

From: [REDACTED]
To: [Joanna Vincent](#)
Subject: RE: Bristol Airport Public Inquiry - 16th September 2021 [GATELEY-GHAM.FID54667]
Date: 20 September 2021 16:38:42
Attachments: [BIA Inquiry - Tanguy Tomes.pptx](#)

Hello,

I had a 3:30 slot on the 16th September, below is my transcript. Thank you!

“Thank you for having me! My name is Tanguy, I’m 26, and I live in Bristol. I’ll be relaying the entirety of the climate impact of an expanded Bristol Airport (BIA), and will be contextualising it visually as, in my experience as a climate policy analyst for governments across the world, numbers on a page don’t quite communicate the case as well as a colourful chart.

Here is the chart. The annotations don’t matter too much so don’t worry if they’re hard to read – I’ll walk us through it. Time is along the horizontal axis, emissions on the vertical axis, going from 1 to 7MTCO₂e/yr. First off, the yellow trace shows historic North Somerset (NS) data up to and including 2017, which includes the impact of housing, businesses, cars, everything deemed to be within ‘scope of influence’ of the local authority.

In Feb 2019, NS council declared a climate emergency, including a commitment to net zero by 2030. Through the hard work and brave decisions of local businesses, local families, local councillors, that goal will be achieved. And with hard work and dedication like that we’ll avoid the worst impacts of climate breakdown. Now, by convention, these accounts don’t include aviation missions, even though the airport is well within authority borders.

So let’s add on another trace (blue) for Historic data based on fuel combusted in actual flights departing from BIA. So far: scene setting

BIA already has permission to continue growing up to capacity of 10m/yr; this trace assuming a continuation of historic growth rates. BIA also has plans to grow beyond that figure. In Feb 2020, those plans were roundly rejected by the local community and the local authority, but lets, for today, entertain those plans.

Again, assuming continuation of historic passenger growth rates, this is what the picture looks like. There is a pattern emerging. We can see that the growth in aviation from BIA is cancelling out all the efforts of the residents and elected representatives of NS. Overall emissions are not declining, well into this decade. A fairly straightforward conclusion. However, despite that, BIA is very public about its plans to continue expanding towards 20m/yr by the 2040s, so let’s see what that does for our chart.

Not looking good, but of course, CO₂ from fuel combustion is only part of the story.

Non-CO₂ impacts, including from contrails and water vapour high up in the atmosphere almost double the overall heating impact. We’re now considering an outrageous position

where, 10 years after the local authority has reached net zero, flights from an expanded Bristol airport are emitting 4x as much as the rest of the local authority was a generation prior! And I wish I could end there.

But fuel doesn't magic itself into aircraft tanks – it needs extracting, refining, transporting, pumping. All of that has an impact, referred to in carbon accounting as 'well to tank' emissions. These are represented by the teal wedge.

More flights means more aircraft, all of which need to be manufactured. Emissions from that process are represented by this small but not insignificant wedge.

More flights and more aircraft means operations of the airport will also have larger footprint. And I wish I could stop there, but there's another accounting convention which I need to raise with the inspectors, and that's to do with return flights. Standard carbon accounting convention means that airports only account for emissions from outgoing flights. Bristol-Frankfurt is accounted for by BIA; Frankfurt-Bristol by Frankfurt's airport. This makes sense in steady state – you wouldn't want both airports accounting for both flights as it would be double-counting – but in the case of expansion, neither the outgoing nor the return flight would have space to approach, land, take-off, or taxi if the airport hadn't expanded. So the emissions which hinge on the decision in question today, have to include emissions from return flights. So let's add them on.

So there we are. To summarise, BIA's vision for expansion leads to almost 7m tonnes of emissions, annually, by 2040. But something I really want to emphasise is that it doesn't have to be this way. When NS council made the decision to reject any additional expansion of permitted capacity at BIA, they chose a different path. They chose to listen to the overwhelming majority of people, local and across the world, who objected to the application.

And here's the alternative. The airport doesn't disappear, it continues to provide employment and transport links to the local community but with much lower emissions.

The IPCC recently declared 'code red for humanity' and this red wedge is now facing us head on. It is vital that we look ahead and start making the right decisions. If this rejection were to be overturned, and emissions sent into the sky, we can't go back. We would be committing to a pathway comprising an additional 4.5m tonnes per year by 2040. Even by the mid 2020s we're talking additional emissions on the scale of the entire local authority today: bigger than dozens of entire nations! This chart tries to contextualise the emissions but I appreciate it can still seem quite abstract. But let it be said that, as someone who works closely with these numbers in a policy context, this is a genuinely scary thought. Now, in the UK, we tend to like trying to present things in financial terms – so let's give that a go.

These figures use the most recent "UK Government guidance on valuing greenhouse gas emissions for public appraisal and evaluation." They use the corrected emissions statistics as presented here today and the economic benefits as published by New Economics Foundations. During this inquiry, people have put incredibly powerful moral, spiritual, and cultural cases forwards, but even in raw financial terms – the cost of

emissions from expanding BIA far outweigh the benefits. And these figures don't even include impacts on health, on air quality, on congestion; or even the social and cultural cost of saying that expanding airports in a time of climate emergency is an acceptable decision to make. One further thing that the aviation sector, from my experience, is keen to revert to is offsets. So, again, since I, like you, like entertainment – let's entertain this notion. That these emissions could be offset and then we can stop worrying about it.

If we wanted to offset the additional emissions from an expanded BIA – if we said yes, go ahead and expand; “the net in net zero will save us and we can plant some trees” – you would have to reforest an area the size of NS. Every 4 months. 3 times a year. And then look after them and ensure they never burn down, get chopped down, get overcome by disease. Now, you don't need to work in landscape restoration to, but it just so happens that I do now work in landscape restoration. I can confirm that this isn't possible today, it won't be possible tomorrow. On this basis, I urge you to uphold north somersets decision to reject this planning application. Genuinely, the world will thank you for it.”

Tanguy Tomes - Former climate policy analyst to LB Hounslow, City of Bristol, Government of Malta, Government of New Zealand; Now working in financing of landscape restoration across the UK National Parks. 16/09/21

Presentation attached – each new line represents a new slide in the transcript

Thanks,

Tanguy

Tanguy Tomes

Associate | Nature-based Solutions | he/him

(Please note that I don't work on Wednesdays)

From: [Joanna Vincent](#)

Sent: 15 September 2021 11:35

To: [Joanna Vincent](#)

Cc: [Joanna Vincent](#)

Subject: Bristol Airport Public Inquiry - 16th September 2021 [GATELEY-GHAM.FID54667]

Dear All

Please find below the Teams Link for tomorrow's meeting.

Please join the meeting in advance of your time slot and please note that the timings given are flexible as some parties will take longer than others, if you have any difficulties joining the meeting or the timings, please call me on 07483 133975.

