find more information about the consultation, including the project website and the drop in event.

SM- Asked why was there only 1 drop in event? The room became too busy, people were stopped from entering at certain times. The material provided was unable to be seen at times due to crowding.

He also advised that the online information on public safety zones, is inadequate as the red and blue lines cannot be seen, even when printed on a domestic printer they are still not visible.

AG- The drop in event was a standard set up. It was a busy afternoon and evening and the team spoke to as many people as possible. At times the team managing the event had to limit people from entering the room from a fire safety point of view and at times applied a one in one out process. There were information boards around the room along with printed information on the public safety zones.

AG- The lines are thin but when printed on A3 paper the lines were visible at that size.

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SM- Said the lines are not viewable on a domestic laptop and printer and the drop in session was too busy, there should have been more opportunities provided.

AG- The Airport believe the consultation was conducted appropriately, there was significant notice given for the event. He has not received any further feedback around needing more drop in sessions. The public safety zones is a tool the Council uses if the airfield gets amended. This would only occur if and when a planning application is successful.

SM- Asked if any core samples of material from the Common had been obtained?

AG- Confirmed no samples have been obtained.

2. Presentation from Hannah Pollard – Head of Sustainability - Sustainability Initiatives and Achievements

The slides are attached as Appendix B

Questions:

JSt- Asked how Hydrogen will be managed given it is highly flammable and explosive.

HP- Confirmed that safety is a priority, the project carried out 2 years ago was primarily focused on the safety of the use of Hydrogen. It will be a huge part of the feasibility report.

TD- Given that the full use of Hydrogen still years away are there any investigations to look into using the existing national pipeline currently used for kerosene and changing these to hydrogen?

DL- Confirmed there is a pipeline all over the UK from the second world war. There have been some conversations with the company that manage that pipeline and investigations are in a very early stage. Other opportunities around pipelines are being explored.

TD- Are partners such as Burger King coming off of gas too?

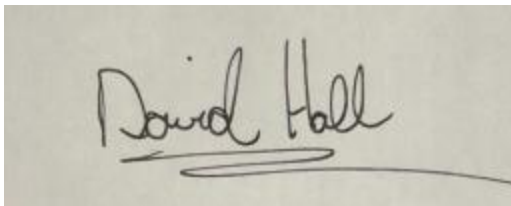
HP- Confirmed the new energy centre will cover the whole terminal.

Post meeting note provided by HP: The new landside (pre-security) Burger King that opened in August 25 does not utilise gas, with the flame grilled effect achieved via an electric commercial broiler.

HB- 2% SAF target will not be met, and said it will be hard to get to 10% by 2030, how can the Airport reassure the committee that this will not just be offset?

DL- Confirmed that the goal was 2% for 2025 and 10% by 2030. He advised that there are measures being put in place from R&D, including a big measure which is through a revenue support mechanism, this is going through Parliament at the moment. This mechanism takes away the need for importing SAF and will support domestic SAF production and will then ease the pathway on its uptake.

HB- Asked when the ground noise monitors be changed to electric?

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HP- Confirmed that the monitors are being phased over to electric but could not confirm when this would be completed. All progress updates will be listed in the Airport's Annual Monitoring Report

HB- Asked where the 2025 Airline league table can be found? Will the table detail dispensations?

HP- The league table will sit on our website and will be linked within the Annual Monitoring Report but the dispensations will not.

HB- Can the dispensations be included in the Airline League Table for 2026 report?

HP- Unable to confirm if this can be included.

TW- How is Bristol Airport performing with sustainability compared to other airports?

HP- Advised that the Airport is surpassing in areas such as waste management and carbon emission reductions. They are also leading in the industry due to having good relationships with industry partners when it comes to Hydrogen. Bristol Airport has an interim target to give credibility to their net zero target.

TD- Asked whether the A1 and A4 will be going electric?

DL- A1 will be introducing electric vehicles in April and rolling out 21 vehicles. The A4 has had a change of ownership so unsure at this moment.

3. Presentation from Kate Gwyther – Head of Retail – Terminal Transformation Programme

Slides of the presentation are attached as Appendix C

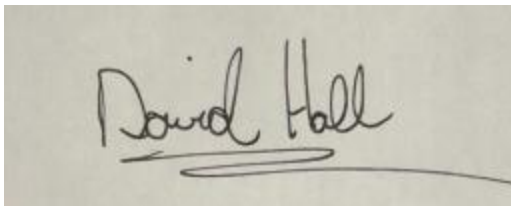
The focus of this project is providing the passenger terminal space required for 12mppa, as per current planning approval.

