



Dear Joanna

I hope you're well. Thank you for the update below. I will rely on the statement I already submitted which is in support of the rejection of the appeal to expand (see at the bottom of my email for reference). I have added a couple of further supporting points below.

The Absolute Zero report by Cambridge University academic Professor Julian Allwood (in collaboration with others across six British universities) highlights that the technologies required to support net-zero aviation are in their infancy and unproven at scale (including inventing new electric aircraft, changing the fuels of existing aircraft or taking the emissions out of the atmosphere); and that therefore "the only way the UK can get to net zero emission aviation by 2050 is by having a substantial period of no aviation at all." (3) Given this, expansion of Bristol airport in the near term makes absolutely no sense. A sensible approach would be to consider reducing flights until (if ever) technologies to support net-zero aviation are any more advanced. Airport expansion has no place in a realistic discussion about net zero aviation at present. I was very disappointed to see Bristol Airport's recent announcement regarding becoming the first net zero Airport in 2030 (4), which does not appear to take account of these issues.

Furthermore, as the recent tragic floods in Germany and other European countries highlight, climate change is affecting (and will further affect) weather, including extreme downpours and related flooding (5). Bristol will not be exempt from the impacts of these extreme weather events. This can be seen through the visualisation tool produced by the Met Office collaboration with the BBC (6). The tool combines their climate projections and records to visualise climate change in the UK. Using the Bristol airport postcode (BS48 3DY), it shows:

- Significantly increased temperatures for different climate change scenarios: *'The hottest summer day of the past 30 years near you was **33.4C**. If global average temperatures increase 2C above pre-industrial levels, the hottest summer day could be about **35.1C**. If global temperatures rise by 4C, it could be about **39.5C**.'*
- Significantly increased rainfall for different climate change scenarios:
 - *'On the wettest summer day of the past 30 years, **46mm** of rain fell in your area. At a 2C rise, this could be about **54mm**. And at a 4C rise, it could be about **62mm**, which is **35% more** than now.'*
 - *'On the wettest winter day of the past 30 years, **37mm** of rain fell in your area. At a 2C rise, this could be about **43mm**. And a 4C rise, it could be about **49mm**, which is **32% more** than now.'*

The increased likelihood of these extreme weather events poses a risk for Bristol airport in the form of increased operational costs, e.g. weather-related insurance costs and disruption to flying. This contributes to the significant weakening of the business case for airport expansion. In addition, by expanding, Bristol airport would be contributing to climate change, increasing the likelihood of these extreme weather events.

Please let me know if you would like any further information. In the meantime I will follow the Inquiry closely.

Many thanks

Emma

Additional references:

- (3) <https://www.airportwatch.org.uk/2020/02/absolute-zero-report-by-uk-academics-the-only-way-to-hit-net-zero-by-2050-is-to-stop-flying/>
- (4) <https://www.bristolairport.co.uk/about-us/news-and-media/news-and-media-centre/2021/6/bristol-airport-announces-it-will-be-the-first-net-zero-uk-airport>
- (5) <https://www.nytimes.com/2021/07/16/climate/europe-floods-climate-change.html>
- (6) <https://www.bbc.co.uk/news/resources/idt-d6338d9f-8789-4bc2-b6d7-3691c0e7d138>

Prior submission:

I am writing regarding the Bristol Airport planning application. I am in support of the rejection of the appeal to expand, and the council's decision to refuse planning permission for the expansion of the airport.

I am a climate consultant and was pleased to see the CCC's Sixth Carbon Budget of December 2020 bring in some more detailed restrictions to aviation. So I am very alarmed that this is not being given due consideration by Leeds City Council in its decision (Feb 2021) to allow its airport to expand, and by the owners of Bristol airport who still feel expansion is permissible.

The CCC wrote to Robert Jenricke in January 2021, asking for planning departments to be given guidance as to how to correctly evaluate the impact of their decisions on climate change targets. This must be adhered to.

Alongside this, the business case for airport expansion has significantly weakened given the impact of COVID-19 on the aviation industry, alongside the emerging physical and transition risks associated with climate change. For example, market and reputation risks, e.g. reduction in customer demand for flying and 'polluter stigma' which is a significant topic of concern already for IATA (1) - see 'flygskam' and recent reports of passengers choosing to travel by rail instead of air (e.g. 2). These risks will impact airports and the aviation industry in multiple ways, including:

- Increased operational costs, e.g. weather-related insurance costs, disruption to flying, carbon price costs
- Reduced demand for flying

I sincerely hope these considerations are taken into account in the review.

Many thanks

Emma

References:

- (1) <https://www.reuters.com/article/us-airlines-iata-environment-analysis/airlines-scramble-to-overcome-polluter-stigma-as-flight-shame-movement-grows-idUSKCN1T4220>
- (2) <https://www.theguardian.com/world/2019/jun/04/stayontheground-swedes-turn-to-trains-amid-climate-flight-shame>

On Mon, Jun 14, 2021 at 12:25 PM Joanna Vincent <Joanna.Vincent@gateleyhamer.com>

wrote:

**APPEAL BY BRISTOL AIRPORT LIMITED RELATED TO BRISTOL AIRPORT, NORTH SIDE
ROAD ('The s78 appeal')
AND
THE BRISTOL AIRPORT LIMITED (LAND AT A38 AND DOWNSIDE ROAD) COMPULSORY
PURCHASE ORDER 2020 ('The CPO').**

Dear Sir/Madam

I am writing as the Programme Officer regarding the above, due to open at 10am on Tuesday, 20th July 2021.

The Panel of Inspectors appointed to conduct the Inquiry comprises Inspectors **Mr Phillip Ware BSc (Hons) DipTP MRTPI** (Lead), with **Mrs Claire Searson MSc PGDip BSc (Hons) MRTPI IHBC** and **Mr Dominic Young JP BSc (Hons) MA MRTPI MIHE**.

We have a dedicated website where you will find documents, programme updates and news alerts, this can be found at <https://gateleyhamer-pi.com/en-gb/bristol-airport/>.

Evidence regarding the Appeal by Bristol Airport Limited will be heard on a topic basis and the CPO will be heard after the Appeal closes, please see the Inspector's procedural note at <https://gateleyhamer-pi.com/en-gb/bristol-airport/pre-inquiry-meeting/>.

The Inquiry is likely to be held as a 'blended' event, therefore physical attendance along with web-streaming and a capacity to hear evidence from witnesses virtually.

To assist with drafting the Programme please could you provide me with the following information:

- Do you propose submitting a case to the Inquiry, or rely on what you have already submitted following the consultation period;
- Do you intend to present the Case, are you likely to wish to cross-examine any applicant witnesses;
- Please can you provide an indication of timing required to present the Case.

Please contact me if you have any queries.

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