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Kind regards

Joanna Vincent

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Bristol Airport - Climate Emissions

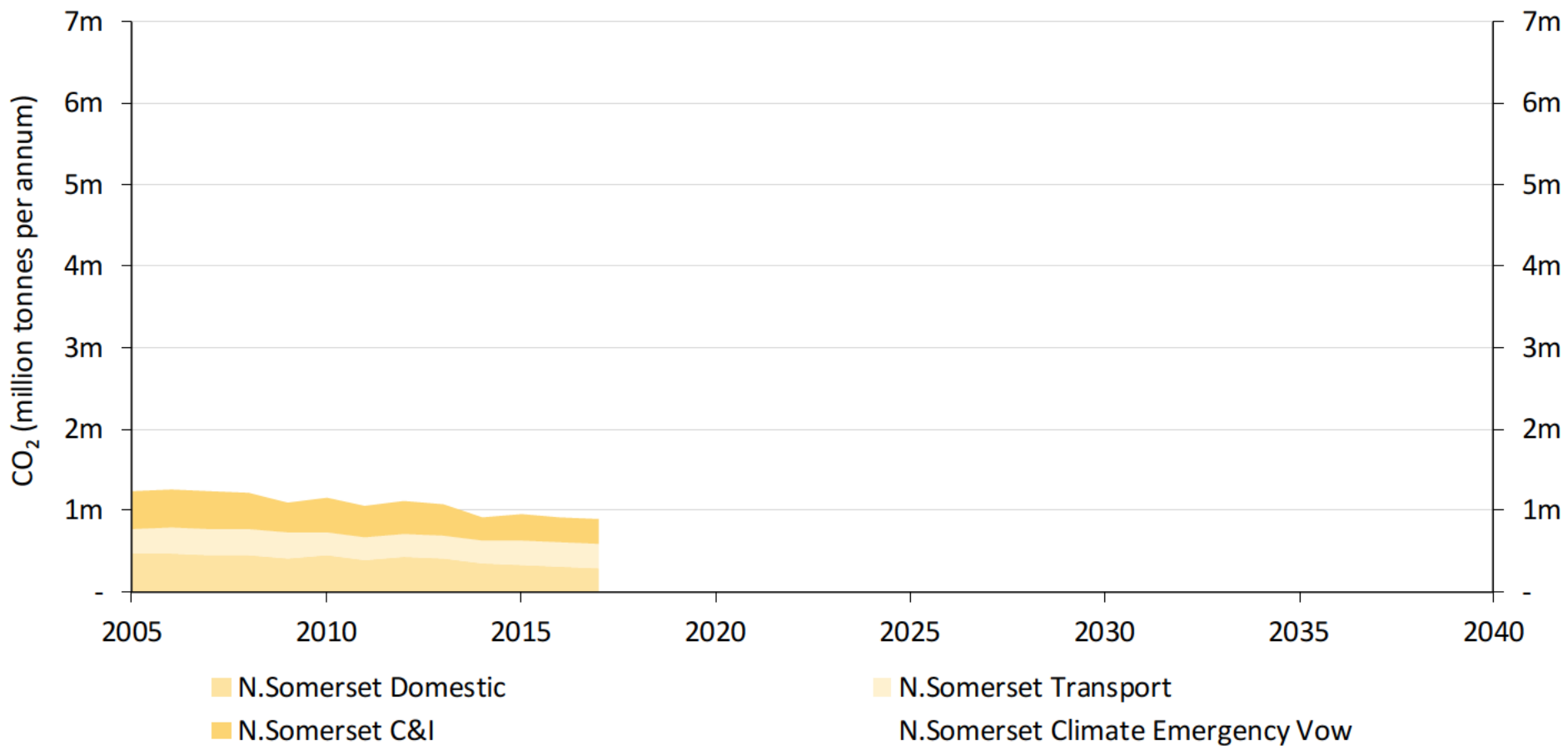
Bristol Airport Public Inquiry

Tanguy Tomes

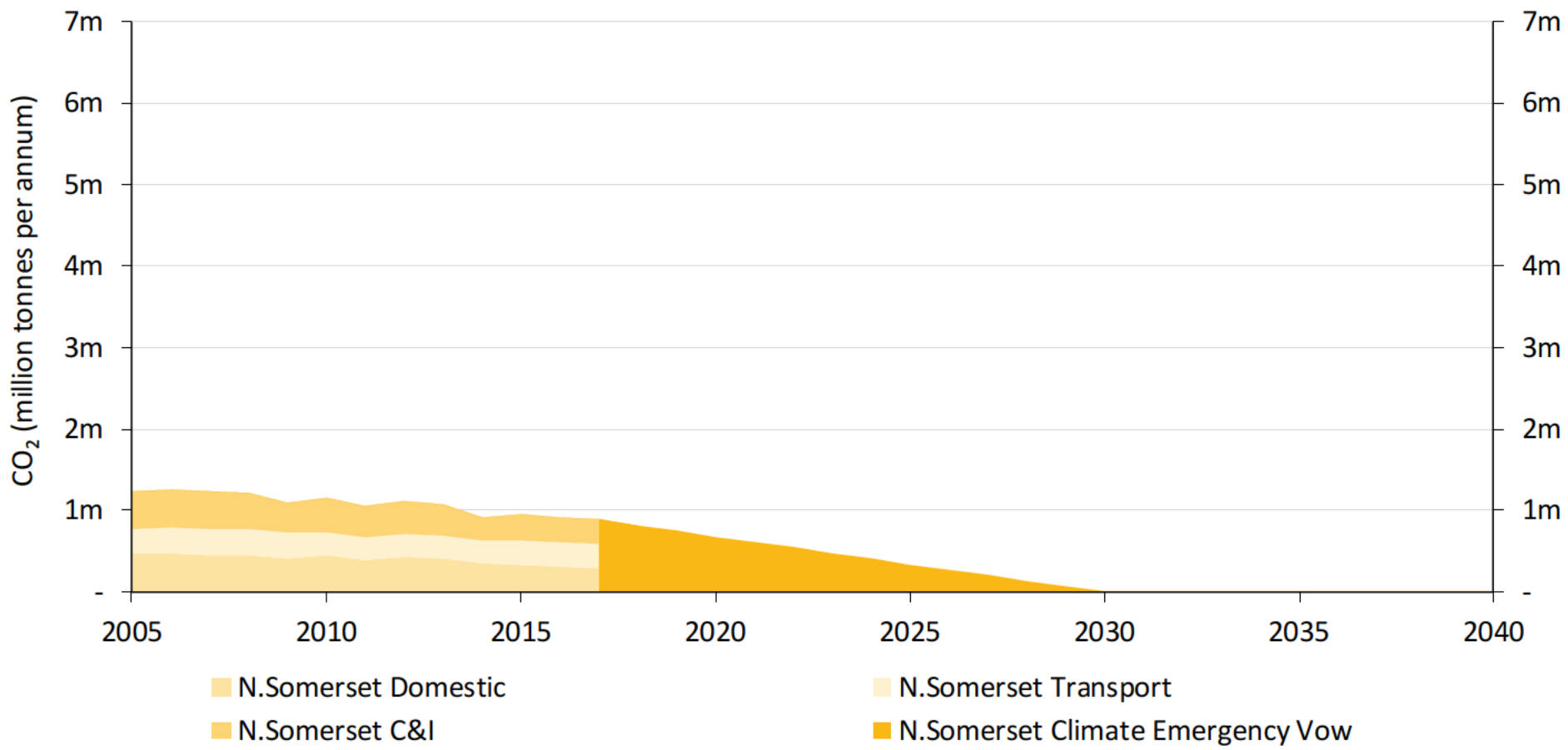
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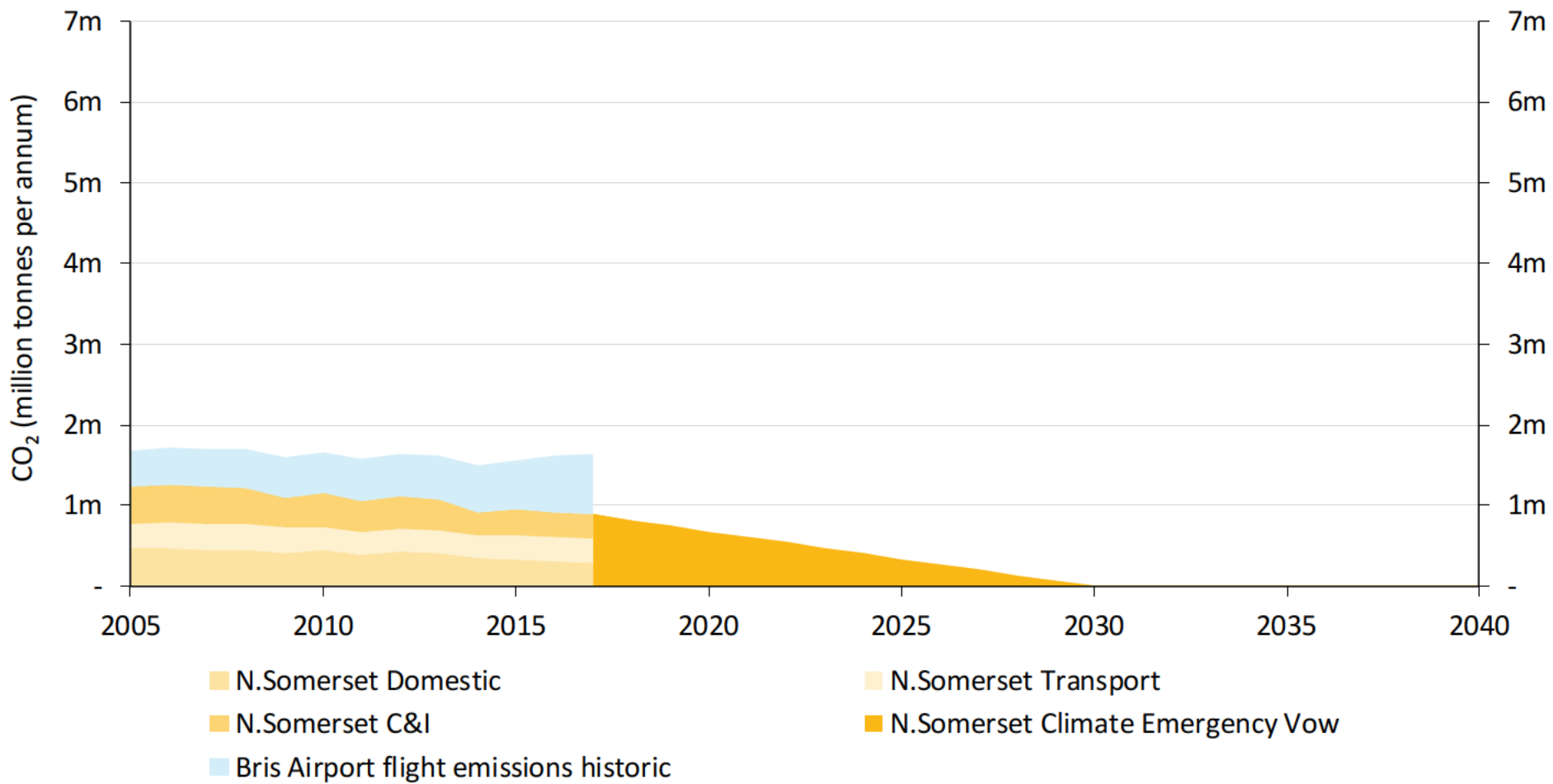
North Somerset Climate Change Emissions with Airport Expansion to 20m Passengers



