

## **Supporting the LIB Dem motion to oppose further expansion of Bristol Airport to 15mppa**

My name is Louise Leeder and I am Chair of the Parish Councils Airport Association whose membership includes 25 Parish Councils and 2 Town Councils including Keynsham representing over 70,000 residents in NSC and BANES. We have worked opposing the previous application for the airport to expand to 12 mppa and we supported BAAN in their appeal.

The PCAA totally support the Liberal Democrat Motion to oppose further expansion of Bristol Airport.

The Committee on Climate Change states that there should be no airport expansion. On 21 January 2025 the New Economics Forum reported that approving the expansion of Heathrow, Luton and Gatwick airports would wipe out the benefits of the government's Clean Power Plan (CPP) within five years of expanded operation. It is not acceptable for aviation to be excluded when considering climate change

<https://neweconomics.org/2025/01/airport-expansion-would-wipe-out-carbon-savings-of-governments-clean-power-plan>

There is an ambitious regional target for net zero Co2 by 2030 and further expansion of Bristol Airport to serve up to 15 million passengers per annum is simply not compatible with this.

All top 10 UK airports with the exception of Bristol Airport are accessed by motorway or dual carriageway and have a direct rail link. Bristol has no direct rail link and is served only by single carriageway in both directions and access between the A38 and A37 to the east is by narrow and winding B roads with pinch points to single file traffic at several points. It is essential that there is the provision of a mass transit system which is not bus based and that a much larger proportion of passengers than the proposed 20% arrive by public transport before further expansion to 15mppa should be considered as this will be a 50% (10mppa to 15mppa) increase on already exceptionally busy and congested roads.

The proposal to build extensively on green belt rather than building the third multistorey carpark which is a condition of the airport expanding to 12 mppa and not to consider adding a tier over existing single storey car park is not environmentally friendly, reduces habitats and increases flood risk to communities which already have flooding problems downstream.

The government never seem to consider the financial implications of the tourist deficit. In 2019 the UK's tourism deficit was estimated to be around £34 billion with air travel accounting for 88%. In 2023 this increased from £34 billion to £41 billion with UK residents spending £72 billion on visits abroad and overseas residents spending £31 billion in the UK. Of all the top 10 airports in the UK Bristol Airport has the worst tourist deficit in the UK. Only 14% of passengers fly in compared with 86%

leaving the UK. There are good financial reasons why airport capacity should not increase as this will mean a plethora of fights and cheaper flights which is not good for the economy or the environment.

The additional employment which is promised for every expansion has not materialised.

The additional effects of noise, air quality and a requested 25% increase in night flights with the majority taking place in the summer months affects communities in the vicinity adversely.

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Louise Leeder 20.3.2025