

Chloe Walker

From: SHAPPS, Grant <[REDACTED]>
Sent: 19 October 2020 10:38
To: POCorrespondence
Subject: FW: Bristol Airport Expansion Plans with Compulsory Purchase Orders

-----Original Message-----

From: Heather Fuller <[REDACTED]>
Sent: 15 October 2020 22:52
To: SHAPPS, Grant <[REDACTED]>
Subject: Bristol Airport Expansion Plans with Compulsory Purchase Orders

Dear Mr Shapps

I am writing to ask for your support in refusing compulsory purchase order expansion plans put forward by Bristol Airport.

They are trying to ride roughshod over not only North Somerset council's and the government's target of reducing emissions and improving air quality but also local opposition. Following the refusal of the application to increase flight numbers by North Somerset District Council, they are trying to acquire land by compulsory purchase around the airport including green belt to the detriment of local residents' quality of life before any expansion has been further investigated or approved. One house - nearly 100 years old - is under threat of compulsory purchase to make way for staff car parking. Within the garden there are four oak trees of 129 years old - magnificent. Plus a badger's sett and lesser horseshoe bats in the cellar. This will all go if the airport gets its way.

The climate case against this project is obvious. More airport capacity leads to higher passenger numbers (they hope) and higher emissions. UK had a tourism deficit of £33.9 billion in 2019, with 88% of that (i.e. about £30.04 billion) due to air travel. Surely it would be more beneficial to the UK economy to promote home market attractions so people spend their money at home. Traditionally airports have said they are vital for business travel; the reality is that a small proportion of air passengers are on any sort of business trip, and that is especially the case at regional airports. Most air passengers are British people flying on leisure trips abroad (to spend their money there). Covid-19 has forced businesses into a mass adoption of remote working and online conference calls, and there has been plenty of polling which suggests that business and employee behaviours have changed for good. Business air travel, and its future role at airports like Bristol only looks set to decrease. Passenger levels are not likely to return to pre-COVID levels for at least 3 years (even if there are not further outbreaks) and then growth will be slow so expansion is not required.

There is always a lot of hype about the number of jobs that airport expansion will create, but in fact the sector has been automating as much as it can, and the number of jobs – the “job intensity” – is lower than it was in 2007, while the number of passengers has risen significantly. Airports have also reduced and 'squeezed' the working conditions of some airport workers, to gain “efficiencies.” Despite what airport executives say, expanding our airports won't tackle unemployment or bring more money to the UK.

I trust that because of these facts the North Somerset District Council's refusal of this expansion, together with the refusal of the compulsory purchase orders, will be upheld. Thank you.

Yours faithfully

Heather Fuller

UK Parliament Disclaimer: this e-mail is confidential to the intended recipient. If you have received it in error, please notify the sender and delete it from your system. Any unauthorised use, disclosure, or copying is not permitted. This e-mail has been checked for viruses, but no liability is accepted for any damage caused by any virus transmitted by this e-mail. This e-mail address is not secure, is not encrypted and should not be used for sensitive data.

This email has originated from external sources and has been scanned by DfT's email scanning service.
