

# Full Council

## Supplementary Information



**Date:** Tuesday, 8 December 2020

**Time:** 2.00 pm

**Venue:** Virtual Meeting - Zoom Committee Meeting  
with Public Access via YouTube

**Distribution:**

**To all Members of Council**

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# Supplementary Agenda

## 6. Public Forum (Public Petitions, Statements and Questions)

Public forum items can be about any matter the Council is responsible for or which directly affects the city. Submissions will be treated in order of receipt and as many people shall be called upon as is possible within the time allowed within the meeting (normally 30 minutes). Further rules can be found within our [Council Procedure Rules](#) and [Virtual Meeting Procedure Rules](#) within the [Constitution](#).

(Pages 3 - 191)

Please note that the following deadlines applied to this meeting:

a. Public petitions and statements: Petitions and written statements received by **12 noon on Monday 7<sup>th</sup> December 2020** at latest. One written statement per member of the public is permitted.

b. Public questions: Written public questions received by **5pm on Wednesday 2<sup>nd</sup> December 2020** at latest. A maximum of 2 questions per member of the public is permitted. Questions should be addressed to the Mayor or relevant Cabinet Member.

c. Members of the public who wished to present their public forum in person during the video conference registered their interest by giving at least two clear working days notice prior to the meeting by midday on **Friday 4<sup>th</sup> December 2020**.

Public forum items should be e-mailed to [democratic.services@bristol.gov.uk](mailto:democratic.services@bristol.gov.uk) It would be helpful if you could also let us know if you plan to attend the meeting.



# Public Forum for Full Council



**Date:** Tuesday, 8 December 2020

**Time:** 2.00 pm



[www.bristol.gov.uk](http://www.bristol.gov.uk)

# Public Forum

NB orange highlight indicates those registered to speak at the Zoom meeting

## 1. Public Petitions and Statements

### Petitions Received:

(Pages  
7 - 180)

Ref No	Name	Title
PP01	Ramesh Pitla	Changes to CAF for Secondary School Admissions in September, 2021, 83 signatures
PP02	Martin Cordey (presented by Councillor Carla Denyer on his behalf)	Say No to the Mow! Let Nature thrive, reduce cutting of verges and grass in open spaces, 2511 signatures

### Statements Received:

Ref No	Name	Title
PS01	David & Roni Pullen	Cladding motion
PS02	Christopher Allen	Cladding motion
PS03	Guy Wilson	Cladding motion
PS04	Oxana Burova	Cladding motion
PS05	Ashley Burgess	Cladding motion
PS06	Hamish Paterson	Cladding motion
PS07	David Mair	Cladding motion
PS08	Claire Paterson	Cladding motion
PS09	James Newcome	Cladding motion
PS10	Marianne Constans	Cladding motion
PS11	Kate Gadsden	Bristol Airport expansion
PS12	Graham Bultitude	Cladding motion
PS13	George Oakenfold	Bristol Airport expansion
PS14	Alastair Sawday	Bristol Airport expansion
PS15	Clive Weston	Bristol Airport expansion
PS16	Fraser Jamieson	Cladding motion
PS17	Catherine Kemplay	Bristol Airport expansion
PS18	Jill Coleman	Bristol Airport expansion
PS19	Tony Walmsley	Cladding motion
PS20	David Redgewell, SWTN & RF	WECA – North Somerset
PS21	Sarah Keown	Bristol Airport expansion
PS22	Suzannah Marshall-Smith	Cladding motion
PS23	Glenys Smith	Bristol Airport expansion
PS24	Jon Hewitt	Bristol Airport expansion
PS25	Isabella Harding	Bristol Airport expansion
PS26	Paul Hatchwell	Cladding motion
PS27	Yasmine Collins	Cladding motion
PS28	Richard Nicholas	Cladding motion
PS29	Alex Hartley	Cladding motion

PS30	Richard Matthews	Bristol Airport expansion
PS31	Isobel Clark	Bristol Airport expansion
PS32	Mary Collett	Bristol Airport expansion
PS33	Richard Hancock	Verges and wildlife
PS34	Tarisha Finnegan-Clarke	Bristol Airport expansion
PS35	Fenella Brotherwood	Bristol Airport expansion
PS36	Simon Omiotek	Bristol Airport expansion
PS37	Jill Tarlton	Bristol Airport expansion
PS38	Nikki Jones	Bristol Airport expansion
PS39	Kingsley Belton	Bristol Airport expansion
PS40	Janet Thumim	Bristol Airport expansion
PS41	Gill Phillips	Bristol Airport expansion
PS42	Arne Ringer	Bristol Airport expansion
PS43	Brian Piper	Bristol Airport expansion
PS44	Deasy Bamford	Bristol Airport expansion
PS45	Laura Norton	Bristol Airport expansion
PS46	Martin Phillips	Bristol Airport expansion
PS47	Constance Piper	Bristol Airport expansion
PS48	Bob Langton	Bristol Airport expansion
PS49	Sue Poole	Bristol Airport expansion
PS50	John Walters	Bristol Airport expansion
PS51	Rob Bryher	Bristol Airport expansion
PS52	Andy Parsons	Bristol Airport expansion
PS53	Katherine Piper	Bristol Airport expansion
PS54	David Clegg, Sustainable Clevedon	Bristol Airport expansion
PS55	Dr. Diana Warner	Bristol Airport expansion
PS56	Charlie Low	Bristol Airport expansion
PS57	Kiki Chatziantoniou	Cladding motion
PS58	Hazel Morfett	Bristol Airport expansion
PS59	Lucy Cooper	Bristol Airport expansion
PS60	Katy Grant	Mardkye Steps in Cliftonwood
PS61	Alexandra Geddis	Bristol Airport expansion
PS62	Zoe Michelle	Cladding motion
PS63	Sue Ryall	Bristol Airport expansion
PS64	Hannah Phillips	Bristol Airport expansion
PS65	Chandra Wilby	Verges and wildlife
PS66	Jane Richards	Verges and wildlife
PS67	Barbara Kenney	Bristol Airport expansion
PS68	Mavis Zutshi	Bristol Airport expansion
PS69	Dr Caroline New	Bristol Airport expansion
PS70	Committee for Friends of Royate Hill Local Nature Reserve	Verges and wildlife
PS71	Janet Jones	Bristol Airport expansion
PS72	David Acland	Bristol Airport expansion
PS73	Raphael Sibille	Verges and wildlife
PS74	Thebe Ringner	Bristol Airport expansion
PS75	Hugh Purvis	Ecological Emergency Strategy
PS76	Jacqueline Walkden	Bristol Airport expansion



PS77	Tony Jones	Bristol Airport expansion
PS78	Bristol Rewilding Group	Verges and wildlife
PS79	Michelle Lee Barker	Verges and wildlife
PS80	Narrowways Trustees	Verges and wildlife
PS81	Lisa Stone	Verges and wildlife
PS82	Chris Bayliss	mowing policy in Greenbank cemetery
PS83	Ross Stanley	Bristol Airport expansion
PS84	Kathryn Jeffs	Verges and wildlife
PS85	Richard Pedler	Verges and wildlife
PS86	Sara Cech-Lucs	Verges and wildlife
PS87	Simon Oliver	Bristol Airport expansion
PS88	Viv Perry	Bristol Airport expansion
PS89	Sue Crimlisk	Bristol Airport expansion
PS90	Mark Usher	Bristol Airport expansion
PS91	Sarah Shorter	Bristol Airport expansion
PS92	Dr Tessa Cook	Bristol Airport expansion
PS93	Harry Mac	Ecological Emergency Strategy
PS94	Nikki Waldron	Verges
PS95	Bob Helson	Verges
PS96	Rory Peliza	Bristol Airport expansion
PS97	Laurie Gibbs	Bristol Airport expansion
PS98	Sally Martin	Mowing
PS99	Delphine Holman	No Mow
PS100	Rosemary Collins	Bristol Airport expansion
PS101	Andrew Kinny	Cladding motion
PS102	Rosie Jackson	Verges and wildlife
PS103	Sara Jackson	Verges and wildlife
PS104	Revd Sue Parfitt	Bristol Airport expansion
PS105	James Collett	Bristol Airport expansion
PS106	Trish Mensah	Verges and wildlife
PS107	Catherine Bartlett	Bristol Airport expansion
PS108	Anna Spencer	Verges and wildlife
PS109	Gareth Williams	Bristol Airport expansion
PS110	Jackie King	Ecological Emergency Strategy
PS111	Jane Smith (Susan Smyth)	Verges and wildlife
PS112	Keith Young	Speeding Newbridge Rd
PS113	Ian and Angela Curnock	Cladding motion
PS114	Mel Cairns	Bristol Airport expansion
PS115	Xeena Cooper	Bristol Airport expansion
PS116	Michael Howard	Verges and wildlife
PS117	Lynn Parfitt	Verges and wildlife
PS118	Steve Carpenter	Cladding motion
PS119	Breda Kingston	Bristol Airport expansion
PS120	Margaret Gorely	Cladding motion
PS121	Katy Spencer	Bristol Airport expansion
PS122	Bristol Disabled Equalities Forum	Bristol Transport
PS123	Karen Norman	Newbridge Road / Wick Road, Issue of Speeding Vehicles
PS124	Ben Anthony	Bristol Airport expansion
PS125	Dawn McGhee	Bristol Airport expansion

PS126	Sarah Cemlyn	Bristol Airport expansion
PS127	Oliver Lax	Bristol Airport expansion
PS128	Maggie Singham, Anna Richardson and Tamsin Richardson	Bristol Airport expansion
PS129	Steph Pike	Cladding motion
PS130	Nick Lewis	Bristol Airport expansion
PS131	Imassiah	Verges and wildlife
PS132	Rosie A	Bristol Airport expansion
PS133	Bridget Page	Bristol Airport expansion
PS134	Richard Lancaster	Bristol Airport expansion
PS135	CLr Sarah Warren	Bristol Airport expansion
PS136	Robina Mallett	Bristol Airport expansion
PS137	Fraser Bridgeford , Bristol Cladding Action Group	Cladding motion
PS138	Eleri Davids	Cladding motion
PS139	Jane and Byron Thomas	Cladding motion
PS140	Margaret Boushel	Bristol Airport expansion
PS141	Henry Palmer	Cladding motion
PS142	Maggie Moss	Verges and wildlife
PS143	Peter Hughes	Bristol Airport expansion
PS144	Dr Rachel Lunnon	Bristol Airport expansion
PS145	Michael Page	Bristol Airport expansion
PS146	Winnie Love	Bristol Airport expansion
PS147	Kristin Payne	Cladding motion
PS148	Helen Struthers	Bristol Airport expansion
PS149	Mohamed Makawi	Return bus number 9 to service in Cotham & Redland
PS150	Keith G. Pearson	Cladding motion
PS151	Richard Baxter	Bristol Airport expansion
PS152	Dr Jonathan Wood	Bristol Airport expansion
PS153	Tim Morris, Unite Regional Officer	Bristol Airport expansion
PS154	Katharine Wale	Verges and wildlife
PS155	Ann Carrington	Verges and wildlife
PS156	Barbara Perks	Verges and wildlife

## 2. Public Questions

### Questions received:

(Pages  
181 -  
189)

Ref No	Name	Title
PQ01	Eileen Means	Cladding in Bristol
PQ02	Alex Hartley	#EndOurCladdingScandal campaign
PQ03	Suzanne Audrey	WECA amended motion
PQ04	Suzanne Audrey	Jubilee Pool motion September 2020
PQ05	Steven Smith	Bristol Airport Expansion
PQ06 & PQ07	Robin Nash	Cladding
PQ08	Jackie Head	Bristol Airport Expansion
PQ09	Jonathan Hucker	Scotland Lane



PQ10 & PQ11	Anne Lemon	Bristol Airport Expansion
PQ12 & PQ13	David Redgewell	Membership of North Somerset within WECA
PQ14 & PQ15	Dennis Gornall, Hotwells and Cliftonwood Community Association	The Mardyke Steps
PQ16	Tom Bosanquet	St Lukes Road
PQ17	Barry Cash	Bristol Bridge
PQ18	Ed Plowden	St Luke's Road Windmill Hill
PQ19	Tom Phipps	Bristol South Swimming Pool, Dean Lane Southville
PQ20	Heather Mack	Loss of green space for Bonnington Road development
PQ21	Emma Edwards	The Expansion of Bristol Airport
PQ22	Richard Baxter	Bristol Airport Expansion



## **STATEMENT PS 01**

**Submitted by David & Roni Pullen**

As the owners of property in Waverley House Cathedral Walk we ask you to note the distress and ongoing anxiety this matter is causing.

We are far from satisfied this building was built in accordance with the relevant building regulations and question whether the Council fulfilled its statutory duties. Beyond that the uncertainty hanging over the cost and time scale of remediation is worrying.

Are Crest Nicholson involved in any ongoing developments in Bristol and if so should they be allowed to continue?

## **STATEMENT PS 02**

**Submitted by Christopher Allen**

I am supportive of the proposed motion being put to council regarding cladding remediation and implore councillors to voice support for the thousands of innocent Bristol leaseholders facing potentially bankrupting bills to fix the faults and mistakes of developers and building regulators. It is outrageous that hard working individuals who bought their homes and properties in good faith, relying on surveys and building regulations to ensure that their homes were constructed safely are left to pick up the pieces for mistakes not of their making. Without legislative action at all levels thousands of people in Bristol and around the UK will be seriously affected, some irreversibly.

**STATEMENT PS 03**

**Submitted by Guy Wilson**

My leasehold apartment is in The Crescent, Bristol and we have learned that it is insulated with a flammable foam and that legislation now dictates that this must be replaced. We remain unclear as to whether the Leaseholder or the Freeholder or, indeed the Government should pay for this work. The cost estimates to date have been horrific, even when shared amongst we Leaseholders and it would be so very difficult for any of us to pay our share of the overall costs.

While it has yet to be decided who will fund the works may I ask if Bristol City Council would contribute in any way towards the cost of these works.