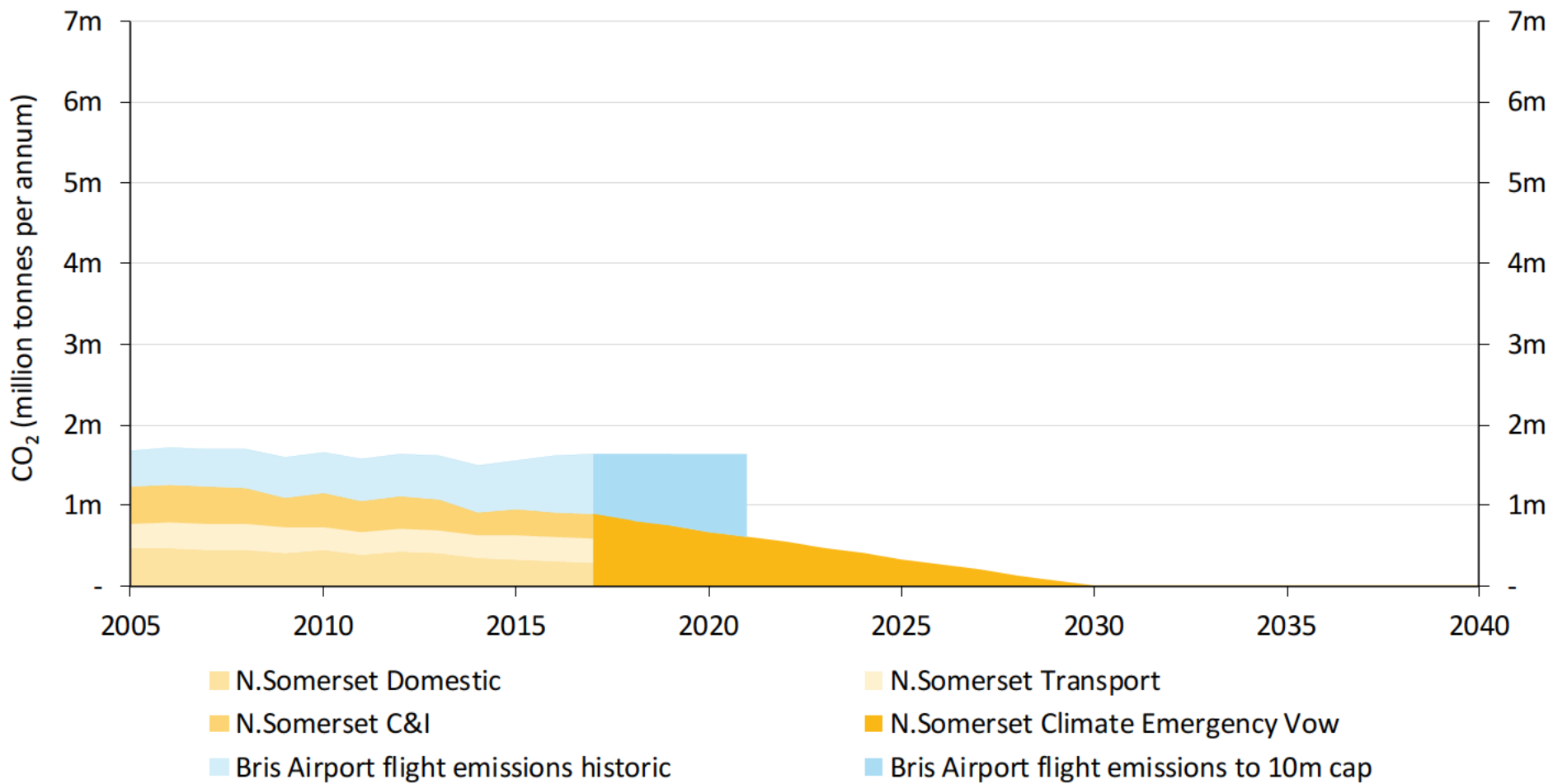
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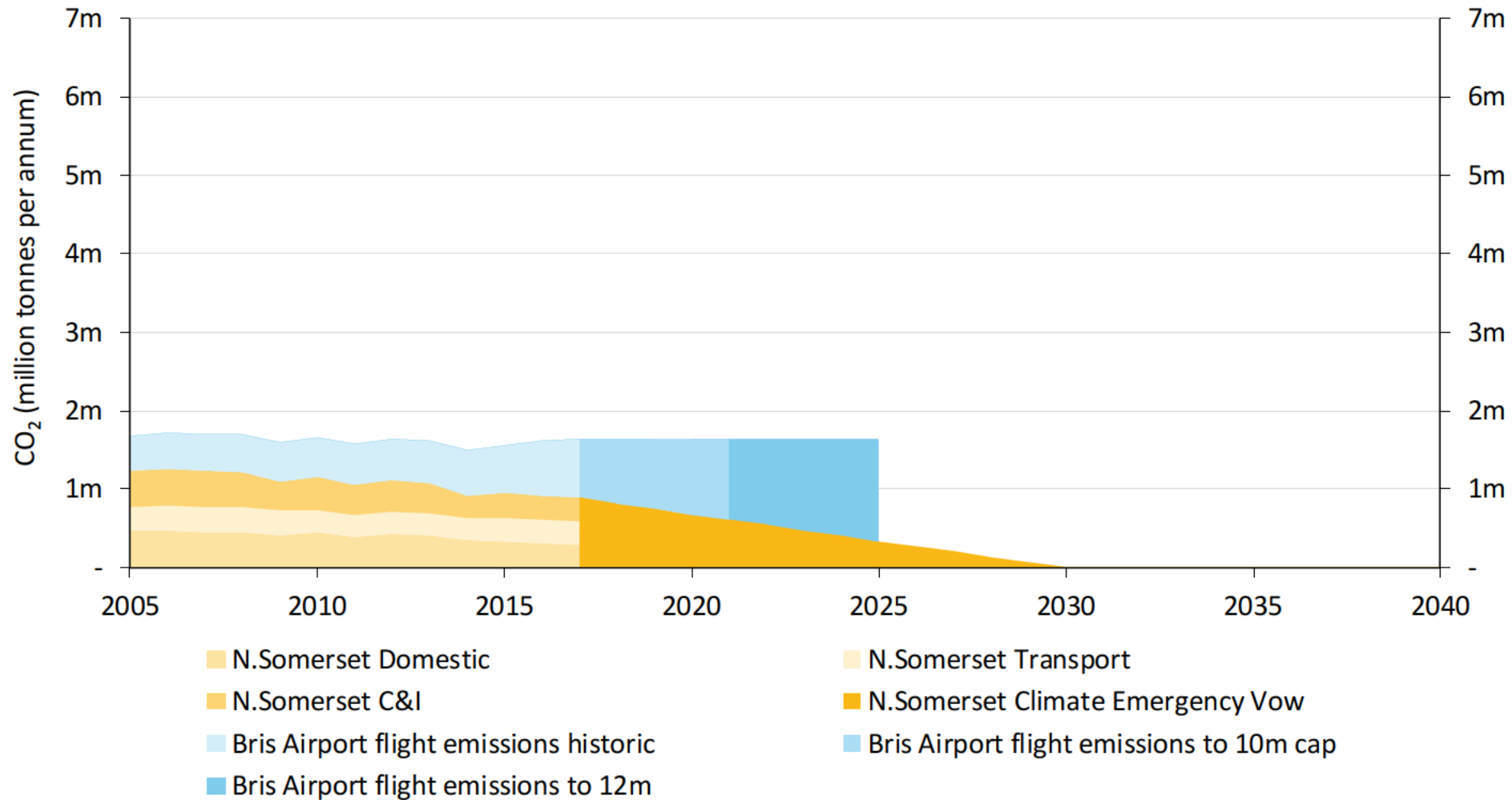
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