**APPENDIX 3**

**BRA AGM – 18 APRIL 2023**

**BARBARA HARLAND, BRA COMMITTEE MEMBER – BRISTOL AIRPORT**

Good evening. My role is to keep abreast of any airport issues including planning. I read documents, reports, and networking with other local groups, including observing the airport consultative committee and the Parish Council Airport Association 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.



In Backwell we can acknowledge the benefits of having a good local airport with its connectivity for business and leisure however when in **2018 BA applied for pp to grow from 10mmpa to 12mppa, equivalent to a 30% increase on the 2019 figures of 8mppa. BRA members gave the mandate to object to expansion, BPC also objected, both organisation valuing the airport but feeling that it was big enough.**

**In February 2020** NSC **REFUSED** the application to expand but this was overturned on appeal.

**Reasons for NSC’s refusal were mainly on** Concerns around **Climate Emergency** & **Environmental impact in relation to Co2**, associated **traffic** and **further loss of green belt.**

Evidence on the **additional benefit to the local economy did not outweigh the detrimental environmental and health factors. These reasons still stand and have been taken up by** a local group called **Bristol Airport Action Network BAAN**, took the expansion to the High Court. BAAN are not anti-airport but rather anti expansion feeling that 10mppa with associated emissions, noise, traffic is enough. January 2023 despite some sympathy for the anti-expansion cause and local issues the judge supported the expansion. BAAN are currently exploring a case for the Appeal Court on environmental grounds so this situation is likely to rumble on for this year and into next.

**Interestingly, currently BA had a buoyant Christmas and Easter but are still shy of their pre covid figures of 8mppa and are not expected those figures until 2024.**

As part of expansion plans is BAs application to CAA for **FULLY COORDINATED SLOT STATUS**. This involved an independent aviation company scheduling all BA’s flights. Currently BA is partially coordinated with seasonal restrictions on night-time flights. BA claim that increased flights and coordinated status will not affect the community more however concerns about night disturbance and additional noise are very real with flights needing to fit in with the demands and schedules of other airports. BA will achieve Coordinated status if the expansion goes ahead so through this process the emphasis must be on mitigation, noise control and minimising the negative impact on local communities.

Nationally there is a review of **airspace and flight corridors**, all airports must contribute and liaise. No review has ever taken place, so this is an important step for safety, flight efficiency and communities. The review of airspace over 7000ft has already taken place and is in operation. BA oversees its flight corridors under 7000ft which is the area of interest as the public are more affected. We expect BA’s plans and public consultation to be made available sometime this spring. Plans will need to take into consideration the future of flights, with possible short haul vertical take-off electric taxis operating at lower heights in the next couple of years and hydrogen powered flights locally being explored.

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Finally, you may have heard that as part of the expansion plans **BA has been given consent to compulsory purchase land adjacent to the A38** & Downside to facilitate improved access to the airport and in preparation for additional traffic expected with the expansion. This slide gives you a flavour of land within our parish at the airport soon to undergo major changes.

This will involve changes to the road layout on the approach to the airport as well as the junctions at Downside and Felton. Obviously with much of this work happening within Backwell Parish we are following this closely and with no mass transit likely to service the airport in the foreseeable future we await with interest to see how 12mpaa will impact on our narrow local roads.

As with all of these airport related issues will keep members appraised when we know more.