

Planning Application 18/P/5118/OUT
Applicant: Bristol Airport (majority owned by
Ontario Teachers' Pension Plan, Canada)
Submission to North Somerset District Council by the
Parish Councils Airport Association

Addendum 11 – Letter from Committee on Climate Change
Aviation Emissions September 2019

The PCAA submits as evidence to Bristol Airport planning application 18/P/5118/OUT, a letter 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 aviation 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. To date the aviation forecasts published by the Department for Transport do not reflect the net zero target.

Concerning demand, the letter states 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.'*

All six London airports are currently pressing for permission for major expansion. Heathrow currently handles 80 mppa and a third runway could increase this to 130 mppa. Meanwhile, Gatwick has announced plans to expand up to 70 mppa, which compares to its present throughput of 46 mppa, and Luton plans to grow to 36-38 mppa – more than double the 17 mppa it handled last year. London City airport has also announced plans to more than double in size from 5 mppa last year to 11 mppa by 2035. Although at a much smaller scale, Southend, which is officially classified as London's sixth airport, plans to grow from the present 2 mppa to 5 mppa by 2023 and is committed to growing to 10 mppa. Stansted, which handled 28 mppa last year, wants its cap raised from 35 mppa to 43 mppa. Outside of the London airports, Birmingham has announced an ambitious expansion plan to grow passenger numbers by 40% over the next 15 years. Several airports are in the process of seeking permission for growth beyond official projections.

The Department for Transport's aviation sector forecast model 2017 did not factor any growth beyond 10 mppa for Bristol Airport, and these forecasts are anyway too high as they do not yet reflect the net zero target for the UK. Thus, Bristol Airport should not be considered for further growth. North Somerset Council needs to be able to explain how further growth to 12 mppa will not impact on the Net Zero Emission target.

The letter clearly states it is going to require sustained effort to deliver more efficient planes, low carbon fuels and limit growth to no more than 25% above today's levels. According to CAA figures 292 million passengers used UK airport in 2018. This means that there would be a maximum of 365 million passengers per annum. Predicted expansion from all airports is simply impossible unless emission targets are broken.

It's worth remembering that demand for aviation growth is being driven by a minority of frequent flyers. 70% of UK flights are made by just 15% of the population¹ and Bristol Airport is predominantly a leisure airport with only 16% passengers travelling on business. Investments in airport growth must show economic benefits. The New Economic Foundation Report submitted by Campaign to Protect Rural England shows that economic benefits to the region are less than anticipated. To date the cost of negative externalities such as new roads, noise and air quality issues and loss of amenity value to open spaces have not been given.

1. <https://bettertransport.org.uk/sites/default/files/pdfs/Air%20Traffic%20Controls%20report.pdf#page=25> and <https://www.gov.uk/government/statistics/public-experiences-of-and-attitudes-towards-air-travel-2014> and <https://neweconomics.org/2015/06/a-fairer-way-to-fly>