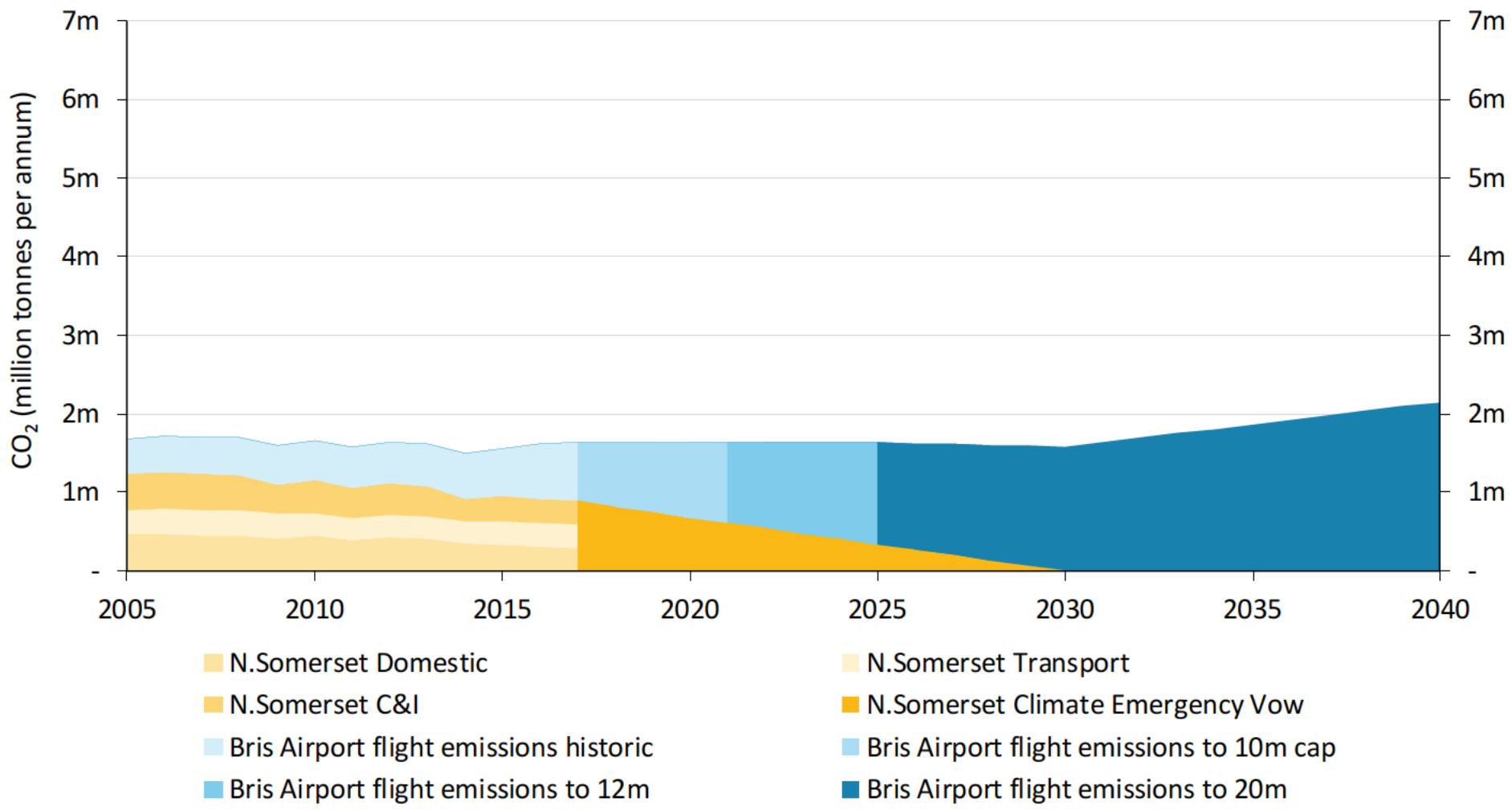
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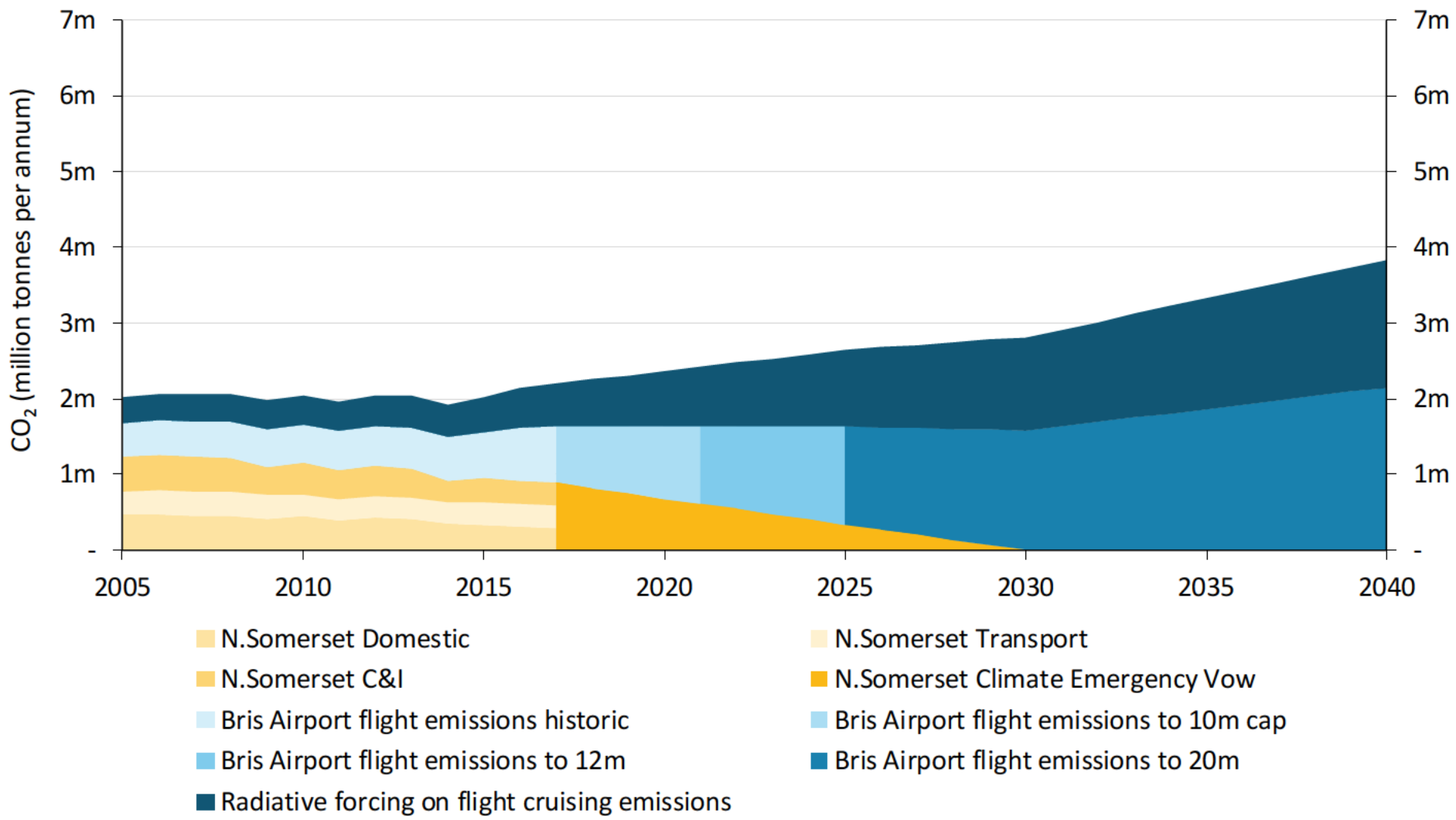
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