

## **Minutes of the Meeting Held on Monday 9th December 2019**

*All meetings are held at 7.30pm at the Village Hall unless stated otherwise*

*Nigel Ashton, our Ward Cllr attends when possible; Colin Medus, our NSC Liaison Officer, attends every other month*

***There is a vacancy for another Councillor - please contact a Councillor or the Clerk if you are interested in becoming involved***

**Present:** Cllrs Mike Ralston (Chair), Brian Cannell, Rachel Dickinson, Nigel Wilyman

**In Attendance:** Don Hill (Clerk)

**Public Attendance:** 0

### **102/19 APOLOGIES**

**103/19 DECLARATIONS OF INTEREST** - none

**104/19 LAST MEETING MINUTES** - November 11th - were agreed, and signed by Chair & Clerk.

**105/19 MATTERS ARISING NOT DEALT WITH ELSEWHERE** - none

**106/19 PLANNING** (*new list due on Dec 9th: relevant applications will be brought to the meeting*)

**New: 19/P/2728/TRCA T1** - Sweet Chestnut - pollard by 5m; Brook Cottage Walton Street. **19/P/2829/FUH** - Underwood (Half Way House) - Single-storey extension to south-west side of outbuilding to create log store and toilet (no information re drainage). **Both agreed unanimously with no objections.**

**Decision Due: 19/P/2417/LBC** Stable House Garage Solar panels.

**Approved: 19/P/2112/MMA & 19/P/2226/MMA** Seascapes decking.

### **107/19 PARISH MATTERS**

**Moor Lane @ Ash Track:** Grip requested by Clerk to relieve highway flood. **Clerk to chase.**

#### **Traffic Management:**

**i) Avon & Somerset Police Road Safety Fund:** Cllr Wilyman's wife Barbara has submitted an application to this fund, on behalf of the Village Hall, for the provision of speed measurement equipment on the B3124. The Hall has pressing concerns relating to traffic, as its users have to negotiate the hazardous trip from Moor Lane, where the hirers park their cars, to the Hall. There were only days to get a bid in to the current application window before the December 1st cut off and concerned residents and Parish groups pulled together to help Barbara with the needed equipment information, and evidence base. Barbara sent a letter of thanks to those concerned. The decision application date is the end of January 2020.

**ii)** The Parish Council Traffic Management strategy is to be updated and converted to bullet points. Members will be circulated with the bullet points and be able to contribute to the process. The list will also form part of the Parish Council's Cross Tree Chronicle's January Issue, where it will invite participation from residents. Alongside further work on traffic issues in the meantime, the bullet list will form the basis of outside publicity and of a Traffic Management forum at the Annual Parish Meeting in May 2020. **Clerk to kick start this process.**

**iii) 7.5 Ton Limit:** More information due via Colin Medus re Walton Street.

**Walton Street:** Estate to clear Walton Brook at Springhead, flooded during recent rains.

## 108/19 COUNCILLORS' REPORTS

### Cllr Cannell

recently attended the Annual Bristol Airport annual review and reception for surrounding parish councils. This proved highly interesting and informative, as it provided insights to such issues as future expansion, carbon footprint, access and parking, (both at the airport, and as they affect local parishes). Cllr Cannell's report of the session is attached to these minutes.

### Cllr Wilyman

introduced a letter to the Parish Council from immediate B3124 residents, complaining about the increasing and increasingly dangerous speeding and driving problems they are experiencing as they try to enter and exit their properties. This will prove a positive asset as the case builds for more effective traffic management of this stretch of road. Clerk to incorporate the letter into the Traffic Management data file.

### Cllr Dickinson

- i) **The WI:** the closure of the Walton-in-Gordano branch of the WI after 80 years of happy and active contribution to our Parish life was reported with sadness. With younger potential members working, and often commuting, and the older members getting older, it was proving increasingly difficult to maintain a viable branch in the Village. The WI very kindly donated the balance of their pre-paid annual hall hire fee to Hall funds, for which the Hall was very grateful.
- ii) Due to a 'phone scam involving the number used to make Hall bookings, that number had to be blocked, which caused a hiatus in bookings for some weeks. A new dedicated phone is now in place and the new telephone number for bookings will be publicised shortly.
- iii) The problems of parking have been highlighted by the recent work done to make the speed camera grant application referred to above. The Hall Committee is still working towards a possible car park at some time in the future.