## **STATEMENT PS 04**

### **Submitted by Oxana Burova**

I am a leaseholder of one of the flats in The Milliners building in Redcliff area. I bought my lovely flat exactly 3 years ago after working very hard in order to save up for the deposit. Little that I knew, this has become the worst decision in my whole life. I am now fearing to lose everything I own and everything I worked hard for.

Last week we found out that our building contains combustible materials in our insulation and in parts of our cladding, therefore it is very dangerous to live here. Since then, our lives have changed. We now have got 2 extremely expensive "waking watch" who are supposed to help us with any fire identification and evacuation. We are not given information yet on how much exactly we will be paying per month, but looks like it will be an extra over £200 per month added to our Service Charge just for waking watch salaries. We will also have to pay for the installation of the fire alarm system and looks like we will have to pay thousands for the removal of the dangerous materials from our building. Paying mortgage, bills and taxes is difficult alone, I cannot imagine where will I find the money to pay for all those new extras on top.

I came to UK 15 years ago and I decided to settle here because I felt very safe and protected in this country. Now I am in fear to become bankrupt and homeless. I have no family and no support here at all, and since I found out the news I haven't slept or eaten and already managed to make myself ill.

I bought my flat in good faith and I was assured that it was a safe building and it was meeting all the relevant regulations. It turned out that it was far from the truth. Even at the time of the building sign off 3 years ago it was already non compliant. I do not understand why Leaseholders are made to pay for everything while it was not our fault! I feel like I am a victim of Fraud and I feel like my life has lost meaning.

I support Liberal Democrats Motion to Full Council on the 8th December calling for Bristol City Council to support the 'End Our Cladding campaign' and to lobby Government to change legislation to end this Nightmare. Leaseholders should not be paying for other peoples deliberate mistakes!

## **STATEMENT PS 05**

### **Submitted by Ashley Burgess**

I write to you today to support the proposed motion being put to the council by Councillor Mark Wright regarding cladding remediation and implore you to support the thousands of Bristol leaseholders trapped in this situation.

I myself live in a flat on the Harbourside which is covered in cladding which is as flammable as petrol. I am also facing a bill of £30K to fix these fire safety defects - money which I do not have. This has caused undue stress and anxiety. I face losing my home and everything I've ever worked for due to the government's lack of inaction on this matter.

I beg you to please support this motion.

## **STATEMENT PS 06**

**Submitted by Hamish Paterson**

As a joint owner of an affected building, I am supportive of the proposed motion being put to council regarding cladding remediation and implore councillors to voice support for the thousands of innocent Bristol leaseholders facing potentially bankrupting bills to fix the faults and mistakes of developers and building regulators. It is outrageous that hard working individuals who bought their homes and properties in good faith, relying on surveys and building regulations to ensure that their homes were constructed safely, are left to pick up the pieces for mistakes not of their making. Without legislative action at all levels thousands of people in Bristol and around the UK will be seriously affected, some irreversibly.

## **STATEMENT PS 07**

**Submitted by David Mair**

I am supportive of the proposed motion being put to council regarding cladding remediation and implore councillors to voice support for the thousands of innocent Bristol leaseholders facing potentially bankrupting bills to fix the faults and mistakes of developers and building regulators.

It is outrageous that hard working individuals who bought their homes and properties in good faith, relying on surveys and building regulations to ensure that their homes were constructed safely, are left to pick up the pieces for mistakes not of their making.

Without legislative action at all levels thousands of people in Bristol and around the UK will be seriously affected, some irreversibly.

## **STATEMENT PS 08**

**Submitted by Claire Paterson**

As a joint owner of an affected building, I am supportive of the proposed motion being put to council regarding cladding remediation and implore councillors to voice support for the thousands of innocent Bristol leaseholders facing potentially bankrupting bills to fix the faults and mistakes of developers and building regulators. It is outrageous that hard working individuals who bought their homes and properties in good faith, relying on surveys and building regulations to ensure that their homes were constructed safely, are left to pick up the pieces for mistakes not of their making. Without legislative action at all levels thousands of people in Bristol and around the UK will be seriously affected, some irreversibly.

## STATEMENT PS 09

### Submitted by James Newcome

I am writing to you to put forward my concerns regarding planned remediation works for replacement cladding at the property above.

As you may be aware, The Crescent was built by developer Crest Nicholson in 2007 as part of a major Harbourside regeneration project and is home to c. 280 apartments. Since the tragic events at Grenfell in June 2017, investigations and legal advice to the freeholder of this development have revealed that Crest Nicholson **did not comply with building regulations at the time of development.**

Hillcrest Estate Management, acting on behalf of the freeholder, commissioned a EWS1 survey which has resulted in the lowest "B2" rating as a result of a form of non-ACM cladding present in an internal layer of the buildings external facade / render. Legal advice to the freeholder revealed that it is time barred from any claims under the Defective Premises Act 1972, Sale Contract (as defined in legal advice to the freeholder) and NHBC policy.

As a result, **the freeholder has stated it intends to claim the full cost of remediation works (estimated at £6 million) from leaseholders, should its application to the Government's Building Safety Fund prove unsuccessful.** The results of this application are awaited. As leaseholders, residents have been served with the first round of section 20 notices of intention to carry out works on 11 November 2020.

We have a thriving community here at The Crescent and are working together to combat the potential claim for remediation costs. However, I would appreciate it if you could put forward and take account of the following points in support of **Lib Dem Cllr Mark Wright's motion to Full Council on 8 December:**

- Residents here at The Crescent are suffering with the uncertainty and potentially ruinous costs of remediating the cladding. **Early estimates indicate that each leaseholder could face a bill of as much as £42,000. This could bankrupt some residents leaving them without a property and potentially homeless.**
- We feel that it is the **property developers, Crest Nicholson, who should be taking responsibility for these costs as well as the freeholder, given they had full oversight and control over the materials used to construct the development and have been found to be in breach of regulations at the time.** All attempts at engaging Crest Nicholson have so far failed and the freeholder has made its intention clear to claim costs of remediation from leaseholders, should application for government funding be unsuccessful or fall short of the amount necessary to replace the cladding.
- It is felt that the **Government should be providing more funding to remedy defective cladding** and take into account the findings of the Select Committee on Housing, Communities and Local Government, as well as statements made by Government minister Christopher Pincher in the House of Commons debate on 24 November 2020 ***"We have been clear that leaseholders should not have to worry about the cost of fixing historical safety defects in their buildings that they did not cause"***.
- The **House of Lords amendment to the Fire Safety Bill, prohibiting the passing of remediation costs on to leaseholders and tenants, is very welcome,** but residents have big concerns that this amendment will not be supported in the House of Commons.

- **All leaseholders conducted due diligence when buying their homes here and none of these issues are our fault. The developer and freeholder should have a responsibility to remedy defective cladding, with assistance from government funding where available. It is completely unacceptable to push the problem onto leaseholders, as is the case at The Crescent if the Building Safety Fund does not cover the cost.**

Our local MP, Thangam Debonnaire, has been supportive over these issues and I have been following the welcome steps Conservative MPs Stephen McPartland and Royston Smith have taken to address the issues.

**I am in favour of the call for Bristol City Council to support the End Our Cladding campaign, to set up a 'Cladding Hub' to provide information to concerned residents, and to lobby Government to change legislation to end the nightmare that this has become for thousands of Bristol residents, as has been suggested. It is vital that the campaign has one, unified voice amongst all party allegiances so that it has the biggest influence on Government possible.**

## **STATEMENT PS 10**

### **Submitted by Marianne Constans**

I am supportive of the proposed motion being put to council regarding cladding remediation and implore councillors to voice support for the thousands of innocent Bristol leaseholders facing potentially bankrupting bills to fix the faults and mistakes of developers and building regulators. It is outrageous that hard working individuals who bought their homes and properties in good faith, relying on surveys and building regulations to ensure that their homes were constructed safely, are left to pick up the pieces for mistakes not of their making. Without legislative action at all levels thousands of people in Bristol and around the UK will be seriously affected, some irreversibly.

## **STATEMENT PS 11**

**Submitted by Kate Gadsden**

I am writing to you because I strongly object to any expansion of Bristol Airport and despite declaring a climate emergency you are on record as supporting Bristol Airport expansion.

I and my very young grandchildren live directly under one of the flight paths and I want to know what plans, if any, you have for the very near future (immediate - not way off in 2050) to mitigate against

- the increase in noise pollution
- the increase in air pollution (which will affect my young grandchildren's lungs the most)
- the additional 1 million tonnes of carbon emissions a year
- the increase in local traffic (an extra 10,000 car journeys a day) which will also add to the noise pollution, air pollution and carbon emissions

that an expansion to the Bristol Airport would bring.

## **STATEMENT PS 12**

### **Submitted by Graham Bultitude**

I am supportive of the proposed motion being put to council regarding cladding remediation and implore councillors to voice support for the thousands of innocent Bristol leaseholders facing potentially bankrupting bills to fix the faults and mistakes of building developers and building regulators.

It is outrageous that hard working individuals who bought their homes and properties in good faith, relying on surveys and building regulations to ensure that their homes were constructed safely, are left to pick up the liabilities for mistakes not of their making.

Without legislative action at all levels, thousands of people in Bristol (and around the UK) will be seriously affected, some irreversibly.

## **STATEMENT PS 13**

### **Submitted by George Oakenfold**

Bristol City Council has declared a climate emergency.

North Somerset Council voted clearly to disallow Bristol Airport's plans for expansion.

Polls suggest that 80% plus of local residents oppose the airport's plans.

Right now Covid has severely limited flights anyway and airlines themselves project that it will take years for passenger numbers to recover to previous levels.

The government has published plans for sustainable economic recovery and the UK will be hosting Cop26 next year.

There is a growing consensus that aviation needs to be drastically reduced to combat future warming.

Isn't it time for the West of England to step up, make the logical and moral decision and clearly put on record their opposition to any expansion of Bristol Airport.

## **STATEMENT PS 14**

### **Submitted by Alastair Sawday**

I gather that the Mayor continues to support the expansion of the airport, in the face of evidence of the decline of the airline industry, of changing travel plans and patterns and, above all, growing awareness of the urgency of the need to reduce carbon emissions.

History will be unkind to the Mayor. And it is hard to understand who the beneficiaries of expansion would be other than the airport owners, who are in no way beholden to Bristol – and vice versa. On the other hand the beneficiaries of a decision to abandon the plans would be:

1. British tourist businesses, which would benefit from reduced travel abroad by the British.
2. Local inhabitants who would have to tolerate less noise and traffic.
3. The inhabitants of the whole planet earth.
4. Those who are advocating green policies at local and national level.

This will be the Mayor's Folly, for which he will not be forgotten and for which Bristol councillors will not be forgiven.

## **STATEMENT PS 15**

**Submitted by Clive Weston**

I understand that the council will be debating the above issue.

I wish to state my strong opposition to airport expansion when we are in the midst of a climate and ecological emergency (as recognised by the council). Expansion would send the completely wrong message about Bristol's commitment to tackling these emergencies. It seems to be pointless for Bristol citizens to reduce their carbon footprint only for there to be an expansion of air travel. Please oppose the airport expansion and support the democratic decision of North Somerset council.

## **STATEMENT PS 16**

**Submitted by Fraser Jamieson**

I am supportive of the proposed motion being put to council regarding cladding remediation and implore councillors to voice support for the thousands of innocent Bristol leaseholders facing potentially bankrupting bills to fix the faults and mistakes of developers and building regulators. It is outrageous that hard working individuals who bought their homes and properties in good faith, relying on surveys and building regulations to ensure that their homes were constructed safely, are left to pick up the pieces for mistakes not of their making. Without legislative action at all levels thousands of people in Bristol and around the UK will be seriously affected, some irreversibly.

## **STATEMENT PS 17**

**Submitted by Catherine Kemplay**

In the light of the current climate emergency and the government's plans towards a carbon neutral future, could Marvin Rees please explain why he is in favour of the expansion of Bristol airport?

We should be thinking very carefully about every single tonne of CO2 we emit. Expanding Bristol Airport would generate a million tonnes of CO2 equivalent every single year – that's 50% of Bristol's total current carbon emissions. That's a million reasons to oppose it.

In addition, this is also a major blow for local democracy as it totally overrides the wishes of North Somerset residents.

## **STATEMENT PS 18**

**Submitted by Jill Coleman**

How can you declare a climate emergency and then support the expansion of Bristol Airport? We are looking for LEADERSHIP to highlight the dangerous situation we are all in and the immediate need to cut our carbon emissions. Even this Conservative Government is taking steps in the right directions to address the climate and ecological emergency so please withdraw your support for the planned expansion of Bristol Airport and explain to the public why this is necessary.

## **STATEMENT PS 19**

**Submitted by Tony Walmsley**

I am the owner of a property in Waverley House, Cathedral Walk, Bristol

I am supportive of the proposed motion being put to council regarding cladding remediation and implore councillors to voice support for the thousands of innocent Bristol leaseholders facing potentially bankrupting bills to fix the faults and mistakes of developers and building regulators. It is outrageous that hard working individuals who bought their homes and properties in good faith, relying on surveys and building regulations to ensure that their homes were constructed safely, are left to pick up the pieces for mistakes not of their making. Without legislative action at all levels thousands of people in Bristol and around the UK will be seriously affected by this issue.

## STATEMENT PS 20

### Submitted by David Redgewell, South West Transport Network and Railfuture Severnside.

It is very important the North Somerset council is allowed to join weca mayoral combined authority in 2121 may we would ask Banes to work with south Gloucestershire council and the city and county of Bristol. to push Government to sort out a second financial deal with Weca mayoral combined authority and North Somerset council can join and carry out public consultation and to allow the parliamentary order s to go through the house of lord's and commons Bristol city council has set up a scrutiny commission to look at North Somerset council membership

This may lead to delay the Election in weca mayoral combined authority untill 2022 with Somerset county elections.

Please give the Bath and Bristol city region governance you top priority with government.

.on Buses we are very concerned that over the Christmas and New year's period that route 18 Bath spa bus and coach station to Salford ,keynsham willsbridge, North common ,warmley kingswood ,Hillfields ,staple hill Downend ,uwe Bristol bus station is not operating along with bus route 37 Bath spa bus and coach station Weston RuH back entrance Kelson, Bitton, longwell Green ,Hanham,st George, Lawrence hill station and Bristol bus and coach station have no Christmas and new year's services.

