

Parish Councils Airport Association

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Ron Mock,
President and CEO,
Ontario Teachers' Pension Plan,
5650 Yonge Street
Toronto, Ontario M2M 4H5

21st October 2019

Dear Mr Mock,

Bristol Airport proposed expansion to 12 mppa

This letter from the Parish Councils Airport Association (PCAA) is to highlight important points surrounding future growth at Bristol Airport. These are as follows:

1. **Net Zero Emissions for 2050:** A letter was published on 24 September 2019 from the Committee on Climate Change from Lord Deben to Grant Shapps, the Secretary of State for Transport on the Net Zero approach to international and shipping emissions. <https://www.theccc.org.uk/publication/letter-international-aviation-and-shipping/>

The letter shows that aviation emissions in the UK are required to play an integral part in reducing emissions in the UK to net zero at 2050 and should be introduced through secondary legislation. To date the aviation forecasts published by the Department for Transport do not reflect the net zero target.

The letter states on demand that *'in the absence of a true zero-carbon plane, demand cannot continue to grow unfettered over the long-term. Our scenario reflects a 25% growth in demand by 2050 compared to 2018 levels.'* (This is passenger growth not air transport movements). The letter does not state which airports should be allowed to expand but it states clearly on airport capacity that *'The Government should assess its airport capacity strategy in the context of net zero. Specifically, investments will need to be demonstrated to make economic sense in a net-zero world and the transition towards it. Current planned additional airport capacity in London, including the third runway at Heathrow, is likely to leave at most very limited room for growth at non-London airports.'*

There is no doubt that in the future growth at airports will have to be constrained.

2. **Stranded Assets:** If airport growth is to be constrained there is severe risk of investment not realising profits, thus the assets become known as a 'Stranded Assets'. We highlight a report from Deloitte on 'Sustainability and Climate Change' which points out the risks of future investment in airports. These include:

a) changing economic circumstances that will reduce passenger numbers through factors such as UK economic downturn, increased use of surface transport, increased fuel prices, taxation on flights, reduction in demand as sun-spot holiday locations become overheated;

b) the inevitability of national and international legislation affecting aviation in the light of the climate emergency;

c) instability and unpredictability caused by climate change including increased periods of adverse weather conditions leading to flight delays becoming the norm. Bristol Airport is already physically exposed as the second highest airport in UK on the vulnerable Broadown site.

3. Fuelling facility for the car rental centre: Bristol Airport is to submit an application sometime this autumn for a fuelling facility for the car rental centre. This facility is to be underground. This is not a sustainable application. The car rental business is on airport land. The car rental service should be moving to electric vehicles. If funding is made available for underground fuel storage, it could easily be transferred to investing in more electric charging points and vehicles.

4. Communities and parishes maintain their objections to future growth at Bristol Airport: The application for proposed growth to 12 mppa is not supported. The PCAA has recruited many more parishes which object to the application. Bath Residents Association and Widcombe Residents Association which represent hundreds of people have also objected.

Neither application for growth to 12 mppa and for a fuel facility at the car rental are in line with the OTPP mission and values statement which states '*Integrity: We do the right thing and Innovation: We have the courage to forge new paths*'.

OTPP should withdraw the airport application for growth to 12 mppa.

Yours sincerely

Hilary Burn
Chair