The project consists of an extension to and a re-model of the current departure lounge, delivered in phases to ensure that the departure lounge remains fully operational throughout and both retail and Food & Beverage (F&B) opportunities are available. The project will create a significantly enhanced experience for all passengers.

The aim is to make the journey as seamless as possible, from exiting security to boarding their flight, ensuring a safe and enjoyable experience.

When passengers exit security they will turn right rather than left, there will be a transition area before entering the Tax and Duty-Free walk-through store. The sunflower route will still be available for those passengers that require it.

The Passengers with Reduced Mobility (PRM) area will be increased in size and offer an enhanced experience including dedicated accessible toilets, a changing places facility and also a sensory room, having been scoped in consultation with the Accessibility Forum. As you continue through the shopping area of the departure lounge, passengers will then move up to the upper level which will see a significant



David Hall

change including a totally new F&B offer including three new casual dining restaurants and a new main bar which will be located in a purpose built area at the end of the upper level in the departure lounge.

Airport seating, increasing from c.500 to c,700 seats, will be relocated to the upper level so in close proximity to the Boarding Gate walkways.

F& B and Retail outlets with increase from 21 to 38. The Airport will be undertaking tender programmes for the units and will be looking at the opportunity for supply chains and local provenance where possible.

IR- Asked if the new stores will have sustainability targets such as a plant base percentage and local produce etc.? With the clothes/retail stores, has a pre-loved store been considered?

KG- Ensuring the dietary needs of our passengers is provided for is important and plant-based is very much part of that. The opportunity for local brands/produce and sustainability will be a consideration in the tender process, as is the fit-out for the units and the use of sustainable materials. In addition, we are continuing to work with our existing F&B partners and our new partners when confirmed on how to continue to improve sustainability and reduce waste, for example, using apps such as Too Good to Go.

JST- Wanted to address a point stating that Bristol Airport is not based in Bristol, it is based in Wrington.

DH- Thanked KG for her presentation.

4. Presentation from Harry Ellis – Community Engagement Executive – Local Community & Diamond Fund – 2025 round up on funding

Slides from the presentation will be included as Appendix D.

No questions.

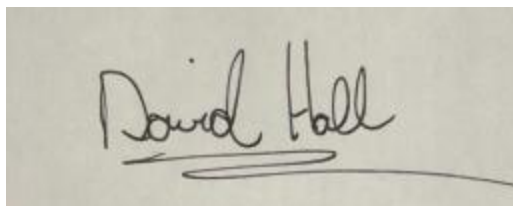
5. Insp. Christian Gresswell- Police update

CG advised that his team are 24/7 operational, in last 24 hours they have dealt with multiple enquiries including a mental health issue in the terminal, working with the Scottish Airport Police team on an arrest and helping a dog in need.

Another rogue parking operation took place in November, this received a lot of social and mainstream media coverage. As a result of the operation two people were reported for driving offences and hopefully this will help get the message across that the policing team will continue to disrupt these operations.

Yesterday there was court ruling for a conviction of someone using an e scooter to pick up cars and park them around local villages, he has been given a fine, driving ban and will be carrying out community service.

At the end of 2025 there were significant issues with motorbikes being stolen, six were stolen from the Airport. Three people have now been arrested on charges of theft of motor vehicles in and around Bristol. The Airport policing team have been supporting with this investigation.

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JSt- Asked if the policing team needed more support?

CG- Confirmed the Airport police team have sufficient support, but advised there is a new sergeant who has started in the last few weeks who will be supporting the local parishes. She will be at the meeting arranged by TC where parking issues will be discussed.

6. Apologies for absence

Councillor Marcia Pepperall, Weston Town Council (MP)

Councillor Barbara Harland, Backwell Parish Council (BH)

Councillor Louise Leeder, Chew Valley (LL)

Neil Bromwich ,CBI South Western Region (NB)

Kathryn Davis, Visit West (KD)

Wendy Walker, ABTA/GTMC (WW)

Rachel Seward, Airport Operations and Contracts Manager (RS)

Simon Crew, TUC (SC)

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

Steve O'Donogue (SO), NATS

7. Declarations of Interest for Local Authority Elected Members

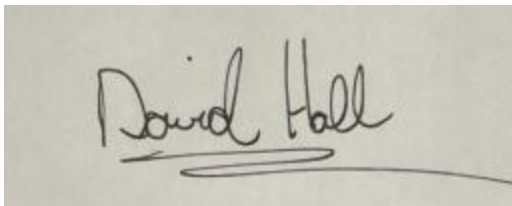
None

8. Minutes of the Meeting –16th October 2025 (previously circulated)

(a) Confirmation of accuracy

HB- Said that under the agenda item for 15mppa consultation, AG said minor adjustments had been made to the design features of the Masterplan. She said that Felton Common is a major feature not a minor adjustment as this is not transparent and would like the minutes to reflect this.

