

This is a response to Further Written Questions by Bristol Airport Action Network (BAAN)

It is relevant to questions AQ.2.1, BCG.2.1, GCG.2.11, HAC.2.1 PED.2.28 and SE.2.1

The increased emissions from these proposals would demonstrably increase the GHG emissions profile of the airport, with no mitigation from any other UK airport shrinking its passenger numbers being included as part of the proposals. In its 2023 Progress Report to Parliament <https://www.theccc.org.uk/publication/2023-progress-report-to-parliament/>, the UK government's advisers as appointed by the CCA 2008, the Climate Change Committee (CCC) issued a strongly-worded recommendation that there should be no net airport expansion across the UK, stating that: "Demand management is the most effective way of reducing aviation CO2 and non-CO2 emissions (page 267)... No airport expansions should proceed until a UK-wide capacity management framework is in place to annually assess and, if required, control sector CO2 emissions and non-CO2 effects."

This framework is not currently in place and the emissions which would be caused by this and similar expansion proposals are not currently assessed on a cumulative basis. Therefore permitting airports to expand would clearly be against the Climate Change Committee's advice.

We therefore ask Officers and Inspectors to endorse the concept of all UK airport expansion emissions being viewed and considered in the planning system as cumulative, as strongly suggested by the CCC.

Despite the current decision making of airport expansion which appears to be first-come-first-served, emissions do not limit themselves to any individual airport but tally up nationally and indeed globally. Each tonne of carbon, wherever it comes from, has an impact on global warming. The CCC's advice for the UK governments 6th Carbon Budget was that there should be no net expansion of UK airport capacity, unless that sector was on track to sufficiently out perform its net emissions trajectory and the additional demand could be accommodated. Despite the promises in Jet Zero strategy this sector continues to expand its production of GHG and will be an increasing proportion of the UK's budget as we move forward towards net-zero in 2050.

We therefore ask that if Officers and/or Inspectors decide they cannot endorse the concept of all UK airport expansion emissions being viewed and considered in the planning system as cumulative and given due weight for the implications, then reference is directly made in their final report that this national problem is making a mockery of the national planning process - and that they recognise the problem and recommend UK government need to deal with this anomaly by taking up previous CCC advice to do so and acting upon their policy commitment.