## 109/19 FINANCE

- i) **2019-20 Accounts to Date:** pre-circulated with meeting papers, reviewed and noted.
- ii) **2020-21:** Preliminary figures, for formal review and approval at the January 2020 meeting, were looked at: an upward adjustment was proposed for the capital provision.
- ii) **Cheques** - 787 HMRC re Oct-Dec PAYE £111.60 (including £3.60 of underpayments).

**110/19 DATE OF NEXT MEETING:** Monday January 13th 2019

**The meeting closed at 8.55pm**

# Bristol Airport Community Review

3 Dec 2019 18:30 – 21:00. Held at Lulsgate House, Bristol Airport  
Notes for Walton-in-Gordano Parish Council. Attended by Councillor Brian Cannell on behalf of WAiG PC

30 minute reception with mulled wine and mince pies before presentations  
Approx 50 other Parish Council (PC) reps were present. Hosted and led by Mr Dave Lees CEO Bristol Airport

## An outline was given on Bristol Airport (BRS) milestones in 2019

- Jan.**
  - Supplier – meet the buyer workshop
  - Multi-faith area opened
  - Disabled passengers approx 1% of total numbers and increasing (↑)
  - Ramble Tag introduced to assist passengers – armband worn by assistance person onto which the passenger can hold to be guided through the airport.
- Feb**
  - BMI into liquidation.
  - Flybe Channel Island service approx 5000 seats pa
  - Milan route opened by Ryanair
  - Noise insulation grant to affected homes. £1.8m - £7500 per house
- March**
  - Great Western Air Ambulance support
  - Women in business charter launched to ↑gender balance and diversity in workplace
  - New fire station opened
- April**
  - Community litter pick around airport external perimeter
  - Routes conference. 2x per year to attract new carriers
  - Disability forum
  - Federation of Small Business event
- May**
  - TUI launch routes to Tunisia and Spain
  - Cup recycling scheme – 0.5m cups used in 2018 – 11 tonnes of waste.
  - Security trays now made from recycled plastic
- June**
  - Brussels airlines, 2x day flights
  - Major training exercise with explosives locating dogs
  - CAA audit – Rating as ‘Good’ for disabled passengers
- July**
  - Capri – autonomous vehicles trial
  - Carbon roadmap launched. BRS to be C+ neutral by 2025
  - ↑ solar generation - ↓ energy usage Currently 5% from solar, by 2025 25% needs produced by solar
  - Lulsgate House 93% self sustaining in energy.
  - From Jan 2020 C+ off-setting all car journey to/from BRS. Funded by Drop&Go facility
- Aug**
  - Electric vehicle charging points opened
  - Public bus service extended Weston-super-Mare 24/7 service
  - Demand responsive transport
- Sept**
  - Get-on-Board initiative – zero tolerance on bad behaviour.
  - 100% renewable energy sign-up – Orsted Wind generation scheme
  - Air Smiles – needy/disadvantaged children flying experience
  - Thomas Cook collapses. Some of seats taken up by TUI
- Oct**
  - Lulsgate House opens
  - New waiting zone opens by Silver Terminal. Still a work in progress. Taxis (Uber etc) can only pick up passengers from BRS if they have been parked in the waiting zone. Should stop issues with taxis parking in local areas (Felton common etc)
  - Sharm el Sheikh route opens with TUI
- Nov**
  - Lufthansa announce Frankfurt route for March 2020
  - EasyJet begin C+ neutral flights via off-setting. Cost £25m included by default into all passenger bookings
  - Great West Way award – Tourism initiative
- Dec**
  - Travel West award – Public transport, Car share etc
  - Fly Local initiative. In 2018 157,000 tonnes of C+ could have been saved by better use of BRS
  - Local community fund eg Yatton U7's

## **There was an open forum session.**

- Question raised on flight paths. BRS confirmed that there has been no change in procedure in-bound, out-bound or noise avoidance areas. ↑ in Easterly departures – this will be due to prevailing wind conditions that saw in 2019, normally SW winds change to NE in southern UK. Published noise avoidance routes are only fixed for aircraft >5700Kg and even then are subject to safety considerations.
- Litter on A38 verges is a problem. Some of it is in areas where taxis commonly wait for passengers. This should improve with the new waiting zone.