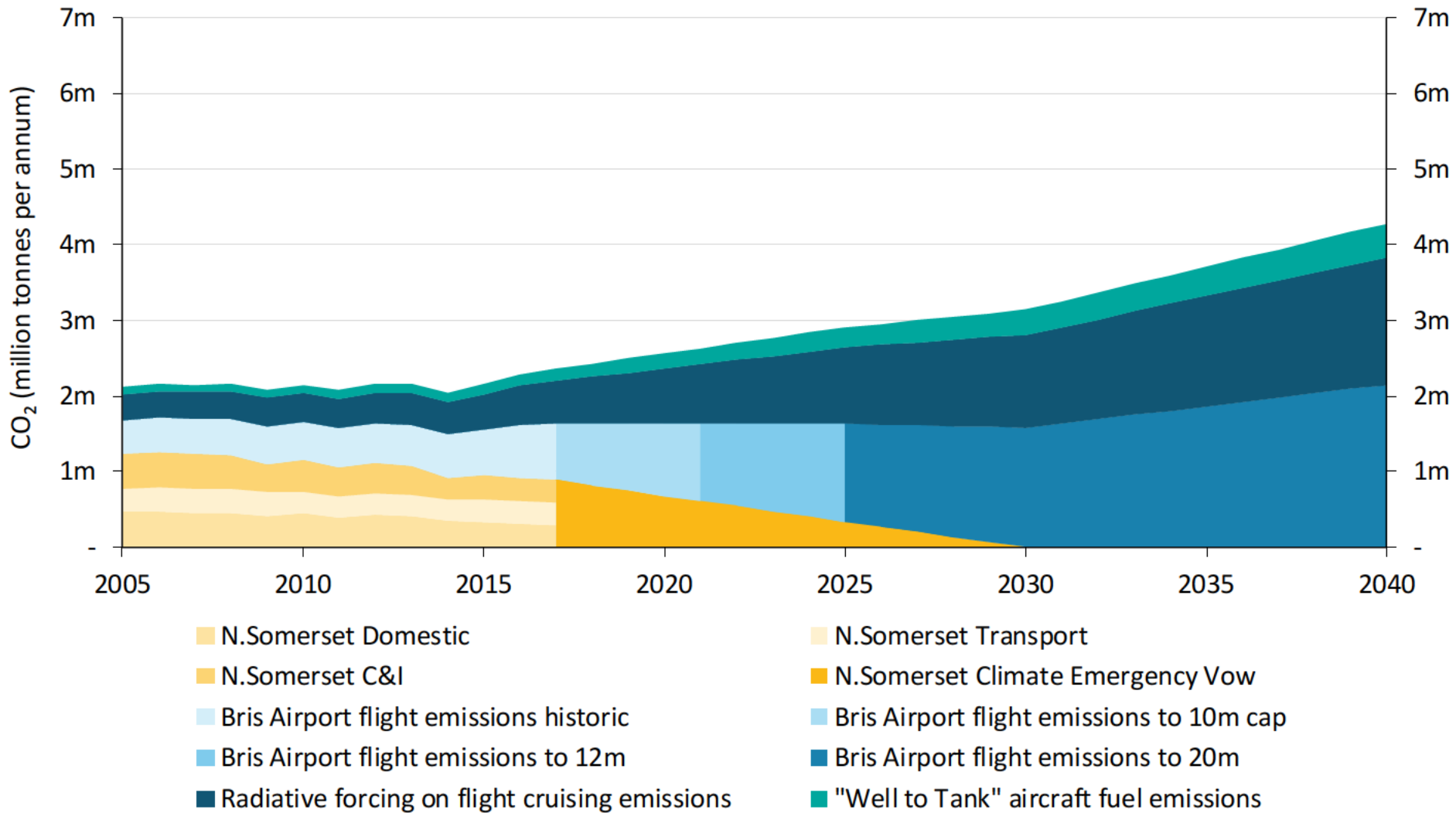
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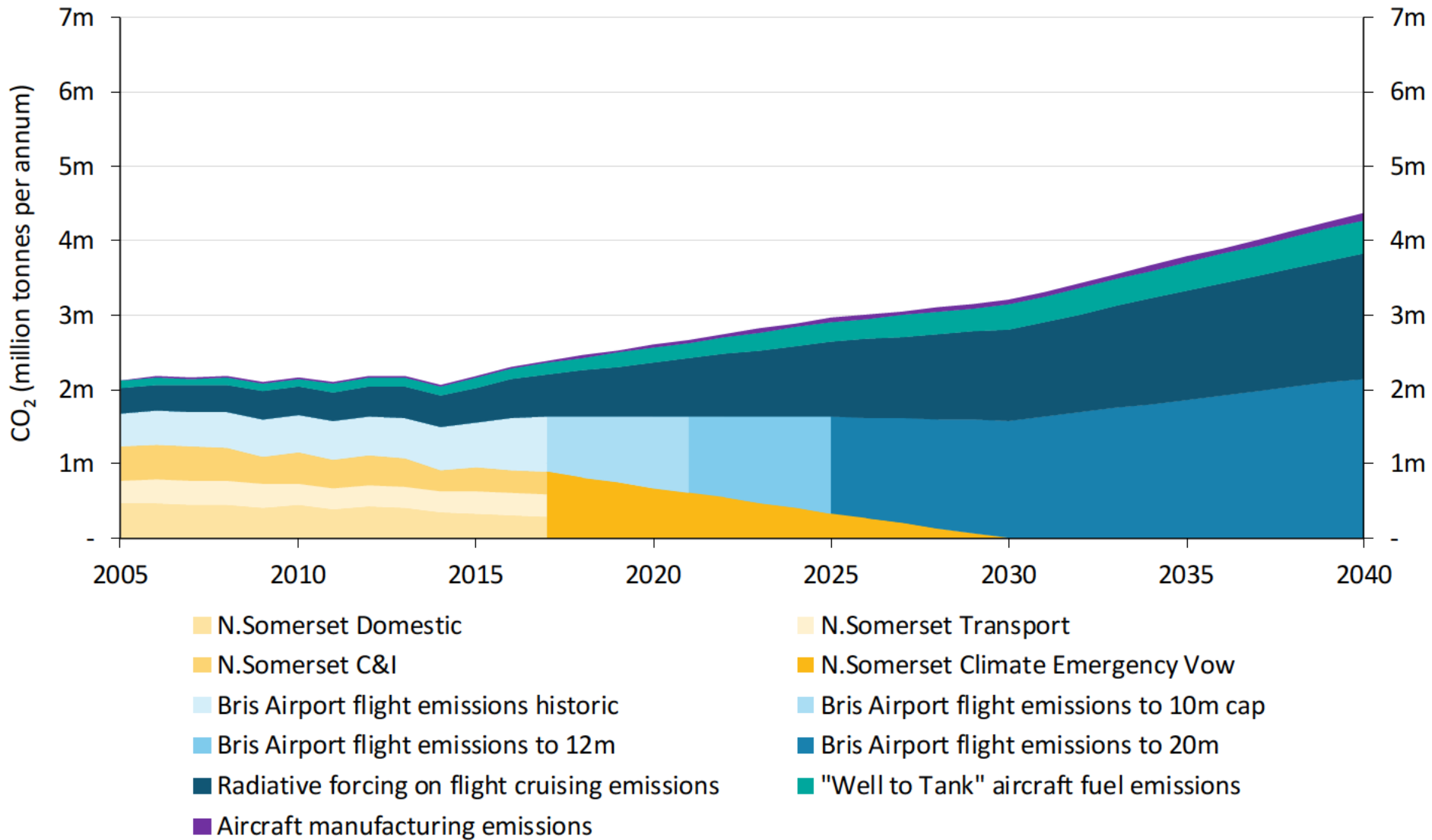