We are very concerned to make sure the Department for Transport is working with National Express Coaches and megabus and the Facon coach service to provide adequate Coaches services for Christmas and New Year 2020 .

Weston super mare coach terminal Bristol bus and coach station Bath spa bus and coach station and uwe bus and coach station.

Firstly to get university and college students home from Weston super mare college and university college. Bath spa university and Bath university Bristol university and Uwe university Bristol.

We need to be sure that coach service provision is in sir Peters Hendy plan for the Department for transport.

On Railway services we wish to sure that the Department for transport is commissioning adequate Train service and capacity from. The south west of England Through Taunton, Weston super mare.

Weston milton , worle parkway, Yatton for clevedon , Bristol Temple meads Keynsham Oidfield park Bath spa to chippenham and Swindon to London Paddington and London Waterloo.

From Bristol Parkway and Swindon to London paddington.

From Taunton Weston super mare Bristol Temple meads and Bristol parkway to Birmingham new street and the North east via leeds York and Newcastle upon Tyne to Scotland

North west to Manchester.

Bristol Parkway and Bristol Temple meads, Weston super mare, Taunton to Exeter st David, Newton abbot Plymouth North road to Penzance. Bristol Temple meads keynsham oidfield park Bath spa

and Freshford Avoncliff Bradford on Avon, Trowbridge Westbury to Southampton and Portsmouth harbour for Brighton and the Isle of Wight. And Channel Islands.

Westbury also to Dorchester west Dorchester south for Bournemouth and Poole.

Weymouth.

Bristol Temple Meads and Bristol Parkway to Newport Cardiff central Swansea and west Wales and ferries to Ireland.

The need for additional carriage and trains over the Christmas and New Year period

On COVID-19 Weston Super Mare Clevedon Portishead Bristol Kingswood Yate and Thornbury.

We are concerned that North Somerset Council City and County of Bristol and South Gloucestershire Clinical are in Tier 1 Commission Group Heath Authority and Bath and North East Somerset in Tier 2 what action is being taken to prevent people cross into Bath and North East Somerset against government guidance and regulations. to Whitchurch Pensford Keynsham Salford Kelson and Bath .

What key notices are being put up at Bristol Bus and Coach Station.

Bath Spa Bus and Coach Station, UWE Bus Station Cribbs Causeway Bus Station.

Keynsham Town Centre, Kingswood Town Centre, Thornbury Town Centre, Yate Bus Station Weston Super Mare Clevedon Portishead Backwell and Nailsea. Main Bus Interchanges

On Key Railway Station at Bristol Temple Meads, Bristol Parkway, Bath Spa, Weston Super Mare. And local rail station and the Severn Beach Line.

What work is happening with the British Transport Police Avon and Somerset Police and Bristol Port Police and the COVID-19 Marshals in Bristol South Gloucestershire, Banes and North Somerset

The number of COVID cases are dropping

But we must take action to prevent COVID-19 cases by people travelling to Whitchurch, Pensford, Keynsham, Paulton Midsomer Norton Radstock Peasdown St John, Salford, Kelson Chew Valley and Bath .

The Bristol Evening Post and Bristol Live run a guide to public houses open in Bath and North Somerset Gloucestershire Wotton Under Edge and Gloucester and Cheltenham.

In Somerset Highbridge and Burnham on Sea.

The Metro Mayor is right Bristol City and Bath City region should have been the same tier .

This is going to make enforcement very difficult the Bristol Bath City region.

We are also concerned about the lack of safety screen fitted of HCT Group of London of bus service operating in

Keynsham on town service on 515 Stockwood to Hengrove Hospital

And Bristol to the Chew Valley. 672 .

I hope we can push this company to fit safety screen via Weca Vosa and HSE .

The Director of Public Health in Bristol is investigating the safety of this company COVID-19 security issue.

Metro west railway project.

While we welcome the progress with 9 months delays on the portishead line reopening and The Development Consent order public inquiry .

This will allow the Severn Beach to Clifton down Bristol Temple meads and station to Bath spa and Westbury line to move forward.

We would like to see a start date for Portway parkway at shirehampton with Bus interchange. and park and ride.

The progress on The passengers lifts at Patchway station and new car park.

I am very concerned about the lack of progress on the Henbury line .

Ashley down Filton North and Henbury station for cribs causeway bus station and shopping centre.

The recent Government infrastructure plan Does not mention the Gloucester line and no station development is being funded at Charfield for wootton under edge. and of course stonehouse Bristol road is only at concept stage .

We welcome the study of st Anne's park station and the track capacity on the Bristol Temple meads station to Bath spa Westbury line But again as far as Bath and North east Somerset is concerned there is no mention of Saltford station or Corsham station Wiltshire.

Did weca mayoral transport authority or western gateway transport board.

Make representations to the department for transport on these station or Electrification from chippenham to Bristol Temple meads and Bristol parkway and Patchway.

But we note the Government projects approved in south west England in the Railway reopening programme Including the Exeter central Exeter st David to okehampton station. Opening may 2021

Progress on Wellington and cullompton stations on the Devon metro.

Devize parkway station somerton and langport parkway

The Falmouth and Newquay line improvements.

The wareham to swanage railway through service to south western railway.

We are very concerned about the lack of a Railway executive similar to Greater Manchester combined authority and west Midlands combined authority.

We note the south west transport board is speaking to ministers and the secretary of state for Transport Grant shapps with one voice .

We have got to sort out one clear voice with North Somerset council joining weca mayoral combined authority.

And a clear voice from the western gateway transport board. Who main priority is Devoping the A350 from Poole Harbour to chippenham m4 with the melksham proposed bypass.

When public transport across weca mayoral transport authority are completing with public Transport improvements in Bath and North Somerset council Bristol city council and south Gloucestershire areas weca mayoral transport authority and North Somerset council.



## **STATEMENT PS 21**

**Submitted by Dr Sarah Keown**

This is incredibly disappointing that Bristol Airport have shown utter disrespect for the residents of North Somerset and the Bristol area by even attempting to appeal. It is unthinkable that in a state of climate emergency with worsening CO2 levels and the implications this will have for innocent future generations, that something like this would even be considered. This will make the problem far worse by vastly increasing the number of flights and hence pollution as flights are obviously one of the major contributors to global warming. As the Secretary General of the United Nations, Antonio Guterres, warns us; humanity is waging what he will describe as a "suicidal" war on the natural world. Mr Guterres states that every country, city, financial institution and company "should adopt plans for a transition to net zero emissions by 2050". An expanded airport with an thousands of flights a year is the worst thing you can do.

Please listen to your residents and public as you have done before - Bristol is a Green city and has been awarded for this. It would be hypocritical and insulting to allow expansion of Bristol Airport and would drastically worsen your support from the Bristol public. North Somerset council made the right decision previously for our future and set an international example that will contribute to further environmental progress.

Be a leader that is not bullied by large corporations - for my 18 month old daughter - please do not let this happen

Yours sincerely

Dr Sarah Keown BVsc(Hons) MRCVS

## **STATEMENT PS 22**

**Submitted by Suzannah Marshall-Smith**

As a joint owner of an affected building, I am supportive of the proposed motion being put to council regarding cladding remediation and implore councillors to voice support for the thousands of innocent Bristol leaseholders facing potentially bankrupting bills to fix the faults and mistakes of developers and building regulators.

It is outrageous that hard working individuals who bought their homes and properties in good faith, relying on surveys and building regulations to ensure that their homes were constructed safely, are left to pick up the pieces for mistakes not of their making. Without legislative action at all levels thousands of people in Bristol and around the UK will be seriously affected, some irreversibly.

## **STATEMENT PS 23**

**Submitted by Glenys Smith**

I am writing to add my voice to the opposition of any further expansion of Bristol airport.

In view of the fact that Bristol declared a climate emergency in 2019, and we are going through a pandemic, I urge the Mayor, Marvin Rees, to make his objection to Bristol airports plans for expansion currently being reconsidered by the Planning Inspectorate.

Despite the lessons of Covid-19 which has driven a coach and horses through Bristol airport's business plan for their expansion: the overwhelming objection by people in North Somerset and BANES and the locally declared climate emergency, the airport are persisting in trying to get planning permission for their expansion.

Half of the people in Bristol do not fly year in, year out. Many of these people live under the airport's flight paths, in the more deprived regions of South Bristol. Why should these people have to put up with an extra 20,000 extra flights a year, including many more night flights?

New research that has been revealed during COVID-19 hi-lighting the inequalities existent in society and that the poorest suffer more health and social deprivation. They should be protected from the environmental impacts of an expanding airport and I urge Marvin Rees to submit a letter of objection to the appeal process.

## **STATEMENT PS 24**

**Submitted by Jon Hewitt**

I am appalled to hear that Bristol's mayor supports the expansion of the airport which according to the experts would be catastrophic for future generations of Bristolians and very damaging for the future of humanity.

The economic rationale for expansion does not outweigh the environmental cost and I will join the other environmentalists on the front line to stop this from happening and will work against the current mayor's re-election with every fibre of my being!

Please, please, please do not allow it, let Bristol set the standards for other cities to show that we care more about the future of the planet than making an extra few quid!

## **STATEMENT PS 25**

### **Submitted by Isabella Harding**

I am desperately disappointed that this issue has been raised once again, and I urge you to reject the application to expand Bristol Airport. The air pollution, congestion and encouragement of air travel are just what is not needed.

Instead we should be developing jobs in the Green Recovery.

Bristol already suffers from illegal levels of air pollution, and one of the messages of the pandemic is surely that air travel is not going to expand as was thought.

Please reject this appeal.

## **STATEMENT PS 26**

### **Submitted by Paul Hatchwell**

As a leaseholder of a property in The Crescent, Harbourside, Bristol I am one of many here whose property has been blighted by the use of potentially dangerous cladding, which I believe has also been incorrectly fitted.

As you may know, we have all been billed by the managing agent on behalf of the freeholder with very high charges for remedial works to come. Neither the developer nor the freeholder are willing to accept any responsibility and contribute. The freeholder has also been very slow to seek the partial funding from the Government on our behalf, and my fear is they have no incentive to do so as they can charge all of it to us without the paperwork and scrutiny of works and costs they would need to submit to if they go to the Government fund.

Given you have a meeting of cabinet soon, I wanted to make you aware that I consider the hardship and stress our block and others neighbouring it are suffering. After all, the works were approved and signed off by Bristol City Council, and it does seem not unreasonable it should be held to account, and that it should help us pursue the developers, not last for fitting the cladding wrongly (even if it were the right cladding), which would be a safety issue in itself.

I feel this is serious negligence, and don't see why it should be dumped onto leaseholders who bought in good faith, based on your original certification as well as that of the developers. It raises serious questions about the quality of building inspector reports. I also feel you could help us by pressuring the freeholders to take some responsibility, at least sending in and securing the partial Government funding.

## **STATEMENT PS 27**

**Submitted by Yasmine Collins**

I am writing this email to submit a statement for cabinet to emphasise my distress at the lack of action that has been taken thus far.

I am a leaseholder and property owner at The Crescent, BS1 down at Bristol Harbourside and as a first time buyer never imagined I would now find myself in this position. I feel that the Council need to be doing everything possible to support the 'End our Cladding Scandal ' campaign.

Please do let me know if I can do anything else to bring home this point even more. I am hugely disappointed that as leaseholders we are being left in a position where we do not know whether our properties are safe and that we also are being asked to foot this astronomical bill. It is disgraceful and the government needs to step in.

## **STATEMENT PS 28**

**Submitted by Richard Nicholas**

Many of the newer apartment blocks in Hotwells and Harbourside, the city centre and elsewhere in Bristol have been found to have defective (cheaper) cladding that is a building safety risk to residents who bought their apartments in good faith. Given that Bristol city council approved these developments via its planning processes, is the council making any plans to support the hundreds of leaseholders-indeed likely to run into the tens of thousands nationally-whose lives are being blighted by being unable to re-mortgage, sell or to borrow on their properties and whose lives are frozen in limbo?

These people are trapped, unable to move on with their lives with many fearing that they face bankruptcy and homelessness as they are unable to find the massive charges being passed down the line by freeholders and developers.

## **STATEMENT PS 29**

**Submitted by Alex Hartley**

Following the Grenfell Fire Disaster, it has come to light that hundreds, if not thousands, of Bristol residents are living in buildings that are not safe, even though these residents were assured by the regulators that their buildings were safe.

These residents and leaseholders are now facing bills of tens of thousands of pounds to fix their buildings. One resident I spoke to, Sylvia, a lady in her 70's that is caring for her husband who has Alzheimer's, is facing a bill of up to £30,000! We need to do everything we can to help these residents who are facing bankruptcy.

The End Our Cladding Scandal campaign has been supported by;

- the Labour Mayors of London, Manchester & Liverpool,
- the Conservative mayor of the West Midlands,
- 26 Labour MPs,
- 9 Conservative MPs,
- 4 Lib Dem MPs
- 1 Green MP
- As well as, The Fire Brigades Union
- The Chartered Institute of Housing
- The National Housing Federation
- And Shelter

This is not a party political issue, but a moral one. We must fight this injustice, please Council, vote for the motion today.

## **STATEMENT PS 30**

**Submitted by Richard Matthews**

I am prompted to write following the news that the airport has just received a significant amount of financial support. It is disappointing to learn that there are no conditions attached to our money to support the airport, such that the airport starts to make a positive contribution to a greener future. An approach mandated by the Committee on Climate Change in June 2020

A small but important first step would be for the airport to bury its expansion plans. These plans will be heard at a public enquiry next year and I ask you to now oppose these proposals. I am not asking for the airport to be shut down: just for it to start the process of reducing its very harmful impacts on the global and local environment

## STATEMENT PS 31

### Submitted by Isobel Stuart Clark

I'm emailing to convey my complete anathema to the extension of Bristol Airport on several grounds.