The rest of the evening was generally focussed on local road traffic concerns mostly led by reps from Chew Magna, Burrington.

- In the 10m passenger planning submission it was alleged that insufficient emphasis was given to road traffic impact on local villages. Planning of routes east of BRS not fully involved. Dave Lees countered with stating that parking and public transport changes were under investigation as were traffic impact surveys and traffic monitoring and managing schemes – traffic calming etc.
- Some reps stated that proposed Bristol clean air zone will negatively impact the local villages with drivers finding alternative routes. BRS can assist in limiting these un-intended impacts.
- Alleged that local structure plan and joint local transport plans were in disarray and confusing. BRS strategic plans are being aligned to local authorities. Surface access strategy will have multi modal approach.
- C+ off-setting schemes need more assurance. There are major challenges to aviation (BC note – however all major forecasts for air travel worldwide in the next 20+ years show a substantial increased requirement, and the newest commercial jets are up to 30% more fuel efficient and quieter than previous generation)

Some PCs referred to a National Economics Forum (NEF) report that apparently had different views from the BRS expansion report. The PCs seemed to lean towards trusting NEF report, thereby, with no other evidence presented, begging the integrity of the BRS report.

Questions were also raised about who provides the surveys of where the BRS passengers come from. The answer is that they come from CAA surveys that are funded by BRS. Again, because the surveys are paid for by BRS it was inferred that they are, ergo, biased in BRSs favour. (BC note – the CAA is a commercial organisation whose activities are paid for by the user groups that use those activities, thus it is quite proper that BRS pay for CAA surveys affecting BRS, and quite proper for CAA to take on such commercial briefs as a perfectly objective aspect of their operating remit). The evening ended on a somewhat febrile note, but was, nevertheless, hugely instructive.

**BC December 2019**



# Your airport

## Our commitments to you: More transport choices, action on carbon emissions and a new noise insulation fund

New commitments on carbon emissions, public transport and aircraft noise will contribute to Bristol becoming one of the most sustainable airports in the UK. The proposals follow feedback from the public identifying these issues as the main areas of concern about the Airport's future development plans.

A new carbon roadmap (see page two) sets out how the Airport will meet the challenge of climate change by becoming carbon neutral by 2025. This commitment, which applies to emissions generated on site, will sit alongside an international agreement to tackle emissions from flights and a new carbon levy which will be used to offset road journeys to and from the Airport.

On noise, £1.8 million will be made available for acoustic insulation of local properties, including mechanical ventilation to ensure residents can get the benefit of double glazing year-round.

Transport links will be improved, with services introduced to link Clevedon and Nailsea with the Airport, providing more public transport options for passengers and employees. A free drop-off and taxi-waiting area will also be introduced to address problems caused by vehicles using local lanes and laybys.



### Introduction from Dave Lees, CEO

"These new commitments show we continue to listen to our local communities and respond to their concerns, as well as raising our game to meet the challenge of climate change. A thriving Airport benefits passengers, businesses and the people who work here, but it need not come at the expense of the quality of life of local people or the future of our planet. We have taken significant steps forward to ensure that we find a way to deliver sustainable growth at Bristol Airport enabling continued success for our regional economy."

## The principles of airspace change

Airspace is our 'infrastructure in the sky' and, in the UK, this dates back to the 1950s, when aircraft were very different to those flying today.



New technology, such as satellite-based navigation, means we can modernise our future skies to provide better service to passengers, potentially reduce noise for communities currently overflown and save carbon emissions.

Airspace modernisation is taking place across the country and Bristol Airport will be reviewing its arrivals and departures routes as part of this overhaul. While airspace change is not required as part of the Airport's current development plans, it does provide opportunities to make flights

quicker, cleaner and quieter - for example, by flying more direct routes. By starting the lengthy airspace process now, we can ensure these potential benefits are realised as soon as possible.

The first step is to develop the design principles which will inform the airspace design options which we bring forward for consultation with airspace users and the local communities.

We will be engaging with stakeholders and local communities shortly to seek input to the design principles.