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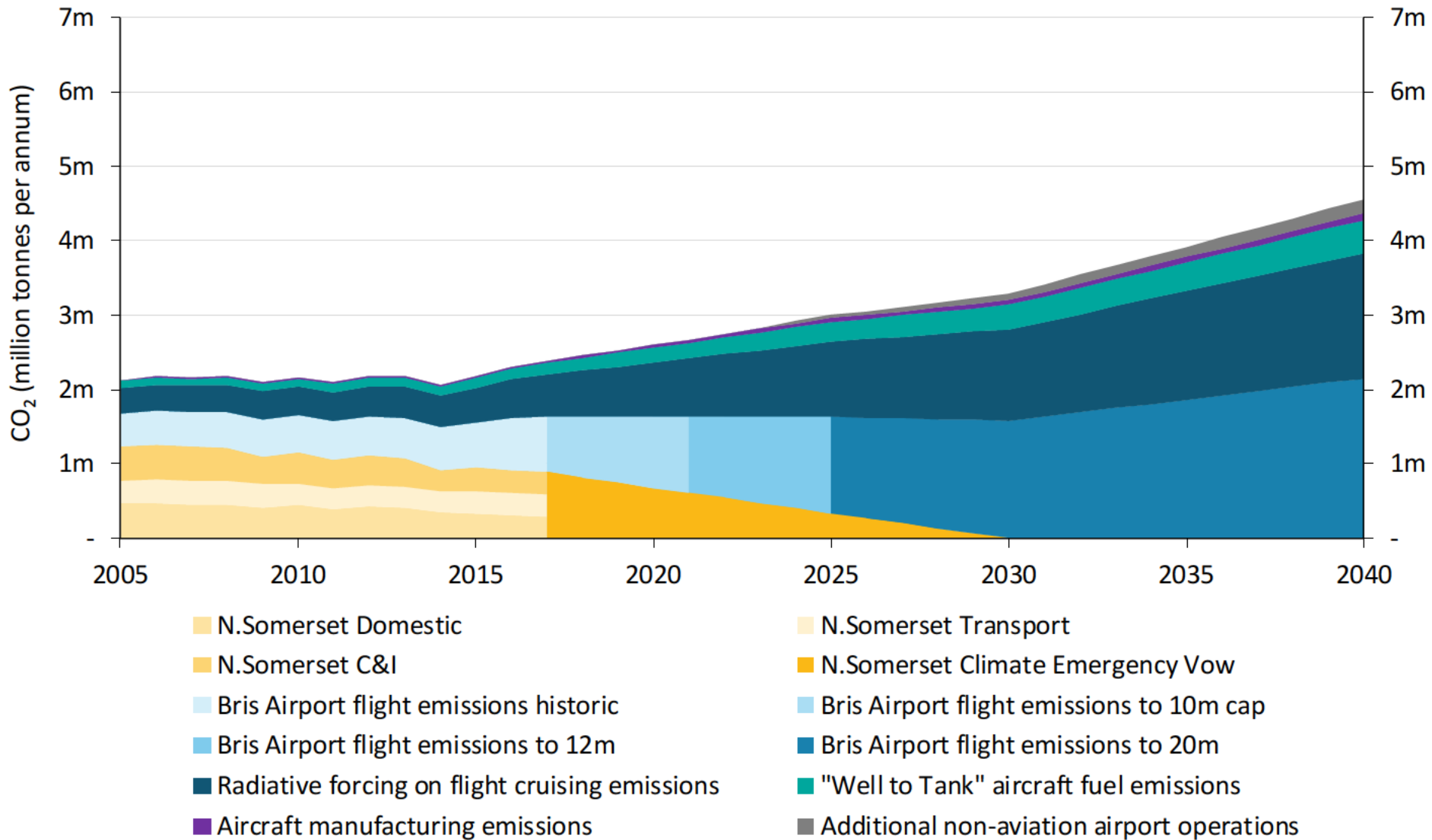
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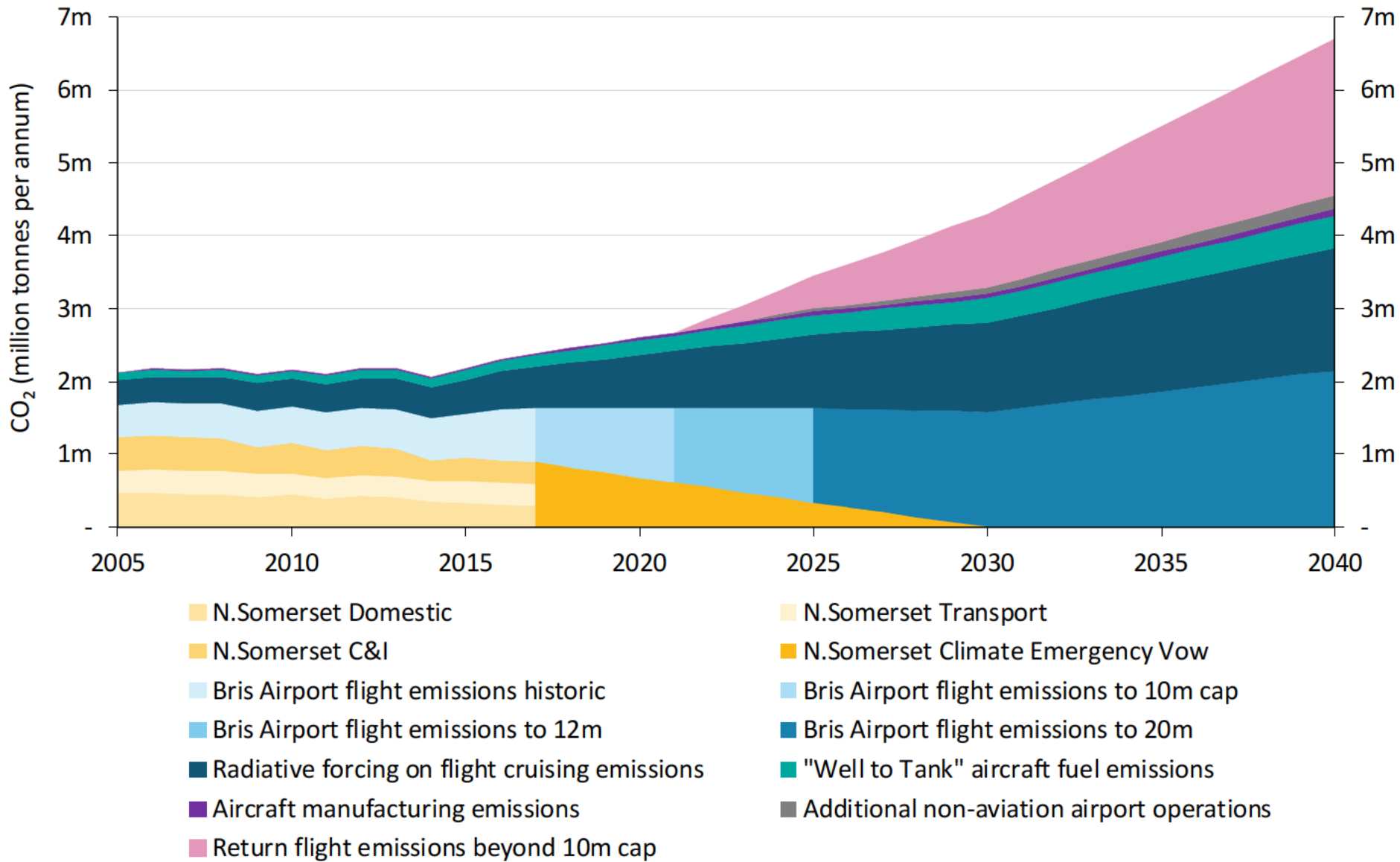
