

Outline of speech to BANES Full Council in support of Bristol Airport motion.

1. Thanks for the opportunity to speak to you in support of this important motion. I am Stephen Clarke of Bristol Airport Action Network (BAAN), a community group formed to represent the residents of the area in response to Bristol Airport's expansion plans in Dec 2018. Residents are very disappointed to discover that there are now new plans to expand again-even before the impact of the expansion granted in 2024 have been felt.
2. Our group have been active in speaking to the local community and a recent public survey has been completed by over 700 residents so far and is still open for completion by you at [.https://bit.ly/BAANSurvey](https://bit.ly/BAANSurvey)
3. 93% of those who have responded to date object to the further expansion and 94% agree with the statement that 'I think my local elected councillor and MP should object to these expansion plans'.

The Current position

4. Bristol Airport currently has permissions to expand from 10 million passengers per annum (mppa) to 12mppa. Planning permission was eventually granted for this initial expansion in April 2023 after a nearly five-year battle including a public inquiry and a high court case.
5. The opposition from stakeholders to these initial expansion plans was overwhelming with all local councils, the local MP, WECA and over 80% of the 11,000 plus residents who responded to the consultation objecting.
6. The airport are currently running at 10.5 million ppa so have significant headroom to the 12million ppa cap but despite this, they have said publicly that they are intending to apply to expand to 15mppa. This would mean that the airport would be half as big again as it currently is. They also want to lengthen the runway and have an extra 1000 night flights (on top of the existing 4000 night flights).
7. In preparation for a new planning application the airport have decided to produce a new master plan. This states that they want to expand again to 15

million ppa. In response, we have listened to residents and prepared a short Alternative Master Plan at <https://bit.ly/BAANMasterplan>

8. Ontario Teachers' Pension Plan, the owner of Bristol (and four other airports in Europe) have announced that they are selling all of their stakes which raises the question whether they have no intention of implementing any of the comments from stakeholders in the consultation they have just completed.
9. The impact of a further expansion on residents in the area including the wider area of BANES would be severe. They would include:
 - severe additional noise (especially from night flights which have proven negative health implications),
 - congestion on the already crowded A38,
 - off-airport parking problems,
 - pollution from jet engines,
 - the impact on local nature,
 - and of course, the carbon impact.
10. The amount of extra carbon and other non-co2 greenhouse gases generated if the expansion is approved will be over a million tonnes¹ and if the UK is to keep to our legally binding net-zero target we cannot continue to allow the aviation sector to grow so massively. The recent Committee on Climate Change report said that aviation is the only sector that has increased its carbon emissions since 1990.

What will Bristol Airport say about their plans?

11. Basically, they say that there are economic advantages to allowing the expansion and, in any event, technological developments around aircraft and fuel will save us from the negative effects. My fellow campaigner will be

¹ For comparison purposes, the annual carbon emissions from the whole of Bristol's road transport is c. ½ million tonnes.

dealing with the economic issues in more detail but as a general point, respected researchers New Economic Foundation have said that the economic benefits claimed by Bristol Airport in their last application were 'grossly exaggerated'.²

12. Regarding the environmental issues, one of the main planks of the industries strategy is so-called Sustainable Aviation Fuel (SAF) which is largely waste-based biofuels created from farm, forestry and municipal waste e.g. used cooking oil.

13. Unfortunately, the Royal Society has recently found that producing enough SAF to supply the UK, even if flying is kept at today's levels, would require around half of UK's agricultural land.³

14. In any event, SAF still produces exactly the same amount of Greenhouse Gas emissions as kerosene when it is burned in a jet engine because SAFs are still hydrocarbon fuels.

15. In conclusion we would ask that you:

- Support the motion;
- Cooperate with the other councils in the region in opposing the expansion;
- Use your political weight to ask WECA and the local MPs in the region to oppose the expansion.

16. To be clear, our campaign group are not trying to close airports, or stop families having their annual holidays, but **we just believe that Bristol Airport is big enough.**

² Chapman, A. (2023) Losing Altitude: The Economics of Air Transport in Great Britain. New Economics Foundation

³ <https://royalsociety.org/news/2023/02/net-zero-aviation-fuels-report>