The first is:

1. In view of the fact that WECA declared a climate emergency in 2019, and we are going through a pandemic, will the Mayor now put in an objection to Bristol airports plans for expansion currently being reconsidered by the Planning Inspectorate?
2. The WECA Mayor has declared his wish to include the people of North Somerset in the WECA election due to take place in 2021. Will he also now agree to listen to the people of North Somerset following their overwhelming objection\* of Bristol Airport's expansion plans and submit a letter of objection to the appeal process?

\*(82% rejected the expansion)

3. in view of the fact that one of the unitary authorities (BANES) that makes up WECA has consistently raised objections to the expansion plans of Bristol airport, how can the WECA Mayor continue to justify his previous position that WECA whole-heartedly support the airport's plans?
4. Covid-19 has driven a coach and horses through Bristol airports business plan for their expansion and yet despite this, the overwhelming objection by people in North Somerset and the locally declared climate emergency, the airport are persisting in trying to get planning permission for their expansion. Can the WECA Mayor, confirm, that in view of these changed circumstances, he personally and WECA as an organisation, no longer support the planned expansion?
5. The Conservative government are carrying out an inquiry into how they may align any post- pandemic economic policies and decisions with the UK's climate and environmental goals, particularly in view of COP 26 next year. Can you Mayor of WECA please show the same leadership by withdrawing WECA's support for the planned expansion of Bristol airport?

6. Half of the people in the UK do not fly year in, year out. many of these people live under The Bristol airport's flight paths, in the more deprived regions of South Bristol. Why should these people have to put up with an extra 20,000 extra flights a year, including many more night flights?

7. In the light of the new research that has been revealed during COVID-19 highlighting the inequalities existent in society, does the WECA Mayor concur that the poorest suffer more health and social deprivation and should be protected from the environmental impacts of an expanding airport?

I make these points as someone concerned about the levels of carbon dioxide in the air over Bristol, Bath and North Somerset and the number of related deaths. During the pandemic when at first there were no flights and then when they were restricted the air quality improved and fewer people presented at surgeries with lung related illnesses.

I'm also appalled that an Ontario Teacher Pension Alliance is profiting from car parking fees. If those teachers in Toronto and beyond could see the evidence of young people who live under the flight path, deteriorating lung capacity.

I urge you not to support this extension.

## STATEMENT PS 32

Submitted by Mary Collett

Bristol has less than 10 years now to make good on its declaration of a climate emergency.

It's a critical time for changing the way we live.

Carbon reduction and air pollution are crucial issues. We can't wait for the next generation to make the required changes.

We are relying on you to make the decisions regarding the decarbonisation we need to create a healthier fairer world for the future.

Bristol City Council **cannot** continue to support Bristol Airport's expansion plans when they have declared a climate emergency.

We need to drastically reduce carbon emissions not increase them by up to a million tons each year, which is what Bristol airport expansion and the increased flights and car journeys would produce.

The Covid-19 pandemic has substantially decreased air travel for the foreseeable future.

The NEF report comprehensively debunked the supposed economic benefits of Bristol's airport expansion even before the pandemic.

Currently in the UK, 75% of flights are taken by 15% of the population – so locals around Bristol Airport have to bear the brunt of noise, air pollution & huge increases in traffic just so the affluent minority can take more flights.

Airlines rely on business flights for the extra profit margins they provide, but business flights only accounted for 15% of flights before the pandemic and now businesses are familiar with online meeting technology, there will be even fewer business flights..

Offsetting doesn't work – in order to achieve net zero by 2030 we have no spare measures to offset against.

And who benefits from airport expansion? One of the world's largest pension funds. Not the local people and not the local environment.

Bristol needs an 88% reduction in carbon emissions from transport by 2030 to reach net zero according to the One City plan.

How can you possibly support increased emissions?

Please **retract** your support statement for Bristol Airport Expansion plans and **commit** to submitting a letter of objection to the appeal process.

## **STATEMENT PS 33**

**Submitted by Richard Hancock**

I would be very grateful if the Council would stop stop wasting money (my money) destroying flowers with unnecessary mowing. It is a source of great annoyance to me that clovers and wildflowers are unnecessarily removed from verges near my home.

I have been very glad to see that this is being brought up at Council next week.

Could we have some action please - I am sick of sound bites.

## **STATEMENT PS 34**

**Submitted by Tarisha Finnegan-Clarke**

I think Bristol's Mayor should show leadership by withdrawing his support for the planned expansion of Bristol airport by writing to the Planning Inspectorate, especially as he declared a Climate Emergency in 2019.

I would like to bring the Mayor's attention to the objection put in by Leeds TUC to the current application for the expansion of Leeds and Bradford Airport. The text of this is at the end of this submission. I would ask the Mayor to note:

'The application is designed to allow LBA to expand its passenger numbers and Leeds TUC believes that the resultant increase in greenhouse gas (GHG) emissions, noise and air pollution would be unacceptable. Above all, we are deeply concerned that approval would result in a large increase in GHGs when it is absolutely clear that emissions should be reduced by as much, and as quickly, as possible to avoid climate breakdown'.

and on jobs which the Mayor has often spoken of...

'Leeds TUC represents trade union branches all over Leeds and is of course concerned about jobs for its members and other Leeds citizens. We are aware that LBA is promising that jobs will be created in an expanded airport, whilst at the same time recently cutting its workforce. We believe that any jobs created at the airport would likely be precarious, low paid, zero-hour, part time jobs. It makes no long term economic sense, however, to be investing in fossil fuel industries that will bring about climate breakdown – a breakdown that would impact the jobs of many more people. Leeds TUC believes that Leeds City Council needs to look at other ways to create jobs. Retro-fitting houses is just one example of where safe, in house, permanent, well paid, unionised jobs could be created with Leeds colleges training people in the necessary skills. It does not need to look to AMP Capital, the Australian based Investment corporation that owns LBA, for jobs'.

Please reject the expansion plans and write to the Inspectorate to say so.

14<sup>th</sup> September 2020

### **Objection to Planning Application 20/02559/FU**

The Leeds Trades Union Council (Leeds TUC) objects to the planning application to expand Leeds Bradford Airport (LBA) via a new terminal building and changes to the flight regime.

The application is designed to allow LBA to expand its passenger numbers and Leeds TUC believes that the resultant increase in greenhouse gas (GHG) emissions, noise and air pollution would be unacceptable. Above all, we are deeply concerned that approval would result in a large increase in GHGs when it is absolutely clear that emissions should be reduced by as much, and as quickly, as possible to avoid climate breakdown.

Leeds TUC welcomed the Climate Change Emergency Declaration by Leeds City Council and would like to remind the Council that this committed them to make Leeds carbon neutral by 2030 and to a scientifically based carbon reduction target that is consistent with achieving the Paris Agreement of no more than a 1.5°C global temperature increase. If this application is approved then the target cannot be achieved as carbon emissions from flights at LBA would be more than the total carbon budget for the whole city, even before 2030. This point is expanded on in detail by the climate academics from Leeds

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University in their objection to this application, an objection that Leeds TUC supports.

Leeds TUC also believes that under planning policy and law, the Council must consider climate change and the GHG emissions from LBA at a local level. As the GHG impact of the proposed development is contrary to the Core Strategy (Spatial Policy 12) and the National Planning Policy Framework, which requires radical reductions in GHG, the council has ample scope on which to reject the application.

Leeds TUC represents trade union branches all over Leeds and is of course concerned about jobs for its members and other Leeds citizens. We are aware that LBA is promising that jobs will be created in an expanded airport, whilst at the same time recently cutting its workforce. We believe that any jobs created at the airport would likely be precarious, low paid, zero-hour, part time jobs. It makes no long term economic sense, however, to be investing in fossil fuel industries that will bring about climate breakdown – a breakdown that would impact the jobs of many more people. Leeds TUC believes that Leeds City Council needs to look at other ways to create jobs. Retro-fitting houses is just one example of where safe, in house, permanent, well paid, unionised jobs could be created with Leeds colleges training people in the necessary skills. It does not need to look to AMP Capital, the Australian based Investment corporation that owns LBA, for jobs.

In summary Leeds City Council needs to show leadership and stay true to its call that there is a climate emergency. It must respond to this application in that light and refuse this application on climate emergency grounds.

Vice President, Leeds TUC

## **STATEMENT PS 35**

### **Submitted by Fenella Brotherwood**

I am writing to add my Voice to the opposition of many thousands of other people within the West of England to the proposed expansion of Bristol Airport.

WECA and B&NES have both recognised and acknowledged the impending Climate Emergency . It is up to all of us in particular people in power such as yourselves to treat the Climate Emergency as exactly that - an emergency and act with urgency, determination and commitment to do all the things that can be done to reduce our GHG emissions before the region, country and planet exceed their carbon budgets.

In order to keep the global average rise in temperature to no more than 1.5C, we have a carbon budget that will run out in less than a decade if we persist in emitting GHGs at the current rate.

Alarmingly, many of us recognise that this battle has probably been lost already. It is therefore lunacy to pursue projects of this nature.

I call on you to show your awareness and understanding of the dire situation we face and the need to reduce as rapidly as possible the share of our carbon budget consumed by aviation. Please reject any and all proposals to expand operations at Bristol Airport and act to support the declared Climate emergency instead of adding to the problem.

## **STATEMENT PS 36**

**Submitted by Simon Omiotek**

I am writing to you to lodge my view on Bristol Airport's appeal against the planning application.

At a time of climate emergency we need to travel less, not more. Our planet is facing an ecological disaster. Our current way of living is unsustainable and we have to stop burning fossil fuels. I realise that we cannot do this overnight, but we should be on a path to reduce our carbon emissions, not increase them by expanding airports.

Every day more companies are proudly announcing that they will be carbon neutral by some date in the not-to-distant future (in the last week it's been ITV), and whilst they may have different motives for this, their direction is clear, and the message is something that the public is 100% supportive of. This may not be enough to save us, but it's a move in the right direction. Expanding Bristol Airport is, in my opinion, a move in the **WRONG** direction.

I urge you to reject this appeal for the good of the local population and the other 7 billion people who want a future on this planet.

## **STATEMENT PS 37**

**Submitted by Jill Tarlton**

In 2019 a report in Carbon Brief warned that planned UK airport expansions would most likely prevent the UK from hitting its 2050 net-zero climate goals. Moreover, the expansions proposals are not a result from increased demand but would encourage people to fly more by providing cheaper flights.

Now in 2020, following the aviation industry's decline as a result of the COVID-19 pandemic, the government is about to help boost the aviation sector in the South West (including Bristol airport) with no conditions for the airports to become more carbon friendly. And electric planes are decades away from being developed.

This goes against the advice from the Committee on Climate Change June 2020 report on securing a green and resilient recovery following the COVID-19 pandemic.

This year, frequent business fliers have seen the benefits of working from home and now have the mechanisms set up in place to do so. A recent statement from Gatwick airport stated that the aviation industry would take at least 4 to 5 years to recover and return to the level it was pre pandemic. It would not be economically viable to support airport expansions. Moreover, the cost to the environment would be too high to justify or mitigate (the proposed expansion would require a forest the size of North Somerset to be planted every 4 months to offset the resulting extra carbon emissions).

Half of the population of the UK do not fly, and the most frequent fliers are higher earners. Why is it fair for poorer people who suffer more health problems should be subjected to worsening environmental impacts from an expanding airport?

Please will Bristol City Council now oppose the ongoing expansion plans by Bristol airport.

Finally, if nothing else, the UK is hosting the UN Climate Change Conference (COP26) next year and must be seen to be acting on reducing our emissions, not facilitating their increase. Boris Johnson is aiming for world-leading UK emissions cuts.

In the words today (December 2nd 2020) of UN Secretary General Antonio Guterres..."Humanity is waging a war on nature. This is suicide".

## STATEMENT PS 38

### Submitted by Nikki Jones

Covid has given us all time to reflect on the 'Business as Usual' trajectory we have been on for the last few decades, the narrative that there is no alternative to endless economic growth. Despite all the evidence of environmental, societal and health costs, we have been unable to question the premises underlying our economic system - *till now*.

Airport expansion appeared to many to offer net benefits and I expect that most of its supporters have been well motivated. But, unexpectedly, we have been given a chance to re-think, to question our assumptions, and to look at new evidence.

That evidence includes our civilisations' 'war on nature' that the [UN Secretary General has today described as 'suicidal'](#). We have just seven years of carbon budget left before our climate is well and truly out of our control. To go ahead with the expansion of such a high greenhouse gas and pollutant emitting industry would be worse than reckless - **it would be criminal**.

As ambassadors for a vibrant, local economy, I can see that it is difficult for you to step back from such large construction projects. You want to create jobs and protect ordinary workers who may not fully understand the implications of going ahead. But **the coming chaos from climate change - economic, political, physical, practical - is likely to dwarf Covid** in terms of its impact. We have a small window now to act to weaken this - and it calls for strong leadership from you, guided by science and fact.

If you need an argument that works within the 'economic growth at any cost' mindset, then please consider just how realistic the airport's linear growth projections really are - and whether, if you go ahead, you are part of a **gross misrepresentation to investors**. Given our weakened economy and its long-term restructuring, which is inevitable, plus the short-term physical (climate) and transitional (carbon and passenger taxing, increased prices of jet fuel, government regulation,) risks, the airport's projections are a pipedream. **Being part of this - and committing tax payer money to supporting the expansion - is both negligent and fraudulent**.

I urge you please to make a decision based on science and fact. There *are* alternatives to stimulate the local economy, alternatives that give our civilisation a chance of survival. Please take the opportunity of Covid to rethink and re-assess.

## **STATEMENT PS 39**

**Submitted by Kingsley Belton**

I note that you supported the original application to increase passenger numbers using Bristol airport by two million people. This application was firmly rejected by North Somerset Council's Planning Committee. In the light of this and the fact that you have declared a climate emergency I am urging you to re-evaluate your decision and withdraw your support. A thorough and democratic process was followed and reached the conclusion that any expansion would not yield the benefits claimed. The people of North Somerset objected to the proposal overwhelmingly.

We have no need for an expansion which will cause an unacceptable increase in air pollution and will harm the fragile planet already facing ecological catastrophe, at a local level it will also increase noise levels and traffic congestion.