## Our roadmap to reduce carbon emissions

Our ultimate ambition is to become a net zero airport. The timeline below shows some of the key milestones we will pass as part of this journey.



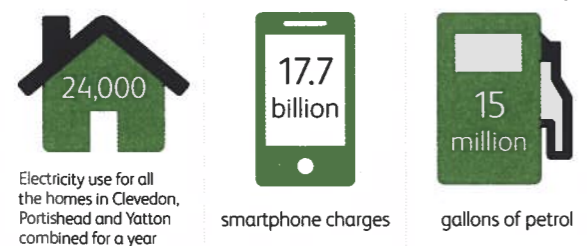
## Fly local, save carbon

A recent study revealed that passengers from the South West of the UK could save carbon emissions equivalent to more than 15 million gallons of petrol by flying from Bristol instead of using London airports.

Nearly eight million passengers a year travel from South West England and South Wales to fly from Heathrow, Gatwick, Luton and Stansted, incurring an additional £50 in costs in the process, not to mention wasting a grand total of 500 million minutes! Even when those travelling by rail are discounted, the estimated carbon emissions from the remaining road journeys came to 157,000 tonnes of CO<sub>2</sub> in 2018.

In 2018 around 157,000 tonnes of carbon could have been saved by passengers making better use of Bristol Airport

That equals:



Better serving passengers within its catchment area is a key objective in Bristol Airport's proposals to increase capacity to 12 million passengers a year by 2026.

## Listening to local communities on noise



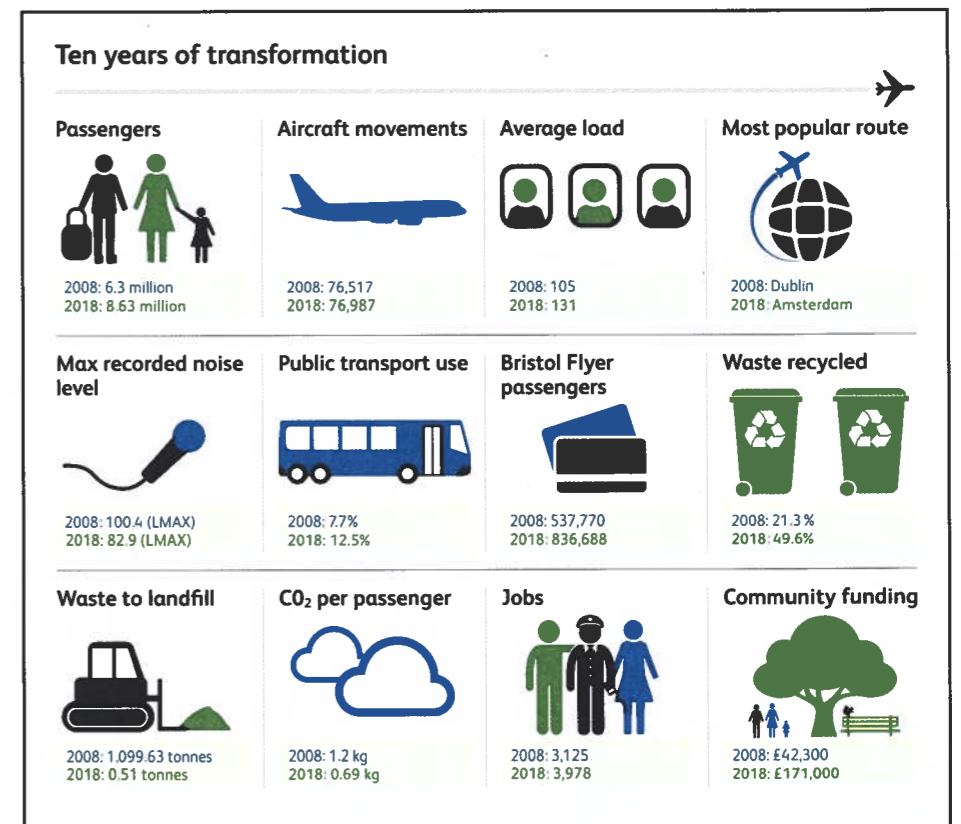
Although no increase in the annual number of night flights is being sought in the Airport's current planning application, concerns have been expressed by some local residents about the potential for more movements in the summer season.

