

## APPENDIX 3

### SUMMARY OF TALK BY BARBARA HARLAND

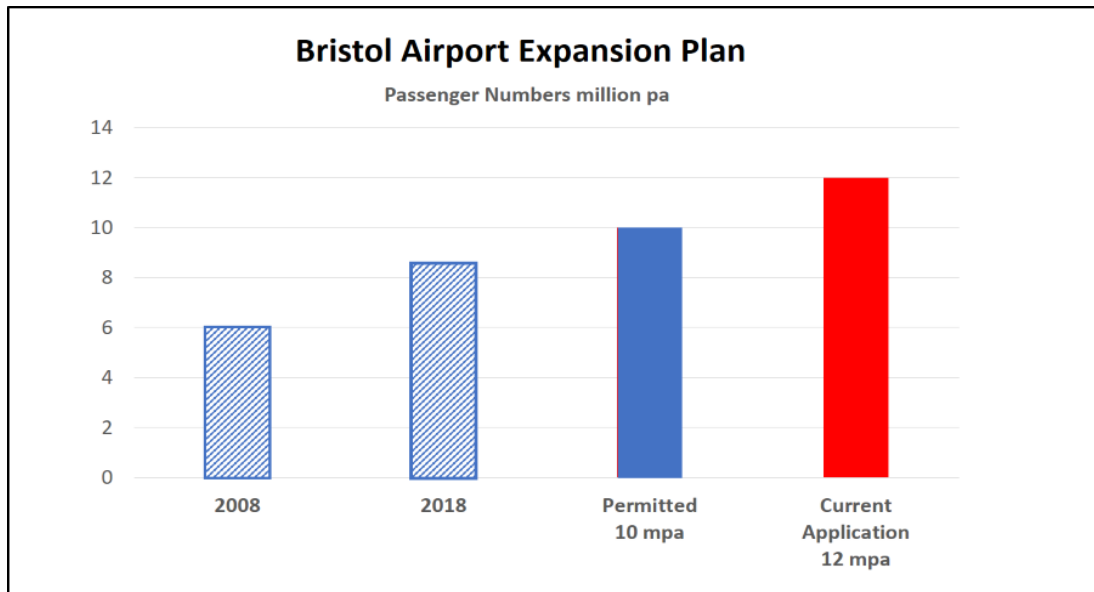
#### Introductory slide 1 BH

#### Slide 2 BRISTOL AIRPORT



Good evening. This is an aerial view of Bristol Airport site, it shows the current development boundary although it does not show the 2019 structures built under permitted development, by now familiar features, namely the new office block by the silver zone entrance, the new taxi waiting area, the orange and white mast.

### Slide 3



25 years ago, Lulsgate airport saw 1.5 mppa, today owned by Ontario Teachers Pensions who have investments in other regional airports and Camelot, it is a thriving business serving 160 destinations. I'm sure many of us would agree that we can acknowledge the benefits of having a good local airport with its connectivity for business and leisure.

Bristol Airport has continued to invest in its growth year on year, in 2018 Bristol airport requested permission to expand to 12 mppa. In January this year annual passenger figures stand at 8.9m, they are expecting to reach their permitted numbers of 10 mppa by the end of 2021.

We know that the airport is in the long-term aspirant to 20 mppa with the supported infra structure improvements

My role is to keep abreast of any airport issues including planning.

- I read documents, reports and networking with other local groups.
- I observe the **Bristol Airports Consultative Committee** with representatives from local parish councils and business
- and I observe the **Parish Council Airport Association** meeting which represents **27 local parish councils and one town council**, this group has been a **dynamic collaborative group representing the interests of local residents**, it has **given BRA access to a great deal of knowledge and independent expertise.**

### Slide 4 BRISTOL AIRPORT EXPANSION

- In 2018 Bristol Airport applied to expand to 12 million passengers pa
- BRA was aware of the changing views over the past year
- Survey results – 46% of members responded with 86% against further expansion
- BRA attended meetings with other parish councils
- BRA wrote a letter of objection
- The majority of parish councils objected

In 2018 Bristol Airport applied to expand to 12 million passenger's pa.

BRA was aware of **changing attitudes** to airport expansion so **asked the membership** what your position was on the airport expansion, **46% of you responded** With **86% of members against further expansion.**

As a result, BRA wrote a letter of objection and the majority of local parish councils have objected.

10<sup>th</sup> February I attend the NSC planning meeting and heard first-and the evidence which led to NSC refusing the application to expand.

Officer presented on their 235-page report which recommended this plan for approval. NS Councillors examined evidence presented by members of the public, Airport staff, Business representatives, independent environmental and aviation experts.

#### Slide 5 Bristol Airport Expansion Plan Refused - Votes in favour 7, Votes against 18

Picture of NSC council mtg 10 Feb 20	Reasons for refusal <ul style="list-style-type: none"><li>• Application in contravention of NSC core strategy</li><li>• Concerns around Climate Emergency &amp; Environmental impact</li></ul> Likely next steps Appeal & Public Inquiry Outstanding issues <ul style="list-style-type: none"><li>• Mitigation of environmental impact</li><li>• Traffic &amp; infra structure</li><li>• Impact of Bristol Clean Air Policy</li><li>• Monitoring permitted development &amp; 2011 planning conditions</li></ul>
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#### Reasons for refusal included: -

1. The application being **in contravention of NSC core strategy, unsustainable and not compliant with the vision of NSC**
2. Concerns around **Climate Emergency & Environmental impact in relation to Co2 emissions from additional flights and associated traffic and further loss of green belt.**
3. There is still some capacity to expand within current permission
4. Evidence on the **additional benefit to the local economy did not outweigh the detrimental environmental and health factors.**
5. The location of **Bristol Airport is limiting**; there are no major road and rail links.