AG- Said he does not believe those words were used, the fact the consultation was going to be undertaken would suggest the Airport believe it is a significant enough issue and something people would be concerned about. The airport team have been working through other aspects of the design since the Masterplan was published some of which are minor but the proposals regarding landing lights were not considered minor works.

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HB- Winford PC asked about the runway lighting in their response to the Masterplan and there was no mention of this in the published responses to the Masterplan.

DH- Advised the point HB has raised will be included within these minutes but no adjustment will be made to the October's minutes.

Minutes were agreed by the committee.

(b) Matters arising

SG- Night monitoring reporting will commence from Qt 1 2026 (April) on dispensations.

HB- Will this follow Luton Airports process?

SG- Confirmed they will be following the process Luton Airport use and will report against winter and summer night dispensations and also annual reporting but it all needs to align.

9. Chief Executive Officer Report

Circulated in advance of the meeting.

JSt- Asked if business travel is adding value to the UK economic value?

DL- Confirmed that business travel makes up around 15% per year.

JSt- Asked if the Airport are doing anything to increase that percentage?

DL- Yes, broadening facilities within the terminal will be more conducive to business passengers, it will afford customers the space that they need. An increase in city destinations such as Munich and Vienna which will cover a good mix of business and leisure passengers.

HB- Out of the 20 Easyjet planes, how many of these of Neo aircrafts?

DL- Will obtain the answer and follow up after the meeting.

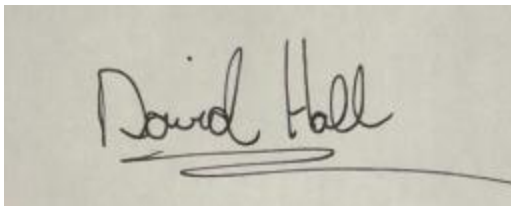
Post meeting note provided by DL: The planned split between New and classic engine aircraft types for Easyjet for the peak 2026 summer season is 13 NEO and 7 Classic or CEO.

10. Questions from Members

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

No further questions.

11. Planning update provided by Andrew Goodchild

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12mppa Planning Permission

Approvals

- Request to discharge 12mppa condition 34 – Foul Water Drainage System related to the terminal extension – (25/P/1862/AOC) Approved 9th December 2025.
- Request for partial discharge of condition 35 – BREEAM Design Stage Certificate for terminal extension – (25/P/2479/AOC) Approved 22nd December 2025 (full discharge will be sought on completion of the terminal extension and demonstrating it has achieved a BREEAM Very Good rating) – All 12mppa pre-commencement planning conditions related to the South and West Terminal Extensions have now been discharged.
- Reserved Matters for Cogloop2 (25/P/1432/RM) approved 1st December 2025 and associated conditions (25/P/1505/AOC) approved 28th November 2025 – Cogloop2 now approved for permanent retention.
- Cogloop2 Condition 6 – Annual Bat Monitoring Survey (25/P/0752/AOC) approved 7th November 2025.

Pending

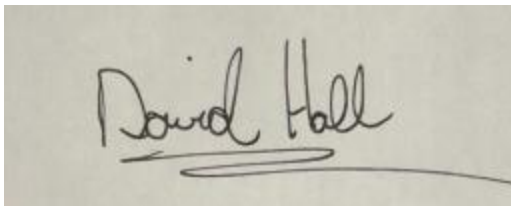
- 12mppa Parking Demand and Capacity Report – 2nd year report. Factual report setting out parking capacity on site compared to demand. Submitted to NSC on 9th December 2025. Awaiting feedback (PCAA have noted they have no comments/objections).

Update on Other applications submitted to North Somerset Council

- N/A

Permitted Development Consultations

- New bus wash facility within the existing bus holding yard on the southside of the Airport. 25/P/2384/AIN – accepted as permitted development 4th December 2025.