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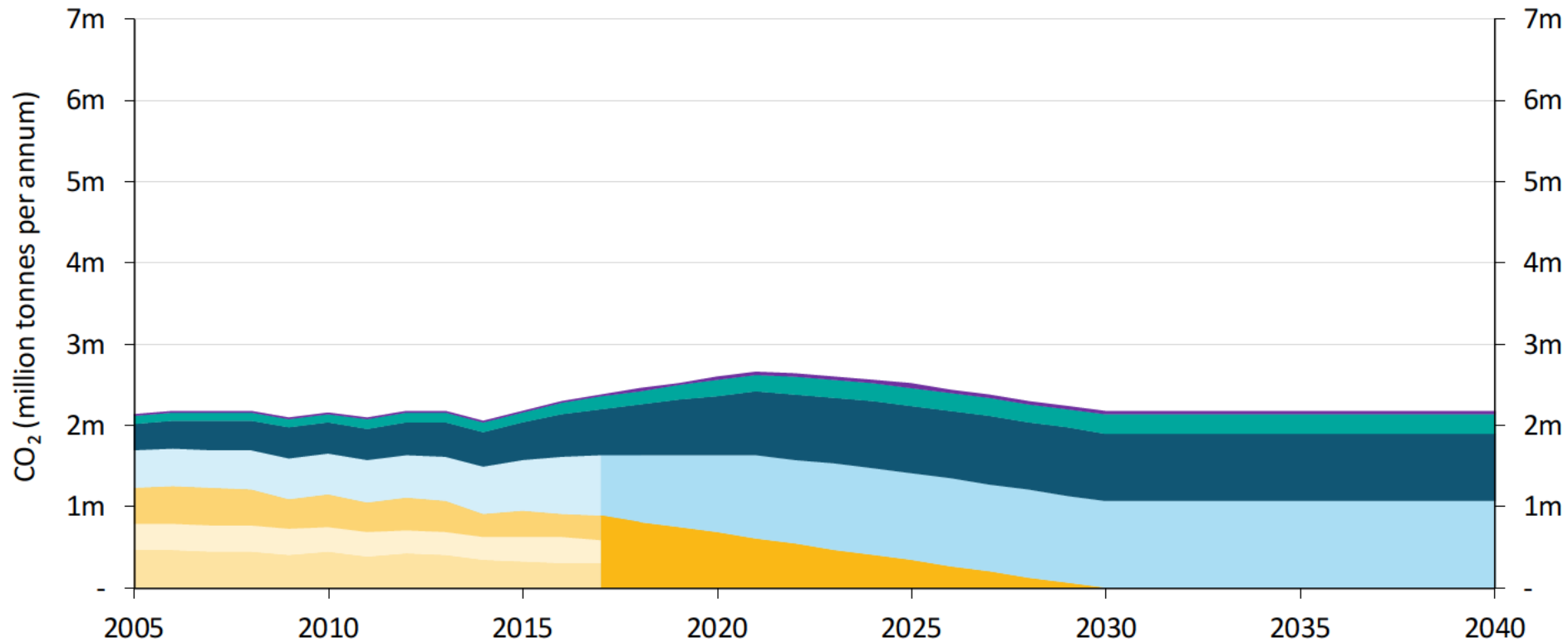
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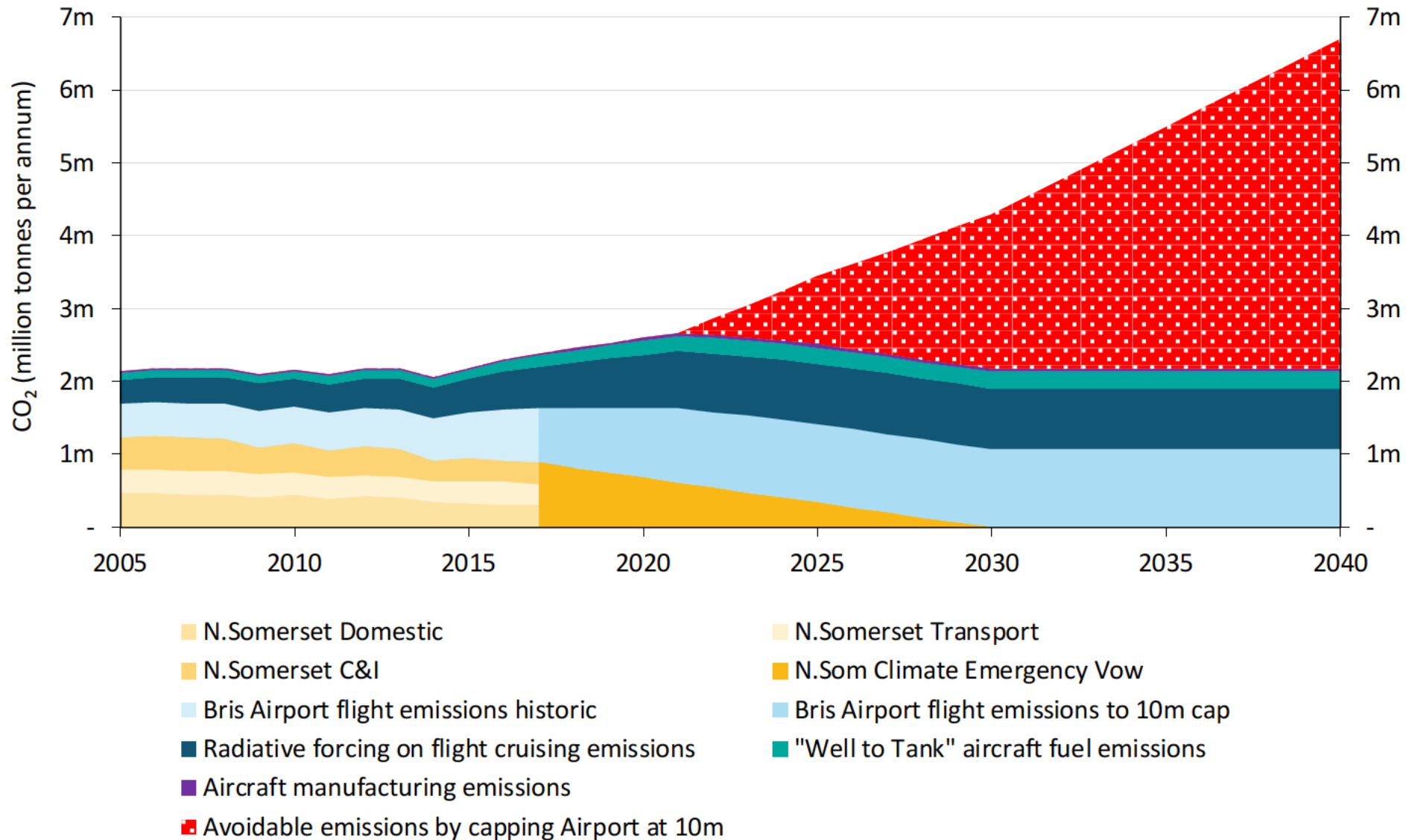


