

Bristol Airport proposed expansion – statement to the planning inquiry from Tony Jones

My name is Tony Jones, I am a Bristol resident and I wish to make the following short statement to the planning inquiry.

I believe that this planning inquiry should reject Bristol airport's case for expansion for the following **new** reasons:

1. Airport expansion now, and the resulting increase in greenhouse gas emissions, will put at risk the goal, recently announced by government, for domestic aviation to become carbon neutral by 2040 and all UK aviation by 2050. This is because current aviation is not carbon neutral and will not start to be until at least the middle of the next decade when carbon neutral flying starts to develop at scale.
2. Government has recently launched the Jet Zero consultation on future possibilities for a path to carbon neutral aviation. Common sense would suggest waiting until the results of this consultation are known before committing to any airport expansion.
3. We await publication of the government's strategy for UK airport capacity.
4. In addition, future demand for air travel is impossible to predict currently because of the continuing impact of the Covid pandemic, and other environmental concerns. The government recognise this in the recently published Decarbonising Transport strategy (June 14th 2021) "*... it seems highly unlikely that the demand, patterns, timings and **modal choices** of transport users across all forms of transport will simply return to those of 2019*". It is therefore reasonable for this inquiry to take a cautious approach to the case for airport expansion, informed by data from trusted, independent sources.
5. The Climate Change Committee (CCC) is an independent, statutory body established under the Climate Change Act 2008 to advise the UK government on ghg emission targets. It is therefore the obvious source of trusted, independent advice and guidance for local planning authorities and the planning inspectorate, especially when there is uncertainty about future government policy for example, over UK airport capacity.
6. In June of this year (2021) the CCC published its latest progress report to parliament which contained specific and detailed recommendations for the government as it finalises the airport capacity strategy. The CCC was clear that there should be no net expansion of UK airport capacity at the present time. (Full details of these recommendations, see below).
7. In addition, the CCC, in the same report recommended that the Department responsible for local government should ensure that "*all departmental policy decisions, planning decisions and procurement decisions, are consistent with the Net Zero goal and reflect the latest understanding of climate risks*". This seems a sensible aspiration for local planning authorities as well.

8. In the context of new and ever increasing evidence of the severity of the climate crisis, I believe it is both reasonable and appropriate for this planning inquiry to take a considered and cautious approach to any proposal for airport expansion. Airport expansion should only happen when zero carbon aviation is a reality, rather than an aspiration. To do anything else would be to derail net zero carbon targets and massively increase the chances of catastrophic climate breakdown. It is for that reason that I urge you to uphold North Somerset's decision to refuse expansion at Bristol airport and reject the airport's case.

Thank you

Tony Jones

From the Climate Change Committee's 2021 Progress Report to Parliament – recommendations for government departments

For Department of Transport

Commit to a Net Zero goal and pathway for UK aviation as part of the forthcoming Aviation Decarbonisation Strategy, with UK international aviation reaching Net Zero emissions by 2050 at the latest, and domestic aviation potentially earlier. Plan for residual emissions (after efficiency, low-carbon fuels, and demand-side measures) to be offset by verifiable greenhouse gas removals, on a sector net emissions trajectory to Net Zero. **2021 Priority recommendation**

Assess the Government's airport capacity strategy in the context of Net Zero and any lasting impacts on demand from COVID-19, as part of the aviation strategy. There should be no net expansion of UK airport capacity unless the sector is on track to sufficiently outperform its net emissions trajectory and can accommodate the additional demand. A demand management framework will need to be developed (by 2022) and be in place by the mid-2020s to annually assess and, if required, control sector GHG emissions and non-CO2 effects. **2021 Priority recommendation**

For Department of Housing, Communities and Local Government

Ensure all departmental policy decisions, planning decisions and procurement decisions, are consistent with the Net Zero goal and reflect the latest understanding of climate risks. **Now and ongoing**