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- New Energy Centre – required to heat and cool the terminal building and key in helping the Airport achieve its net zero operations goal by 2030. 25/P/2226/AIN – accepted at permitted development 14th November 2025.
- New solar powered lighting columns within an existing area of the Silver Zone block parking area. 25/P/2099/AIN – accepted as permitted development 17th November 2025.

Consultations and Applications likely to be submitted in the Next Quarter

- Further design detail related to the A38/Downside Rd junction to address 12mppa condition 19.

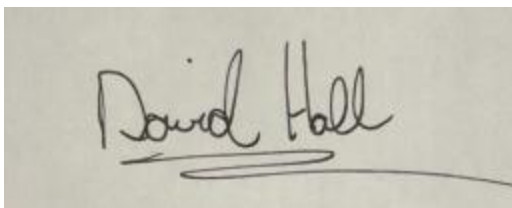
Later this year we intend on submitting a reserved matters application for MSCP3 and assuming this is approved, we hope to start work at the end of 2026.

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

15mppa

- We are still reviewing and digesting the responses to consultation which closed on 19 December
- We recognise the need to continue conversations with Winford Parish Council given their comments and as the owners of the Common
- Alongside this we are working hard to finalise the many assessments, the Environmental Statement and the plans that will be submitted as part of the 15mppa application
- We continue to engage with technical consultees and the Council on aspects of the proposal
- We don't have a specific submission date at this time and are committed to a special ACC Briefing on the content of the application when it has been registered

Questions:

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TD- Asked if the minor changes to the road network were to be carried out by NSC or the Airport?

AG- He was referring to the internal road layout as example of what was included in the masterplan and had been worked up in more detail and would feature in the future application.

TD-Asked if the proposal for Felton Common would fall under permitted development if permitted to purchase by the Secretary of State.

AG- Felton Common would not be permitted development as it is out of the operational boundary of the Airport. Any proposals regarding lighting on the Common will form part of the 15mppa application as well as the separate process for acquiring Common Land.

TD- If the Secretary of State permits permission does it then fall under operational ground?

AG- no would still need formal planning consent to proceed.

JP- Said she felt the Lighting consultation drop in went down as a sham, people felt they were unable to obtain reasonable answers to their questions, the boards provided no new information. AG had said in discussions with Winford PC that that the Airport wanted to use Felton Common as it was the cheapest option were said and were poorly received. Other options were available. The visual impact of the Common would be huge and the land means so much to the local community. She counted people from eight different villages attending the meeting which shows the wider impact on North Somerset not just Winford. If constructions are put on the Common the land will never be the same.

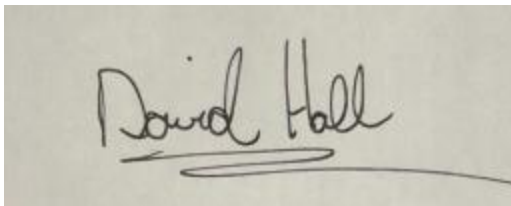
AG- said that cost was one consideration and this was discussed alongside a range of other factors that would be taken into account.

JP asked why did the Airport feel it necessary to call the police to the drop in?

AG- confirmed that the police attended the event, but he was unsure who called them as he was not part of the decision and was busy talking to people.

CG- Police advised the police attended to make sure there was no breach of the peace, but no crimes were reported.

AG- Said that the strength of feeling within the village is clear to the Airport and the team are going through the consultation responses and having conversations around any other possible alternatives. They want to ensure the Airport are reflecting on the responses received and appreciate the sensitivity on the matter but also have to promote the expansion of the Airport.

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HB- Said they geared the consultation as localized; the Mendip Hills parishes are disappointed that they were not informed as they will see the lights from the AONB. The consultation was not in the scoping opinion or Masterplan and she feels the Airport has not been transparent. The Airport missed out Winford's comment around landing lights in the June responses document which is on line.

AG- Acknowledged the scoping report did not put forward information regarding the landing lights because they did not have the appropriate information at that moment but once the requirement had been established the Airport had committed to undertaking the Landing Lights consultation. The Airport had looked at whether or not the proposal affecting Felton Common would result in any additional topics needing to be included within the Environmental Statement (which is the purpose of producing a Scoping Report and seeking a Scoping Opinion). The Airport were confident that all relevant topics like landscape and visual impacts were covered and the additional impacts arising from the approach lighting will be included and considered in the scope environmental assessment as part of the application. A line must be drawn as to how far you go out to with the consultation and if a mistake was made there then they apologise, the application once made would be the subject of consultation run by North Somerset Council.

