

Expansion of Bristol Airport to 12mppa - Planning Appeal

PINS Ref APP/D0121/W/20/3259234

SUMMARY OF EVIDENCE

Air Traffic Forecasts and Projections

for Bristol XR Elders Group

Johnny Devas AA Dip. MSt (Cantab)

XR/W3/3

My name is Johnny Devas and I am a retired architect with 15 years' experience of airport design and design management, including being engaged as a consultant on Lyon St Exupery airport over a ten-year period, and on Chek Lap Kok in Hong Kong and Heathrow Terminal 5.

I trained at the Architectural Association in London, became a registered architect in the UK and France and trained as an expert witness appointed by the French courts for construction disputes. I have a masters degree from the University of Cambridge in Interdisciplinary Design for the Built Environment and have lectured on aviation and climate change.

Summary

I question the assumption behind Bristol Airport's forecasts that *'the impact of COVID-19 is ultimately a short term issue covering the next 2 to 4 years, and that, over the period of the planning forecasts, more normal market conditions and drivers for growth will return'*

I consider that COVID will have a deeper and longer lasting effect than BAL's 'reasonable worst-case scenario', and that 2019 passenger levels will not return until 2027.

This extended downturn will hit the headwinds of increasing concern about climate change and higher ticket prices, all set against the increasing availability of attractive alternatives to flying.

In my opinion, BAL have not submitted convincing evidence that the airport needs to expand beyond its 10 mppa limit, and thus the disbenefits of the proposed development are not justified by any real benefits.