Please align local economic policies with the UK's climate and environmental goals, withdraw your support and write to the Inspectorate objecting to the planned expansion.

## **STATEMENT PS 40**

**Submitted by Janet Thumim**

I wish to object in the strongest terms to this appeal. I thought we had all agreed that expanding the airport was an absurd and retrograde move.

In light of the fact that WECA declared a climate emergency in 2019, and we are now going through a pandemic, will the Mayor please put in a strong objection to Bristol airport's renewed plans for expansion currently being reconsidered by the Planning Inspectorate?

The WECA Mayor has declared his wish to include the people of North Somerset in the WECA election due to take place in 2021. Will he also now agree to listen to the people of North Somerset following their overwhelming objection\* of Bristol Airport's expansion plans and submit a letter of objection to the appeal process?

\*(82% rejected the expansion)

## STATEMENT PS 41

Submitted by Gill Phillips

I am writing in reference to Bristol City Council's position on supporting the proposed expansion of Bristol airport. It is a terrible shame that in these times of the Covid 19 emergency, North Somerset Council is having to spend scarce resources defending their decision ( made by a large majority of members and reflecting the views of the residents of North Somerset) to reject the airport's application for expansion. Bristol City Council and WECA have both declared a climate emergency and yet have expressed support for the expansion. The science and effects of climate change are apparent to all, global temperatures are rising and here we are discussing whether or not to increase air travel!

What has come out of the Covid emergency that we have lived through is that people want change, they want a greener future and they want **integrity from their politicians**. We do not want or need more air flights, or more noise and air pollution, more carbon emissions, more congestion on our roads, more fields turned over to car parking. Most of the people in the UK do not fly, disadvantaged local people will not significantly benefit from extra flights or from any great increase in employment and certainly not the profits made.

Therefore I hope that Bristol City Council will respect the democratic decision made by North Somerset Council and its own declaration of a Climate Emergency and withdraw support for the expansion.

## **STATEMENT PS 42**

### **Submitted by Arne Ringer**

Please cast your vote to oppose any expansion of the airport at Lulsgate Bottom. We are in a state of environmental emergency and air travel is a significant contributor to this. We must not permit the 'commercial market' to dictate our future by enabling further growth in air travel. This is what the airport group is saying: "Our forecasts assume that the impact of Covid-19 is ultimately a short term issue, covering the next two to four years and that, over the period of the planning forecasts, more normal market conditions and drivers for growth will return."

TOTALLY UNACCEPTABLE!!

## **STATEMENT PS 43**

### **Submitted by Brian Piper**

For years I have watched with concerned disbelief as CO2 emissions climbed higher and higher not believing that humans could allow this to continue. Despite the IPCC reports and children demonstrating, everyone seems to think they can continue spewing out more CO2. This has to stop, if we don't want to reach a point of no return, that is if we haven't already reached that point. We have to stop now.

Aviation is the most CO2 emitting form of mass transport and MUST be curtailed until there is an alternative fuel or alternative means of aircraft propulsion. (biofuel, hydrogen or electric). Airport expansion should not even be considered until these alternatives are available. If the aviation industry cannot function, because of its devastating effect on the climate, then the development of alternatives will be prioritised.

Please, for the sake of you, me, and the whole of human and animal life, DO NOT ALLOW BRISTOL AIRPORT EXPANSION until the aviation industry cleans up its act.

## **STATEMENT PS 44**

**Submitted by Deasy Bamford**

I am writing to urge you to keep our democracy strong and allow the peoples vote and the vote of their councillors to stand . If we have no right to oppose anything , then we are not either free of democratic . If someone else economic argument can win every time , then there is no democracy , there is only money and power and we with little of either, have no hope .

The case against Bristol Airport expansion has been made by us , the people who live under its flight path , breath its air pollution ,listen to its engines roar above us. it should not be the teachers pension fund of Ontario that determines our future ,. If you believe that we have some rights , please do not allow this to go to appeal on the flimsiest of reasons , ie they didn't like the decision we came to .

Thank you for you time to read this . And I hope it gives you strength to stand for what is right .

## STATEMENT PS 45

Submitted by Laura Norton

My voice is no doubt joining many others, today, and we unite in asking you to consider what is best for the **majority** of people living in the region. As Mayor of Bristol, you have a strong position and can **resist the appeal so undemocratically being lodged against the people's decision to refuse an airport expansion.**

We are facing a **CLIMATE EMERGENCY which you personally have announced!** For this I thank you, for what could possibly be more important than protecting our fragile, already polluted environment?!? You need to stand by your word. I was at a George Monbiot talk at Bristol University what this emergency was announced in Bristol. We all cheered, but George, and now we, are increasingly unsure of what this actually means in reality. Please, please be good to your word and deny support to the Airport expansion appeal.

The Conservative government are carrying out an inquiry into how they may align any post-pandemic economic policies and decisions with the UK's climate and environmental goals, particularly in view of COP 26 next year. **Can you, the Mayor of Bristol, please show the same leadership by refusing support for the planned expansion of Bristol airport?**

**I live in south Bristol. We, and so many others (for reasons of choice, finance, ability) do not fly. Why should we have to suffer from 20,000 more flights passing over our heads a year?**

Elected representatives **must** have the long term interests of all those in their region uppermost in mind. **A more polluted, congested, environmentally damaged region is not in anyone's best interests. IT IS ABOUT MORE THAN MONEY AND EVEN JOBS. WE ALL NEED TO BE ABLE TO LIVE ON THIS PLANET.**

Please, please help stop the expansion.

## **STATEMENT PS 46**

### **Submitted by Martin Phillips**

Wake up and smell the coffee !!! Forests burning, ice caps melting, global temperatures rising, coral reefs bleaching, rivers flooding. Which part of climate change don't you understand ? Isn't yesterday's warning by the United Nations Secretary General Antonio Guterres good enough for you ? He described the fight against climate change as the top priority for the twenty first century. I trust you agree.

So don't be fooled by the dodgy and selective figures used by Bristol Airport to support their case. Don't be taken for an idiot. Look very carefully at what they are claiming and what they are conveniently leaving out. This is not the time for airport expansion, quite the contrary, it is time for us to seriously reassess our life styles. It's time to think about greater use of surface transport and giving people the necessary leave to cover any extra journey times. If it's jobs you are worried about, there will be more in a greener economy. You just have to think outside the box.

## **STATEMENT PS 47**

**Submitted by Constance Piper**

We have been experiencing one of the most devastating events in recent history with Covid-19. This will pale into insignificance compared to the effects of climate change. We have to stop putting CO2 into the atmosphere and aviation is a contributor to this.

Through the pandemic we have had to find alternatives to holding meetings in person and I think to a large extent this will continue. People are becoming aware of climate change and will eventually adopt behaviour changes to do their bit to mitigate. Companies are encouraging less flying for meetings because it increases productivity and looks good on their sustainability ratings. People are pledging not to fly because of its impact. Future Government intervention with carbon reduction initiatives are probable. Competition from high speed rail and ultimately Hyperloop are also likely. All of these actions will have an impact on the predicted growth of the airline industry. The problems facing the airline business are formidable with carbon reduction being a huge problem. So until the aviation industry cleans up its act there is no argument for extending Bristol airport.

For the sake of my children please do not extend Bristol airport.

## **STATEMENT PS 48**

### **Submitted by Bob Langton**

I am writing to urge the Mayor and Bristol City Council to change their stance on the expansion of Bristol Airport - in other words to move from a position of support to one of opposition.

I note that BCC was the first authority in the UK to declare a Climate Emergency and has a generally good reputation for action to help the fight against climate breakdown. I therefore ask you to recognise that support for the expansion for air travel, with its quite disproportionate associated carbon emissions, is simply incompatible with such a position. It is simple fact that air travel is massively more carbon intensive than any other form of transport; that aircraft emissions have a greater impact on climate change than those made at ground level; and that, despite the hype being generated by the industry, the prospects for low emissions flying at any sort of scale are fanciful. Airport expansion will bake in additional emissions for many years to come.

Please also consider the views of the people of North Somerset who are overwhelmingly opposed to the expansion of the airport on both overall climate and ecology grounds, but also because of the threat it poses to the local environment and people lives especially through the additional traffic generated on our already overcrowded and inadequate roads.

I ask you also to take note of the essential injustice inherent in the aviation industry. A recent study showed that in 2018 of the world's population:

- only 11% took a flight of any sort
- only 4% took a flight outside their own country
- 1% contributed over 50% of the emissions from aviation

Equally, the damage done by carbon emissions and the consequent climate catastrophe we are witnessing has much greater impact on the world's poor, who most certainly do not contribute significantly to the problem. The proposed expansion of Bristol Airport will only worsen that injustice.

Finally: one consequence of Covid-19 has been a huge expansion of the use of Zoom and similar technologies by business. It is inevitable that the efficiency that this way of doing business will simply disappear when the pandemic emergency ends. It will not, and a significant consequence will be a reduction in business flying. The Airport's reliance on tourism will increase further the ongoing damage of popular destinations.

## **STATEMENT PS 49**

### **Submitted by Sue Poole**

I understand you have a full council meeting next week and am writing as a neighbouring resident in Bath to express my hope that you will withdraw your support for the expansion of Bristol airport.

In addition to direct pollution, disruption and ecological damage from expansion of the airport, to local people and the environment, the wider negative impact of adding so many additional flights in terms of the additional carbon emissions is completely counter to the climate emergencies declared both by B&NES council, WECA, North Somerset and so many other local authorities including Bristol itself, being the first UK council to do so !

At 2019 levels our overall carbon budget has only 9 years left to limit global heating by 1.5C, and in view of this impending crisis, to wantonly expand one of the significant contributors to increased carbon emissions is not only dangerous in terms of actual increased emissions but also allows people to carry on thinking that we can carry on as normal, flying wherever and whenever we like (if able to afford this of course) without consideration to the impact on the environment and other communities (principally those least able to afford to fly, and the more deprived communities in South Bristol).

In addition to this key issue the current Covid-19 pandemic has drastically called into question the airports business plan, we are as a country gearing up to host COP26 next year and the government is looking to align its post Covid recovery plans with the UK wide declaration of climate emergency. B&NES also of course do not support expansion.

IN view of all these issues will you now provide the leadership needed and withdraw the city council's support to the planned expansion of Bristol Airport ?

## **STATEMENT PS 50**

**Submitted by John Walters**

Please don't let the **Bristol Airport expansion** happen. I know there is a full meeting of BCC on 8/12/20 and I really think that this is the final opportunity to stop any planned expansion. It's great having an airport near Bristol but we really don't need more flights to more destinations.

## **STATEMENT PS 51**

**Submitted by Rob Bryher**

The Mayor of Bristol and Cabinet Member for Transport have shown leadership on the citizen-generated livable neighbourhoods ideas in the last 6 months and this is greatly appreciated and gives us the basis to progress a number of schemes that will begin to return streets to people rather than motorised traffic. However, there are bigger and more direct problems for our ability to drive down carbon emissions in the wider region.

In view of the fact that Bristol City Council declared a climate emergency over 2 years ago and that Bristol Airport's proposed expansion would massively increase carbon emissions, I call for the Mayor to personally put in a formal objection to the Appeal being heard by the Planning Inspectorate.

## **STATEMENT PS 52**

### **Submitted by Andy Parsons**

I live just outside Bath but on the flight path of Bristol Airport. I am writing to add my opposition to the opposition of many thousands of other people within the West of England to the proposed expansion of Bristol Airport.

WECA, Bristol, B&NES and Wiltshire Councils have all recognised and acknowledged the impending Climate Emergency that people in the West of England face. It is imperative upon all people to treat the Climate Emergency as an emergency and act with urgency, determination and commitment to do all the things that can be done to reduce our greenhouse gas emissions before the region, country and planet exceed their carbon budgets.

In order to keep the global average rise in temperature to no more than 1.5C, we have a carbon budget that will run out in 9 years' time if we persist in emitting GHGs at the rate we did in 2019. Alarmingly, many of us recognise that this battle has probably been lost already. Given that, it is imperative that we strive with every option before us to stay within the carbon budget that would limit global warming to 2C, hoping that that amount of warming will not make life on this planet unmanageable for many billions of people.

I call on you to show your awareness and understanding of the dire situation we face and the need to reduce as rapidly as possible the share of our carbon budget used by aviation. Please reject any and all proposals to expand operations at Bristol Airport.

## **STATEMENT PS 53**

### **Submitted by Katherine Piper**

In advance of your upcoming meetings on the proposed Bristol airport expansion, I wanted to express my concern for the devastating impacts this will bring and to urge you to reconsider any further expansion.

Aviation is the most CO2 emitting form of mass transport and **MUST** be curtailed until there is an alternative fuel or alternative means of aircraft propulsion. (biofuel, hydrogen or electric). Airport expansion should not even be considered until these alternatives are available. If the aviation industry cannot function, because of its devastating effect on the climate, then the development of alternatives will be prioritised. The IPCC report shows that we have just seven years to reduce our carbon emissions if we are to avoid the devastating impacts of climate change. To go ahead with the airport expansion of such a high greenhouse gas and pollutant emitting industry would be worse than reckless - it would be criminal. Please, for the sake of you, me, and the whole of human and animal life, **DO NOT ALLOW BRISTOL AIRPORT EXPANSION** until the aviation industry cleans up its act.

I urge you please to make a decision based on science and fact. There *are* alternatives to stimulate the local economy, alternatives that give our civilisation a chance of survival. Please take the opportunity of Covid to rethink and re-assess.

## **STATEMENT PS 54**

### **Submitted by David Clegg**

Although we are outside of your area we would ask that you consider the following points and add your support to North Somersets' decision to refuse the application, when you are debating the Airport Expansion.

*We are currently facing the threat of significant changes to all our lifestyles if CO2 production is not drastically reduced.*

*Expansion of any airport will greatly increase CO2 production and as such must be prevented. This was a significant factor in North Somerset Council's original objection and nothing has changed in UK CO2 production to suggest their objection was incorrect.*

*The airport's existing planning permission already allows for very significant growth. It is not evident that even this existing extra capacity is needed in the aftermath of the Coronavirus pandemic. No further expansion should be permitted when the future of air travel has never been more in question.*

*In addition to this, the minor alterations the Airport is intending to make to the local roads may provide some improvement to traffic flow, it will not reduce pollution from increased traffic to and from the Airport.*

*An increase in flights will vastly increase the Airport's contribution to CO2 levels in the local area, reducing this country's and this region's ability to reduce CO2 pollution levels and MEET it's legally binding Climate obligations.*

David Clegg on behalf of Sustainable Clevedon

Climate delay is now climate denial; catastrophic climate change is already here.