**Likely next steps** this decision has to be **ratified** by the NSC planning and regulatory committee **probably sometime in March**. **Bristol Airport** may then choose to **appeal to the Secretary of State**, if so, this will trigger a **public inquiry**.

#### Outstanding issues

**Bristol Airport** have taken steps to adopt carbon neutral operation but they still have a long way to go to mitigate against CO2 emissions.

With **87% of passengers** arriving by car Bristol Airport there is a **requirement** to provide sustainable methods of transport. **Criticism has been levied** towards the **airport that profit is too dependent on car parking charges**.

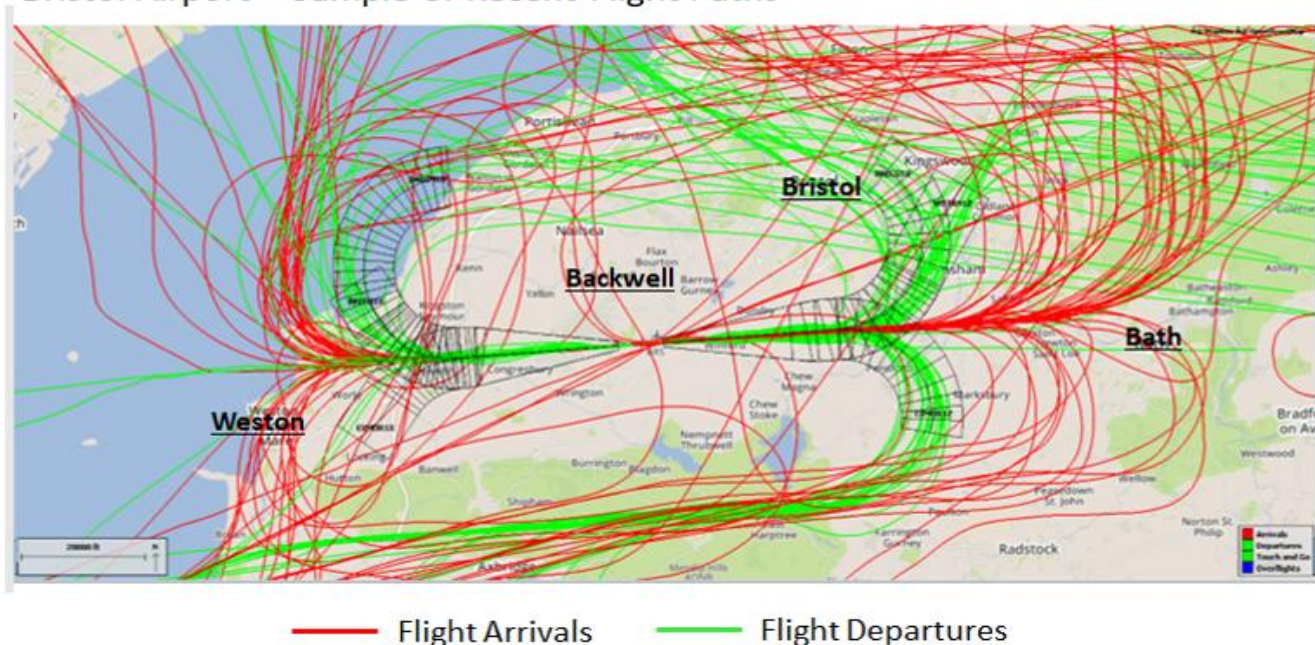
**Concern was raised with regards the 2011 current planning permissions**, namely **Noise, Night Flights, Air quality, parking on Green Belt and the long promised multi storey carpark**.

The **impact of Bristol Clean Air Policy to be implemented in 2021** when all **diesel vehicles will be banned** from a large zone will push that traffic accessing the airport through small

villages including our own. **The volume of permitted developments, 8 structures last year and two applications** already being prepared for 2020. **If you experience issues of noise, air quality, low flying aircraft** etc please use the **airport website** to register and report. **It would be helpful if you do this if you could let us know.**

## Slide 6 Civil Aviation Authority Airspace review

Bristol Airport – Sample of Recent Flight Paths



The **Civil Aviation Authority** has **Government permission** to review and revise the **current flight paths and associated regulations**. With busy skies and airports sharing air space reviewed is needed.

If we just look at this map of recent flight paths, **under current regulations** historically **this side of Backwell** has been **fortunate** when compared to **Downside, Cleeve, Wrington and Congresbury**. **Under the new look airspace, regulations** may allow **different heights and flight directions** so **this current picture is not guaranteed**.

**New regulations** planes may be able to **turn and bank at lower heights, or create additional space for stacking during busy times**. This obviously has **implications for our Downside members as well as the rest of the village**; this review may make **Backwell especially vulnerable**.

There will be additional public consultation in the summer.

We will remain watchful on your behalf and keep you informed.