**BRA AGM 2022 APPENDIX 3**

**BRISTOL AIRPORT EXPANSION – BARBARA HARLAND**

Good evening. My role is to keep abreast of any airport issues including planning. I read documents, reports and network with other local groups, including observing the Airport Consultative Committee and the Parish Council’s Airport Association (PCAA) which represents 27 local parishes discussing community issues in relation to the airport. This relationship has given us access to a great deal of knowledge and independent expertise.

25 years ago, Lulsgate airport saw 1.5 million passengers per annum. 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.

 Pre covid in 2019 the airport attracted over 8mppa and were expected to reach their maximum permitted numbers of **10 mppa by the end of 2021. At the moment Bristol Airport (BA) is in recovery, they reached 50% of their capacity by last Christmas and are expecting a full recovery by the end of next year.**

**BA are recruiting again after laying off a substantial number of their workforce during the first lockdown.**

**In 2018 BA applied for planning permission to grow from 10mmpa to 12mppa, equivalent to a 30% increase on the 2019 figures.**

**Members had given BRA the mandate to object to expansion, BPC also objected, both organisation valuing the airport but feeling that it was big enough.**

**In February 2020** North Somerset Council **REFUSED** the application to expand.

**Reasons for refusal included:-**

1. **In contravention of NSC core strategy**.
2. **Unsustainability**
3. **Not compliant with the vision of NSC**
4. **Concerns around** **Climate Emergency** & **Environmental impact in relation to Co2**.
5. **Associated** **traffic**
6. **Further loss of green belt.**
7. **Evidence on the** **additional benefit to the local economy did not outweigh the detrimental environmental and health factors.**

 Bristol Airport challenged this **REFUSAL** which led to a 40 day Public Inquiry led by three Planning inspectors held at Weston Town Hall last year. I spoke at the Inquiry on behalf of Backwell Resident’s Association, and John Sleigh**,** a Parish Councillor, also added another Backwell voice.

**In February this year the Planning Inspectors UPHELD Bristol Airport’s Appeal and gave permission to expand to 12mppa largely on economic grounds.**

**Since then, NSC & the PCAA are not going to pursue this decision, it is expensive and time consuming however a local group Bristol Airport Action Network, BAAN for short who bring together residents and groups of interested parties have crowd funded the £50k necessary to challenge this case in the High Court. At this stage we don’t know if this case will be heard but their submission on point of law is lodged with the High Court.**

**What does this mean for residents? Without knowing the outcome of possible High Court action, we have to assume that BA is set to expand to 12mppa**

**Implications:**

**It should mean more jobs, with increased automation certainly in the short term**

87% of passengers pre covid arriving by car which undoubtedly means **traffic**

**More noise** & issues with **air quality**

More **car parking** & **development on the green belt land** within the airport curtilage

**Increased night flights, with 24/7** operation coming with fully coordinated status for an airport that size.

**12mppa** equates to **235 air traffic movements (ATM)** perday, on average 10 an hour but with early morning and late evenings being preferred slots this will likely pan out to be **1 every minute at peak** times.

**BA will achieve the compulsory purchase order at Downside** and be able to **make the changes to the Lulsgate A38 corridor**.

**Air Space Review:**

The Civil Aviation Authority on behalf of the Government has started the airspace modernisation programme. Flights paths and associated regulations have not been updated post war. With busy skies and airports sharing air space, a review is needed.

 **Bristol Airport has been commissioned to liaise with other regional airports** Cardiff, Exeter and Newquay to review airspace corridors for the most effective and energy saving airways.

**New regulation – compliant aircraft may be able to turn and bank at lower heights or create additional space for stacking during busy times.**

Airspace is moving from segregated corridors to more integrated patterns to make room for delivery drones, air taxis etc. **BA is responsible for everything in their piece of sky, our piece of sky, under 7000 feet.** Being so close to the airport this review obviously has **implications for our Downside members as well as the rest of the village**; the next phase of this draft plan is Stakeholder & Residents’ Consultation. Delayed by covid this was due to be published at the end of January, but we are waiting. **Whilst there is not going to be another runway, what we are used to in terms of take-off and landings may change. Backwell & other local villages are especially vulnerable.**

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