## **STATEMENT PS 55**

**Submitted by Dr Diana Warner**

Please throw out the appeal by Bristol airport, to allow its expansion, for all the reasons it was thrown out by North Somerset council before.

We must not have increased air travel, for our survival.

This was stated categorically in the Committee on Climate change review of government progress 2020, which urges government to cut to zero carbon emissions as quickly as possible as well as preparing for 2-4 degrees global average temperature rises. The plans urged on government by its own committee include cuts in aviation emissions immediately, and bringing in international flights into its emission calculations. Failure to comply will impact us and the world in truly frightening manner.

Thanking you in advance for doing the right thing,

## **STATEMENT PS 56**

**Submitted by Charlie Low**

I strongly oppose the expansion of Bristol Airport.

In 2019 WECA declared a climate emergency, yet the WECA mayor supported the Bristol Airport expansion, which opposes the actions needed to tackle the dangerous situation we are facing. Blocking the expansion will avoid another increase in CO2 creation and will also communicate a clear message that we are in an emergency and we cannot carry on with business as usual.

Please the legacy you will be leaving for future generations when making a decision on the expansion tomorrow.

## **STATEMENT PS 57**

**Submitted by Kiki Chatziantoniou**

I am supportive of the proposed motion being put to council regarding cladding remediation and implore councillors to voice support for the thousands of innocent Bristol leaseholders facing potentially bankrupting bills to fix the faults and mistakes of developers and building regulators. It is outrageous that hard working individuals who bought their homes and properties in good faith, are left to pick up the pieces for mistakes not of their making. Without legislative action at all levels thousands of people in Bristol and around the UK will be seriously affected, some irreversibly.

Thank you for your time in understanding and taking action on this

## **STATEMENT PS 58**

**Submitted by Hazel Morfett**

This year David Attenborough gave us his witness statement, about humanity's destruction of Earth in his lifetime.

He has asked us to step up, to change this, and he told us how.

Renewable energy and transport is crucial to stop us reaching four degrees centigrade of warming which will decimate our planet's ecosystems.

I feel this airport expansion is an ecologically suicidal gesture in the climate crisis.

**STATEMENT PS 59**

**Submitted by Lucy Cooper**

We cannot continue to pump more co2 into our atmosphere, the appeal against the expansion ban has to to be denied. People are already dying from climate change!!!

## **STATEMENT PS 60**

### **Submitted by Katherine Grant**

The Public Right of Way from Cliftonwood down Church Path Steps (also known as the Mardyke Steps) to the Hotwell Road has been closed since the end of December 2019. This is due to the partial collapse of a retaining wall which supports the Steps; the steps are deemed unsafe for public use.

The wall is privately owned, so BCC Highway officers have decided that BCC should cover 50% of the cost of repair, and that the owner of the wall should be required to cover the other 50%. Getting the green light to proceed on this basis has proven more troublesome than expected, as the owner has so far been unresponsive to BCC efforts to negotiate a cost-sharing arrangement. The Clifton ward Councillors have so far not been able to persuade the Council team to share the name and contact details of the owner of the wall, and in the meantime, a year has already passed, with the popular shortcut closed.

We understand that the Council are now seeking external Legal Advice as how best to proceed. It makes sense that officers want to pursue the owner of the failing wall for a fair contribution to the cost of repair, and we agree that the Council must use public money wisely; but insisting that the repair work cannot begin before this process is complete means that the Steps will continue to be closed for the foreseeable future. This is unacceptable to local residents who have endured this loss of amenity for a year already.

The Mardyke Steps are a much-loved, much-used access route for Clifton ward residents to the harbourside, and they play an important role in the city's stated aim of encouraging walking in and between communities.

On behalf of local people in Cliftonwood, and Clifton, we are asking that BCC honour its duty under the 1980 Highways Act to keep the highway clear. We are asking that the Council starts the repair work right away, and retroactively pursue the owner for their 50% share of the costs, under Section 290(6) of the Public Health Act 1936. We feel that proceeding with the work, is a reasonable risk for BCC to take on - rather than keeping the Steps closed during the already-drawn out process of negotiating with the owner.

## **STATEMENT PS 61**

**Submitted by Alexandra Geddis**

Bristol Airport are appealing the decision made by North Somerset Council to reject their application to expand.

The reasons for this rejection are current and given the daily reports on the effects of climate and ecological damage on people and planet are ever more pertinent.

Bristol led the way in declaring a Climate Emergency.

I am imploring the Mayor, on behalf of Bristol City Council, to continue to demonstrate Bristol's commitment to reducing carbon emissions by taking action and state support for the opposition to the Airport's appeal.

## **STATEMENT PS 62**

**Submitted by Zoe Michelle**

I am supportive of the proposed motion being put to council regarding cladding remediation and implore councillors to voice support for the thousands of innocent Bristol leaseholders facing potentially bankrupting bills to fix the faults and mistakes of developers and building regulators. It is outrageous that hard working individuals who bought their homes and properties in good faith, are left to pick up the pieces for mistakes not of their making. Without legislative action at all levels thousands of people in Bristol and around the UK will be seriously affected, some irreversibly.

Thank you for your time in understanding and taking action on this.

## **STATEMENT PS 63**

**Submitted by Sue Ryall**

I strongly feel that Bristol City Council and the Mayor must object to the airport expansion at Bristol Airport, the plans of which are currently being reconsidered by the Planning Inspectorate. Bristol City Council has declared a climate emergency and is committed to become carbon neutral by 2030. The expansion of the airport would make a mockery of this aspiration. Airport expansions are a notion from a time which has past. We all need to be looking to fly less not more if we want to keep our Co2 emissions to 1.5%., and save life on this planet.

The noise and air pollution in the whole region would be negatively affected, counteracting the positive steps Bristol City council is making re air pollution. Many of Bristol's residents live under the Bristol airport's flight paths, why should these people have to put up with an extra 20,000 flights a year?

Covid-19 has decimated Bristol airports business plan for their expansion and yet despite this, the overwhelming objection by people in North Somerset and the locally declared climate emergency, the airport are persisting in trying to get planning permission for their expansion. Can Marvin Reese and the Bristol City Council confirm that in view of these changed circumstances, confirm that he personally and the Council no longer support the planned expansion?

## **STATEMENT PS 64**

### **Submitted by Hannah Phillips**

I am a resident of Bristol and am writing to add my name to the many thousands of other people, within the West of England, who are opposed to the proposed expansion of Bristol Airport.

Bristol City Council has both recognised and acknowledged the impending Climate Emergency that people in the West of England face. There is no silver bullet that will solve the problem of climate change. It is imperative upon all people to treat the Climate Emergency as an emergency and act with urgency, determination and commitment to do all the things that can be done to reduce our GHG emissions before the region, country and planet exceed their carbon budgets.

In order to keep the global average rise in temperature to no more than 1.5C, we have a carbon budget that will run out in 9 years' time if we persist in emitting GHGs at the rate we emitted then in 2019. Alarmingly, many of us recognise that this battle has probably been lost already. Given that, it is imperative that we strive with every option before us to stay within the carbon budget that would limit global warming to 2C, hoping that that amount of warming will not make life on this planet unmanageable for many millions if not billions of people.

I call on you to show your awareness and understanding of the dire situation we face and the need to reduce as rapidly as possible the share of our carbon budget consumed by aviation. Please reject any and all proposals to expand operations at Bristol Airport until such time (which might never arise) as the region and country can afford to allocate a significant share of its over-stretched carbon budget to aviation.

**STATEMENT PS 65**

**Submitted by Chandra Wilby**

I'm writing to implore you to preserve our verges in an environmentally sustainable way which encourages bio diversity and also look beautiful!

As per the recommendations suggested at [www. plantlife.org.uk](http://www.plantlife.org.uk)

## **STATEMENT PS 66**

**Submitted by Jane Richards**

It is wonderful to see that the Ecological Emergency Strategy contains the pledge that "at least 30% of land in Bristol to be managed for the benefit of wildlife by 2030". It would be great to see Bristol City Council adopt Plantlife's guidance on road verge management improving quality of life for local residents and benefiting the wider world.

## **STATEMENT PS 67**

**Submitted by Barbara Kenney**

I am emailing to request that you write to the planning inspectorate to uphold the decision not to allow Bristol airport expansion to go ahead. It is becoming ever more clear that the **ecological crisis** that we are facing from continued emission of greenhouse gases must be dealt with now. We are at a **tipping point**.

Weca declared a climate emergency in 2019.

There is overwhelming objection to the expansion plans in North Somerset.

Bristol and Weca should lead by example in rejecting the Airport expansion, demonstrating commitment dealing with the climate crisis.

## **STATEMENT PS 68**

**Submitted by Mavis Zutshi**

A little over two years ago, this Council unanimously carried a Climate Emergency motion. About this time last year, Bristol citizens mobilised to argue the case against the proposed expansion of Bristol Airport. In February this year, North Somerset Council voted overwhelmingly (18 to 7) against the Airport's application. It did so because it believed 'that the detrimental effect of the expansion of the airport on this area and the wider impact on the environment outweighs the narrower benefits'.

Nothing has changed in the airport's case since then and the Climate Emergency certainly hasn't gone away. Yet we the citizens are back here again, having to make the case once more, in face of the airport's appeal to The Secretary of State.

On every front - economically, environmentally, socially - the arguments that were used to justify expansion have been invalidated. The promise of significantly increased employment opportunities and economic regeneration locally have been shown to be speculative and overblown. Environmentally, the local impact of increased road traffic, pollution, noise and more frequent flights are demonstrably damaging to human health and well-being, as well as a threat to the natural environment. Socially, amongst those affected by these negative consequences are some of the most poor and disadvantaged communities in the south of the city. Whilst frequent flying is a habit of a minority, i.e. the well-off, its impact often falls most heavily on those living in poorer areas, sometimes directly under the flight path, both here and in the receiving countries.

North Somerset voted against Bristol Airport expansion not just for those very sound local reasons but also because it recognised that this was a highly significant decision, nationally, that could set a welcome precedent for other airports waiting in the wings, eager to push their own expansion plans. This is still the case. The online journal, Air Quality News, revealed last year that every U.K. Airport had plans to expand with many hoping to double their passenger numbers by 2030 - well above the 25% recommended by the IPCC. Since the UK aviation industry also has one of the highest CO2-emitting sectors globally, this circle can't be squared.

There is an opportunity here for the mayor and council to demonstrate progressive and bold leadership, as it did in relation to voting for motion on the Climate Emergency in 2018. A commitment to social justice and to tackling the causes of poverty, racism and structural inequality is to be applauded- it does not have to be achieved at the expense of the planet. There are now many voices calling for a socially just and sustainable transformation of our economy that avoids climate catastrophe. Opposing further expansion of Bristol (and other airports) is a vital part of that process.

## **STATEMENT PS 69**

**Submitted by Dr Caroline New**

I write to urge you to respect the NS elected officials February decision to reject Bristol Airport's expansion plan. The airport's appeal against that decision, and the reasons they are offering in their updated Environmental Statement, are inconsistent with Bristol Council's Declaration of Climate Emergency.

1) The Airport emphasises predicted post Covid regional demand for increased passenger numbers - but we cannot safely leave climate mitigation to the market. Demand is created, including by Bristol Airport, and correct information about the danger to present and future generations will reduce that demand. Judging by opinion polls, this is already happening.

2) The Airport claims that Bristol Airport's expansion is a necessary driver for economic growth in the region. But it is now imperative to think in terms of a transition to a sustainable regional economy, which will require a shift to green jobs, rather than accepting the necessity of current market-driven notions of growth.

3) The Airport's revised statement notes that various policies which might offer legal impediments to its expansion plan currently have no force. The Airports National Policy Statement is still awaiting review by the Home Secretary, following the Heathrow judgement that climate change, and the UK's commitment to Paris Agreement should have been taken into account when it was drawn up. The fact that, until Heathrow's appeal is concluded, that judgement has no legal force does not mean it has no moral force. In the light of BCC's Declaration of Climate Emergency the climate change effects of the Airport's plan are most relevant. They are predicted to be at least one million extra tonnes of greenhouse gas emissions annually. One reason the Airport's own estimate is lower is that they are only counting CO<sub>2</sub>, not other noxious greenhouse gases.

4) One other point for your consideration: the Airport notes that mitigation of climate change is subject to international agreement, within which nations make promises (Nationally Determined Contributions). There is no obligation, the Airport says, to consider the warming effects of particular local projects, and in global terms the increase in greenhouse gas emissions caused by the proposed expansion would be trivial. These really are weasel words! In fact the Paris Agreement includes a commitment to work with local authorities in strategising climate change mitigation, a commitment that the British government has so far ignored (just as it has failed to treat local authorities as partners around test and trace). The Mayor's Climate Action Plan can only be fully implemented if and when the British government meets this commitment.

Please come out publicly in support of the North Somerset councillors' decision and against the Airport's unjustifiable appeal.

## **STATEMENT PS 70**

### **Submitted by Committee for Friends of Royate Hill Local Nature Reserve**

The committee for Friends of Royate Hill Local Nature Reserve wish to support the campaign to review current mowing practices by Bristol City Council in light of the declared Ecological Emergency. The 'Say No to the Mow' petition demonstrates the strength of feeling around the careless loss of biodiversity by poorly timed and excessive grass cutting. We appreciate that there will be a different emphasis, whether the site is a park, a Local Nature Reserve, cemetery or even a road verge, but there is nearly always scope to enhance the meadow flowers while keeping intrusive scrub at bay where necessary.

We need to strike a balance which allows nature to thrive while still meeting the needs of local communities, and raising public awareness of why this balance is being sought. An 'over-tidy' attitude also means more frequent use of expensive equipment and labour costs.