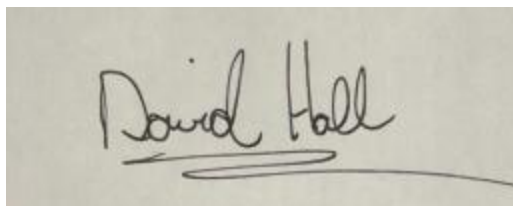
JSt- The Landing lights consultation is biggest issue the ACC has seen for a long time, and encouraged the Airport to listen to local communities on this issue.

TD- Said the PTI overhead covers are poor quality when it is raining and lets rain in, from a user point of view it was cold and wet.

AG- Said he was unaware of this issue and will look into it.

TD- Was the decision on delaying the Landing lights consultation calculated? It makes him lose trust in something like an airport if the detailed design work was not done before the Masterplan.

AG- The Masterplan is a scene setting document and it was very clear the Airport would be coming forward with a detailed planning application. Many aspects of the detailed design have evolved since the Masterplan. The work they have done on calculating relevant safety areas and distances associated with the proposed runway extension, engaging with Airlines and the CAA has resulted in the need to move the threshold of the runway and as a result the landing lights which is why the consultation has taken place. Ideally, it would have been great for it to be included within the Masterplan but the airport had not completed the detailed design and did not have that information at the time, but as soon as the information was available they have gone out to the public to seek their views as part of public consultation and are looking at how to bring the details forward with the planning application.

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IR- Said it was expected a consultation to have all key information to make an informed decision and asked if the Masterplan was an ill thought out consultation? Why was work not carried out before the Masterplan consultation?

AG- already answered , level of information was not available at the time of the Masterplan consultation.

IR- What was the new information you received?

AG- Work provided as a result of the detailed design work undertaken and in discussion with airlines and the CAA with the input of specialist consultants who have been supporting the Airport and have completed detailed assessment work following the Masterplan which formed the detail design. The Airport appreciate not all answers are in the consultation but that is the nature of pre-application engagement which is held once the promoter has drawn together a sufficient amount of information to hold a consultation, too much information leads to the criticism that the promoter is consulting on a 'fait accompli'.

IR- Is the Airport expansion possible without using Felton Common?

AG- Every planning application has to look at reasonable and realistic alternatives and these will be presented with the planning application, that will be available for people to view when NSC consult on the planning application.

HB- Asked what alternatives have been looked at for Felton Common as Bristol and Clifton golf course has put in an application to extend a new golf range which will use lorries to go up and down small lanes so anything is possible.

AG- The Airport will present information and articulate why an option at the other end of the runway is not considered feasible, noting that the Airport team are actively considering options as a result of the consultation. Five or six other runway set ups have been considered at this stage.

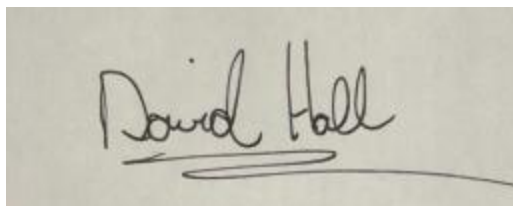
REPORTS FOR INFORMATION AND QUESTIONS

11. Statistics

a) Passenger

(b) Aircraft movements

(c) Flyer volumes

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The above statistics were noted by members.

12. Reports:

- Bristol Airport Local Community Fund

Noted by the committee

- Airport Transport Forum
BH provided an update which was read out by TC.

13. Items of General Interest

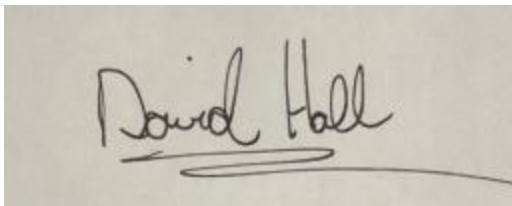
14. Notification of Items of Business for the Next Agenda

DH briefly advised the committee that Bristol Airport hosted the National UKACC meeting in November, they were due to host in 2020 but due to covid unable to do so. It was well attended from airports all around the country and those which took the tour of the new PTI responded with high praise.

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

None.

Meeting closed:13.02

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