A £1.8 million fund for noise insulation will be made available to local residents as part of the development plans, with mechanical ventilation included in the scope for the first time to enable residents to keep windows closed in order to get the full benefit of acoustic double-glazing year-round. Look out for more details in future editions of Your Airport.

## Ten years of transformation

With plans for the next phase of development currently under consideration, the future benefits and impacts of Bristol Airport have been under the microscope. However, while planning for the future is important, it is also interesting to take a look back to see how the Airport has changed in recent years.

The publication of an Annual Monitoring Report, bringing together data from all areas of the Airport's operations, provides the opportunity to chart progress in key areas such as noise reduction, recycling and carbon emissions. The full report is available online at [www.bristolairport.co.uk](http://www.bristolairport.co.uk), but the infographic opposite shows just how far we have come in the last decade.



## Summer of sport at Bristol Airport

A busy summer of sport for the region kicked off in May when the Afghanistan squad flew to Bristol Airport for the Cricket World Cup. Afghanistan played its first fixture in the group stage of the competition against Australia at the County Ground in Bristol. Matches also took place in Taunton and Cardiff, putting the South West and South Wales at the heart of the action.



The Airport welcomed more world-class athletes in August when over 100 competitors flew in for Modern Pentathlon's European Championships which took place in Bath. The event was also a qualifier for the Tokyo Olympics.

Direct flights to more than 125 destinations, including 18 capital cities, makes Bristol Airport an invaluable facility for global sporting events in the region, as well as visits by amateur teams on tour. Whatever the sport, we always provide a warm West Country welcome to visiting athletes.

## New charity partnership lands at Bristol Airport

After an employee vote, Bristol Airport has unveiled Great Western Air Ambulance Charity (GWAAC) as its official charity of the year for 2019. The charity provides critical care and air ambulance services across the West of England and surrounding areas and is on call 365 days a year.

Fundraising activity is already in full swing, with initiatives including a team from the terminal tackling Mount Snowdon and raising £1,500 in the process. Some of those involved have direct experience of working with the GWAAC team when responding to first aid incidents, which helped spur them on during the climb.



## Airport backs community events

Bristol Airport has supported two of the biggest annual events on Bristol's calendar this year – Bristol Pride and the St Paul's Carnival.

Pride is Bristol's growing celebration of the LGBT+ community. For its 10th anniversary, Bristol Pride has a new location on the Downs. Taking place during the first fortnight in July, this year's event was the biggest yet, and Bristol Airport played its part by sponsoring the performance stage.

Having celebrated its 50th anniversary in 2018, the St Paul's Carnival is another much loved Bristol institution, celebrating African Caribbean culture in the city. This year's event took place on 6 July, with a float sponsored by Bristol Airport joining the procession through the streets of St Paul's.

Both are part of a busy calendar of events in the region which help to make it such a great place to visit, with the Airport well placed as a gateway for those travelling from further afield to attend.



## Recycling scheme takes off



A paper cup recycling initiative has prevented tonnes of waste going to landfill since being introduced at Bristol Airport. An estimated two million hot drinks a year are sold in the terminal, so finding a way to recycle the takeaway cups used has the potential to make a big difference. The new scheme sees cups segregated from other rubbish on site before being taken to a specialist facility to be reprocessed.

The cup recycling initiative is part of the Airport's commitment to send zero waste to landfill. Other initiatives include the installation of water bottle refill stations throughout the terminal and the introduction of compostable bags for liquids at security.

## Free waiting zone to tackle parking problems

Following calls for action from neighbouring communities, a free waiting zone for vehicles will open later this year. Located close to the entrance to the Silver Zone car park, it will provide free-of-charge drop off facilities for private vehicles and a waiting area for taxis. Frequent buses will make the five-minute journey between the terminal and the new facility.

The move is aimed at reducing the volume of cars waiting in local roads, lanes and laybys, an issue which featured prominently in feedback to recent consultations on future development plans.

The Airport will work with taxi and minicab operators to encourage drivers to use the new area rather than causing disturbance to residents in villages close to the Airport site.

For more information visit [www.bristolairport.co.uk](http://www.bristolairport.co.uk)  
or email [yourairport@bristolairport.com](mailto:yourairport@bristolairport.com)