## STATEMENT PS 71

**Submitted by Janet Jones**

*In support of the gold motion calling on the Mayor to oppose the expansion of Bristol airport.*

2020 has been a revealing year. Aviation has not been able to respond to the C19 pandemic in a flexible way. It has been vulnerable to fluctuations in demand . It will remain vulnerable – if not to other pandemics, then to the global effects of the climate crisis.

This has not strengthened Bristol airport’s moral or business case for further expansion.

For example:

**In 2020** – warnings given by significant organisations that we have to do **much more** to mitigate climate change. Warnings that we are not meeting our emissions reductions targets, with life-threatening consequences.

The UK Committee on Climate Change (summer 2020); The World Meteorological Organisation (report on state of the global climate – November 2020); The World Health Organisation (commenting of rising number of deaths from planet heating - December 2020)

**In 2020** – wide-spread acknowledgement of increasing global extreme weather events - floods, fires, sea-level rise, heat-waves, storms etc, as well as the more every day disruption from ‘clear air turbulence’. This has a huge knock-on effect for aviation, as air space is very carefully managed – one flight delay leading to several more. The aviation industry is now concerned about the customer experience of this (frustration, alarm and injury) and the insurance industry is concerned about its capacity to cover air travel.

**In 2020** - people needing and wanting to fly less.

The growth in on-line ways of meeting during the pandemic is forecast to remain significant, reducing the business sector’s share of flying.

The UK parliament’s citizens’ assembly on climate change recommended the introduction of a frequent flyer levy.

Growing numbers of people concerned about the climate crisis and choosing to fly less.

These indicators do not add up to a viable case for Bristol airport expansion.

## **STATEMENT PS 72**

**Submitted by David Acland**

North Somerset Council has rejected Bristol Airport's expansion plans in line with the wishes of their residents.

Will Bristol City Council respect the wishes of the people of North Somerset, who oppose the expansion on the grounds that it will generate a million extra tonnes of CO2 equivalent every single year and increase the amount of vehicle traffic with associated air pollution.

The Corona virus pandemic has shown us a new way of doing business, which reduces the need for overseas travel, and demonstrated to mass tourism destinations the environmental and social benefits of fewer visitors. Is more flying capacity needed in this new normal?

## **STATEMENT PS 73**

**Submitted by Raphael Sibille**

It's good to see that the Ecological Emergency Strategy contains a pledge that "at least 30% of land in Bristol to be managed for the benefit of wildlife by 2030". It would be great to see BCC adopt Plantlife's guidance on road verge management.

## **STATEMENT PS 74**

### **Submitted by Thebe Ringner**

Please cast your vote to oppose any expansion of the airport at Lulsgate Bottom or now known Bristol International Airport.

We are in a state of environmental emergency and air travel is a significant contributor to this – a huge contributor. Let's keep the options of more flights, of more CO2 emissions to a minimum. Why not beat the rabble. Most of society have transformed the way they drink take away water (Chilli Bottles), Coffee (Reusable Cups) so why not lead the change and pioneer to say NO to airport expansion. Lead the future, and as you can see from examples above, there is substantial financial gain from being the first.

Yes everything is on pause due to COVID put why not find a middle ground, as we all have been forced to do – to think of others as well as financial gain. Surely these past 8+ months has taught us something substantial and long lasting, longer than the constrictions of our 'Tier' parameters? Its taught us that life isn't just about money, travel – this constant reel of more, more, more – its taught us to slow down, take a breath and find time to think about the future we want, and its survival.

We must not permit the 'commercial market' to dictate our future by enabling further growth in air travel.

This is what the airport group is saying: "Our forecasts assume that the impact of Covid-19 is ultimately a short term issue, covering the next two to four years and that, over the period of the planning forecasts, more normal market conditions and drivers for growth will return."

Think about our home.

## **STATEMENT PS 75**

**Submitted by Hugh Purvis**

Great document; great objectives, but let's see the detailed plans on how to get there!

I think the easiest (and cost-saving) measures such as Plantlife's approach to managing road verges should be adopted immediately.

## **STATEMENT PS 76**

**Submitted by Jacqueline Walkden**

2020 has been one of the hottest years on record, in spite of the fact it is an La Nina year, when temperatures are historically slightly lower and industrial activity was reduced because of Covid. It's sometimes comforting to say, as some might say about the airport expansion, we are such a big planet, how will what we do matter in the grand scheme of things. But that thought is echoed millions of times across the globe. The consequence of this delusion is that we are now, according to the UN last week, at 1.2°C of warming. But for some countries, temperatures are becoming dangerous: Kuwait has been recording summer temperatures of over 50°C. Even in the UK, one of the cooler parts of the world, there were 900 deaths attributed to heat in 2019. The Greenland icesheet has lost 4 040 GT of ice since 1992, and there are approximately 413 ppm CO2 in the atmosphere. Only 37 ppm from the predicted tipping point into catastrophic climate change. This is a dire position. Therefore it must surely be better to respect the views of North Somerset council and the residents of North Somerset and add weight to their decision to reject the airport scheme, which would increase the regions' emissions by over one million tonnes CO2 equivalent per year, especially given the fact that local councils in the region have declared climate emergencies and the UK Government seeks to make almost 70% cuts in emissions by 2030.

Given North Somerset's residents and council are against the expansion, if it goes ahead with the endorsement of surrounding councils there must surely be questions about who should be responsible for the costs to mitigate not only the loss of amenity caused by to local residents but the huge environmental costs of offsetting the emissions. Furthermore, local people can't be expected to make cuts themselves if they see their councils overriding their own climate pledges.

## **STATEMENT PS 77**

**Submitted by Tony Jones**

Since North Somerset councillors voted to reject Bristol Airport's planning application for expansion, new evidence of the seriousness of the climate emergency continues to mount up. For example:

1. The provisional assessment from the World Meteorological Organisation (WMO) is that 2020 will be the third warmest year on record
2. The 2020 progress report to parliament from the Committee on Climate Change shows that the UK is off track to meet the 2050 net zero target
3. The WMO's Greenhouse Gas Bulletin (No.16) shows that greenhouses gases reached a new global high in 2019

In the face these, and other, facts about the impact of the climate crisis, the urgent need is for action now to cut greenhouse gas emissions. The first and easiest way to do this is to stop new sources of such emissions from being developed, such as the proposed expansion of Bristol Airport.

Earlier this year, North Somerset councillors rejected the application to expand the airport. They have led the way in debating the issues around airport expansion, and responding to the heartfelt plea of their residents to take action to combat the climate crisis. Surely the time has now come for Bristol councillors to show the citizens of Bristol that they too understand that combatting the climate crisis demands action, now.

Therefore, I urge councillors to support this motion.

## **STATEMENT PS 78**

### **Submitted by Bristol Rewilding Group**

As a representative of the informal environmental group Bristol Rewilding Group, please find our statement of support to the Say No to the Mow petition, due to go before the council next Tuesday;

As a country that stands as the 29th most nature-deprived in the world, a world in the midst of a crisis in biodiversity, Britain needs to be doing as much as it can to preserve and restore what relatively little wildlife we have. As an informal group formed to increase support for letting nature have greater freedom to thrive within and around the city, Bristol Rewilding Group wants to see this taken seriously within our area.

Therefore, we welcome a reduction in mowing intensity seen within greenspace managed by Bristol City Council and other groups within our local area. While we do not intend this to mean a blanket no-mow policy, and indeed recognise large areas require frequent mowing where amenity value is high for example, areas currently managed for the benefit of wildlife would do well to see a revision in policy.

Within their traditional agricultural context, meadows would've been cut in mid-summer in order to provide livestock with high quality fodder. Mowing at such a time does also allow certain wildflower species to set seed without competition from larger species. However, many others will be cut before they are able to do so, the eggs and larvae of vast numbers of invertebrate species will be destroyed and valuable nectar sources for the adults wiped away, and the habitat of small mammals removed in one fell swoop. If meadows are mowed no earlier than mid-September, or if only a third is cut each year, then a wide diversity of wildlife can prosper. Yet despite the advice of PlantLife and Butterfly Conservation advising against mowing whole areas in mid-summer, this is still routine practice even within conservation.

We wish to see far more land dedicated to a mixture of late mowing, rotational-third mowing and no-mow in order to increase the wildlife value of our local grasslands, and in doing so show the people of Bristol that it is possible to replace a silent spring with a raucous summer.

## **STATEMENT PS 79**

### **Submitted by Michelle Lee Barker**

As a local bs3 resident I was very inspired by Jimmy's Big Bee rescue programme on c4.

I know the BS3 Wildlife Group promotes the My Wild Bedminster and My Wild South Bristol projects aiming to raise public awareness of the wildlife in our neighbourhoods and to encourage domestic gardeners, allotment holders, park support groups and others to encourage wildlife through habitat improvements.

We strongly support the Say No to the Mow campaign in the belief that every park and public space has a part to play in promoting wildlife whilst at the same time ensuring that the space is also available for other activities, such as, sports, children's play and quiet contemplation. Many park support groups have already successfully negotiated agreements with Bristol Parks ensuring that sections of their park are left to become 'wild' rather than constantly being mown into so-called 'amenity grass'. We need more of this enlightened and flexible approach.

I would like this to go one step further and remove sections of grass and sow wild flowers in Bristol parks especially Breville smyth, Ashton court, Blaise castle, the downs to create wildlife food rich corridors for insects which in turn will encourage more biodiversity, more insects brings more small mammals etc etc.

This should be cheap and easy to do I have seen it done on road verges along m32 and imperial park.

My other idea is inspired by a local residential street near me, frobisher road, bs3.

It is a small street that unusually for south bristol has some trees and residents have planted wild flowers around the base. It's so lovely. It made me think many of the streets in bs3 are Victorian terrace with very small gardens and often no front gardens. What about if there was a scheme to give over half a car park space to a raised bed for a small/slow growing, bird friendly tree or shrub like a holly, silver birch, rowan etc with bulbs or wild flowers underneath. This could happen every 50 meters on both sides of road. To create a zig zag wildlife corridor. Many streets now have whats app groups and could become custodians but need the idea to spread and permission.

## **STATEMENT PS 80**

### **Submitted by Narroways Trustees**

Narroways Millennium Green Trust/Local Nature Reserve wish to support the campaign to review current mowing practices by Bristol City Council in light of the declared Ecological Emergency. The 'Say No to the Mow' petition demonstrates the strength of feeling around the careless loss of biodiversity by poorly timed grass and hay cutting. We appreciate that there will be a different emphasis, whether the site is a park, a Local Nature Reserve or even a flowery road verge but there is nearly always scope to enhance the meadow flowers while keeping intrusive scrub at bay where necessary.

We need to strike a balance which allows nature to thrive while still meeting the needs of local communities, and raising public awareness of why this balance is being sought. An 'over-tidy' attitude also means more frequent use of expensive equipment and labour costs.

## **STATEMENT PS 81**

**Submitted by Lisa Stone**

The BS3 Wildlife Group promotes the My Wild Bedminster and My Wild South Bristol projects aiming to raise public awareness of the wildlife in our neighbourhoods and to encourage domestic gardeners, allotment holders, park support groups and others to encourage wildlife through habitat improvements. We work amicably with similar groups in North Bristol and with agencies such as Bristol Parks and Avon Wildlife Trust.

We strongly support the Say No to the Mow campaign in the belief that every park and public space has a part to play in promoting wildlife whilst at the same time ensuring that the space is also available for other activities, such as, sports, children's play and quiet contemplation. Many park support groups have already successfully negotiated agreements with Bristol Parks ensuring that sections of their park are left to become 'wild' rather than constantly being mown into so-called 'amenity grass'. We need more of this enlightened and flexible approach.

## **STATEMENT PS 82**

**Submitted by Chris Bayliss**

Please reconsider yr mowing policy in Greenbank cemetery. I understand that main paths need to be kept clear fir people to access graves however please leave larger segments of the cemetery untouched or minimal mowing.

It is a wonderful experience to walk through the cemetery when the grass is longer and the wildlife is thriving. To watch the butterflies , bees and other insects flourishing in the inner city is a treasure to behold.

Please protect this little piece of paradise and review your mowing policies.

Thanking you in anticipation of a positive response.

## **STATEMENT PS 83**

### **Submitted by Ross Stanely**

I wanted to submit a question for the discussion on the mayor's support of the Bristol Airport expansion due to take place on 8th December.

This airport expansion flies in the face of current advice and policies, including Bristol City Council's own objectives, that state collectively we must reduce our carbon emissions in order to halt manmade climate change and the devastating effects it will bring on our planet.

This expansion will be an ecological disaster. Not only by putting more CO2 emitting planes in the sky but also by damaging habitats for animals in the countryside around the airport and imposing on the Mendips AONB.

The route to the airport is already consistently congested with cars. The expansion will put more cars on the road and increase congestion. One of the airport's main updates is to add additional parking for cars which clearly shows they are expecting more vehicles. The public transport to the airport is inadequate and there doesn't seem to be any plan to improve this. No doubt the airport won't consider passenger travel to the airport in their calculations when measuring their carbon output.

My question is; how does the mayor justify supporting this expansion whilst at the same time promoting Bristol's aim to be carbon neutral by 2030?

## **STATEMENT PS 84**

**Submitted by Kathryn Jeffs**

Im writing to add my voice to the discussion on how we manage Bristols green spaces.

Its crucial that we look to take any opportunity that we can to improve the biodiversity of our green spaces going forward.

Our natural world has been depleted, insect biodiversity is plummeting, pollinating insects are in decline, tree and bush cover is reduced exposing soils to erosion, leaching vital nutrients and allowing grounds to heat up losing their humidity.

We have to reverse the damage we have done and nature can help us do that. By allowing biodiverse habitats to thrive around our city and neighbouring countryside we will build resilience against the changes which we are going to experience more and more.

And we create an environment in which we will joyfully want to live.

It is great to see that a commitment to wildlife-friendly land management is in the Ecological Emergency Strategy. It is good to see that the Ecological Emergency Strategy contains pledge for "at least 30% of land in Bristol to be managed for the benefit of wildlife by 2030". Please can you tell me what the Council is doing to take this forward?