North Somerset Climate Emissions with Airport Expansion Limited to 10m Passengers



- N.Somerset Domestic
- N.Somerset C&I
- Bris Airport flight emissions historic
- Radiative forcing on flight cruising emissions
- Aircraft manufacturing emissions
- N.Somerset Transport
- N.Som Climate Emergency Vow
- Bris Airport flight emissions to 10m cap
- "Well to Tank" aircraft fuel emissions

North Somerset Climate Emissions with Airport Expansion Limited to 10m Passengers



Economics of Expansion to 12m (2026)

Metric	Realistic figures
Direct economic benefit of expansion	£70m [1]
Total economic benefit of expansion	£110m benefit [1]
Total additional climate impact of expansion	929 ktCO ₂ e/yr [2]
Carbon prices per tonne of CO2 in £2020	£264/t [3]
Monetised additional GHG emissions	£245m/yr cost

[1] [NEF 2019 report](#), p15

[2] [Gibbs blog, 2019](#) includes well-to-tank, atmospheric warming effects, aircraft manufacture, and return flights (CO2e)

[3] [BEIS "Valuation of greenhouse gas emissions: for policy appraisal and evaluation", Sept 2021](#) – central case used

Sounds big...

- Bristol Airport's expansion plans = 4.5 million tonnes of additional CO₂ per annum by 2040
- This equals the carbon sequestered by 180 million trees to be planted every year
 - That is 430 square miles of new forest to be planted every year
 - To offset Bristol Airport's expansion, we would have to reforest an area the size of North Somerset every 4 months.