I join voices in encouraging the BCC to adopt Plantlife's guidance on road verge management as this will guide you towards that more diverse environment which will be beneficial to us all.

## **STATEMENT PS 85**

**Submitted by Richard Pedler**

Pleased to support the introduction of wildlife verges and green space in Bristol, but why not partner with private garden owners and wildlife parks to bring more and more diversity and a plan to increase tree planting?

## **STATEMENT PS 86**

**Submitted by Sara Cech-Lucs**

I live in Shirehampton and have spent the last year publicising how important urban wildlife is to the survival of the UK's biodiversity. Ash Bearman and I established Bee Happy Shire to distribute wildflower seeds to local people and in 2021 we are creating a Community Garden.

I fully support Bristol's commitment to manage 30% of urban land for the benefit of wildlife and biodiversity and urge them to adopt Plantlife's guidelines on verge management as part of their planning.

Action on this matter is URGENT – don't delay ACT NOW for all our futures and the future of wildlife in Bristol.

## **STATEMENT PS 87**

**Submitted by Simon Oliver**

I am writing you you about the proposed expansion of Bristol Airport, to register my objection to the planning application (now at appeal).

The reason for my objection is based on the risks associated with climate change. The UK Government (and Bristol City Council) have declared a Climate Emergency. For me, an emergency implies that you work hard and you work quickly to try and solve the problem. Airport expansion would seem to be the complete opposite of this.

Bristol City Council have also pledged to become carbon neutral by 2030. According the airport's own environmental impact assessment, submitted as part of the planning process the current carbon emissions from Bristol Airport are 945,000 tonnes of CO2 per year, but this is set to increase to 1,568,000 tonnes with the expansion\*. It is therefore hard to see how airport expansion is compatible with the council's aim for carbon neutrality.

While I understand that you will not make a decision on the planning application, I also understand that Marvyn Reese and BCC publically supported the application when it was originally submitted. As a Bristol resident (BS5 9HJ) I feel that the most democratic recourse is for me to write to you and ask you to publically, and officially object to the application on my behalf.

## **STATEMENT PS 88**

### **Submitted by Viv Perry**

I write to contribute to the debate on the appeal by Bristol Airport to expand its activities, to be held by the council on Tuesday 8th December.

I am a Bristol resident who is very concerned about the airports expansion plans and have previously written to yourself, and also to the councillors of North Somerset on the matter.

The reasons for my objection were;

-any increase in flights will cause an increase in fossil fuel emissions, which will significantly contribute to global warming. At a time when the planet faces an existential threat from climate change, any increase in airline use cannot be justified, and we should instead be investing in more sustainable means of transport, and indeed looking at reducing our dependence on flying as a means of transport.

-Bristol Airport is less well connected than any other regional airport, with no rail link . Therefore any increase in airport usage means an increase in road traffic which will increase road usage in the immediate surroundings of the airport, increased fossil fuel emissions and increased air pollution.

-Any increase in car usage will inevitably mean increased car parking, which will mean existing green fields being put under tarmac to accommodate cars, with a consequent loss of open land and impact on local wildlife and biodiversity.

-Bristol airport has sought to emphasise its carbon neutrality, but what about the emissions caused by the planes and car usage associated with its activities, which are not carbon neutral, and which it plans to increase.

-Bristol airport claims its expansion will create extra jobs. But surely the better place for jobs to be created now is within the green economy with jobs in green technologies and investment in an environmentally sustainable economy.

Bristol City Council was a pioneering council in declaring a climate emergency, and should be warmly congratulated for doing so. It has become increasingly clear that the need to take action to avoid catastrophic global warming is becoming ever more urgent. Bristol needs to be a pioneering council in beginning to make the difficult decisions which are now needed as we try to wean ourselves off our dependence on fossil fuels. The UK hosts the COP 26 talks in November 2021, where the world will look to the UK for leadership in meeting the climate targets set at the Paris agreement. The government has already announced some initiatives aimed at addressing our fossil fuel usage -a start, though they do not by any means go far enough.

The Covid-19 pandemic has also shone a light on the situation. We have learned as a society that we can make sudden changes, and adapt. Changed patterns of working is one example. Growth of community interdependence is another. The Covid pandemic has also exposed the

inequalities existent in society, and the realisation that in order for us all to be safe, we must protect and support the most vulnerable, not just in the UK but around the world. The poorest and most deprived have the highest levels of poor health, and have been hit hardest by covid.

The environmental damage to the planet has largely been caused by the wealthiest countries who have sought to exploit the planets resources, and that increased exploitation has brought us to the current climate emergency. That exploitation has also been carried out at the expense of the poorest and most deprived populations on the planet, and it is those marginalised and deprived communities who are currently feeling the full effects of the changing climate on their lives.

The climate emergency, and issues of inequality are inextricably linked, and should be at the heart of all decisions made.

I therefore write to ask, again, particularly in the light of the Climate Emergency Declaration in Bristol, to consider withdrawing your previous support for airport expansion.

North Somerset Council voted overwhelmingly to reject the expansion plans, and they are the local council most directly affected by them. How can the expansion be justified in the light of the current climate emergency? And how can the additional pollution caused by the flights be justified as it will impact on those communities in the airports flight paths, particularly those communities in South Bristol, communities you have a duty to protect?

The impact of Covid-19 on air travel has seen a highly significant reduction in usage, and currently negates any arguments for expansion plans. None of us knows what the future holds, but with increasing concerns about emission levels caused by airlines, locally declared climate emergencies, a heightened government focus on climate targets, with future government policies likely to tackle levels or frequency of flying , together with the high levels of local objection referred to above, please will you consider reviewing your position on airport expansion and instead objecting to the plans. This feels like a real possible moment of change, and for the sake of the planet, it needs to be. We are only one city, but an influential one, with well known green credentials, and decisions made here will reverberate around the country and the world. There are many other regional airport expansion plans in the pipeline. The decisions made here could impact on those too.

Surely we need to prioritise the green economy for job creation and employment in sustainable jobs and industries. This is a great opportunity for you to show leadership in withdrawing your support of the airport expansion, so that Bristol can continue to be a pioneer in moving towards a more sustainable and greener future.

Thank you for reading and considering my letter,

## **STATEMENT PS 89**

### **Submitted by Sue Crimlisk**

I am extremely concerned to hear that Bristol airport is appealing against the democratic decision which was made last year to stop its expansion.

As a Consultant Doctor in the NHS and a member of public, I feel it is my duty to do anything I can to object to this reversal of a sound, well argued decision.

The UK government has declared a climate emergency and committed to being "carbon neutral" by 2050.

In my opinion this is not soon enough given the rising CO2 levels and the increasing number of extreme weather events associated with climate change which have occurred in the last 5 years.

However, in order to have any chance of limiting global temperatures to less than 1.5 degrees C, it is ESSENTIAL to limit/reverse human activities which contribute to rising CO2 levels.

Airport expansion would increase CO2 levels.

Fact.

The huge increase in the number of flights, the increase in traffic, the increase in car parking and amenities would all increase CO2 levels at a time when we should be reducing them.

Our global resources are finite.

Currently in the Western world we are extracting and burning and polluting to the detriment of the planet.

If this continues, temperatures will rise, crops will fail, food will be scarce, populations in some countries will no longer be able to survive and it will lead to mass migration.

This is already happening.

The UK will not escape the effects of climate change.

Developing countries will be hit first but it will affect the richer countries too.

Bristol City Council has also declared a climate emergency.

Supporting airport expansion in North Somerset makes a mockery of that decision!!

Coastal areas around Weston Super Mare and Clevedon are highly vulnerable to the effects of climate change. Modelling has suggested that they will be some of the first places in the Southwest to be flooded in the event of rising sea levels.

Bristol City Council has also made a pledge to reduce air pollution which is associated with increasing and avoidable deaths from respiratory diseases.

Supporting the increase in traffic in other parts of the County such as North Somerset would be in direct contradiction to their pledge to reduce air pollution - even though it is in a different area of jurisdiction.

Bristol has been seen as a Green capital for some years.

It has been a leader.

When one city leads, others follow.

Here we have the opportunity to really lead.

We know that airport expansion will lead to increasing CO2 levels.

We must support and respect the decision to stop expansion of the airport.

It is the right thing to do.

It is also the right thing to do to create new jobs - especially in areas of social deprivation.

Some people have argued that airport expansion and all that follows as a way of increasing employment is a "dinosaur" way of thinking.

What we need, and the courageous direction of travel, is to level up by creating "green" jobs.

Our children and grandchildren will not thank us for making bad decisions in years to come.

Expanding an airport in the middle of a climate emergency is a bad decision.

They will thank us for making good decisions which consider the health of their children and the planet.

I implore Marvin Rees, who I have met and all the representatives who sit on Bristol City Council and WECA to be on the right side of history and oppose airport expansion.

Bristol, its Mayor and its Council and WECA will go down in the history books for having been brave enough to stand up for what is right against the power of big business whose only concern is profit and lining the senior execs pockets.

## **STATEMENT PS 90**

### **Submitted by Mark Usher**

We are at a tipping point in the climate crisis we all face and for future generations to come....there will be no going back on the decisions we make today as there will be only an acceleration of the effects of global warming with no possibility to reverse those effects which the poor people will suffer the most

We ALL have to cut back our carbon footprint on a individual, local and central government position.

Please oppose the Bristol airport expansion for the sake of the poorer members of our community who will gain little from the expansion and loose much more in terms of increases of noise and air pollution.

## **STATEMENT PS 91**

**Submitted by Sarah Shorter**

Please urge Bristol Mayor Marvin Rees to withdraw his support from the Bristol Airport expansion plan and support North Somerset's democratic decision to refuse it. We do not need 1 million tons more carbon to be used in creating this and we need green jobs, not jobs at any cost.

## **STATEMENT PS 92**

### **Submitted by Dr Tessa Cook**

I am writing concerning the continued efforts of Bristol Airport to expand, despite decisive rejection of their plans by North Somerset Council earlier this year.

You remain on record as supporting their plans. I genuinely hope that you have had time to reconsider. But if not, I strongly urge you to do so, to publicly oppose them, and write to the Planning Inspectorate accordingly.

As a Bristol resident and retired doctor, I believe that expanding aviation makes no sense whatsoever. 20,000 extra flights will cause noise pollution in North Somerset, Bristol and Bath. It will greatly increase traffic to the airport, increasing congestion and air pollution in Bristol. Our air quality is already at illegal levels and causes proven morbidity and mortality (300 deaths per year!).

In North Somerset the expansion would destroy Green Belt land and further reduce critically endangered biodiversity.

Last and not least, Bristol declared a Climate Emergency in 2019 -the first council to do so! This proposed expansion would release an extra million tonnes of CO2 into the atmosphere, making a mockery of all our individual attempts to decrease our carbon footprint!

In the past year Covid19 has changed everything. The airports are being bailed out by the taxpayers (£8million to airports in the SW). This is bad enough while their emissions threaten our health and our children and grandchildren's futures. But at the same time they plan to expand?

As a doctor I followed the Covid crisis closely (shattering our national and local economies). The horror of the first wave unfolded, to a large extent, because roughly 1,300 infected individual cases entered the UK (mainly by air) returning from holidays in Spain, France and Italy. From these the contagion spread unnoticed and initially undetected. This only became apparent much later as mutations of the virus were tracked retrospectively.

I realise that as a Labour politician one of your main concerns is inevitably employment. But the aviation industry far from bolstering the economy has been a major agent of its destruction via covid19. This is not the first and will, sadly, probably not be the last zoonotic pandemic.

Equally as a Labour mayor you naturally, and I am sure personally, have a concern for the poorest and most vulnerable in the city. Covid19 has demonstrated once again that these people suffer first and most from poor health and environmental challenges. Many deprived areas of South Bristol lie directly under the flight paths. The proposed increase in night flights would have a devastating impact on the health of people who are already socially disadvantaged.

The National Government is reviewing alignment of economic policies and decisions with the UK climate and environmental goals post pandemic and ahead of COP26. Surely Local Government must show leadership and do the same.

I have been impressed with the leadership that you and Bristol City Council have shown following the Black Lives Matter demonstrations in June, and over the surge in coronavirus cases recently in Bristol. Both have been critical periods of time.

Please demonstrate the same leadership over Bristol Airport's forthcoming appeal. If Bristol shows the way it will influence many other airport expansion plans across the UK and be an enormous force for good. I believe this is another critical moment for our city. In hope.

## **STATEMENT PS 93**

**Submitted by Harry Mac**

I'm pleased to see a commitment to wildlife-friendly land management in the Ecological Emergency Strategy.

Please can you tell me what the Council is doing to take this forward? The Ecological Emergency Strategy contains the pledge that "at least 30% of land in Bristol to be managed for the benefit of wildlife by 2030". BCC are responsible for a lot of grassland and open space, both in parks and roadside verges. I would love to see more meadow habitat developed which would benefit our native flora and insects and help provide cover for small reptiles, amphibians and mammals, as well as birds. It does need to be carefully done so that parks still contain recreational areas but it could save on budgets and transform the environment at the same time.

It would be great to see BCC adopt Plantlife's guidance on road verge management.

## **STATEMENT PS 94**

**Submitted by Nikki Waldron**

I am writing to ask you to support and adopt Plantlife's guidance on managing green spaces for biodiversity. This guidance is currently cited in the city's Ecological Emergency Strategy but does not appear to be reflective of what BCC is doing.

This is an issue that I am very concerned about in Bristol, and an initiative that could save time and money for the Council as well as providing a vital and much needed boost to our wild plants, insects and wildlife.

Whilst it is great to see a commitment to wildlife-friendly land management is in the Ecological Emergency Strategy, I would like to know what is being done NOW to achieve it.

## **STATEMENT PS 95**

**Submitted by Bob Helson**

I'm writing in support of the campaign to improve biodiversity on Bristol's road verges and public spaces. As Bristol has declared an Ecological Emergency this is clearly something that should be part of our strategy.

I hope this will be adopted.

## STATEMENT PS 96

Submitted by Rory Peliza

*I am writing to you to encourage Bristol City Council to object to the Bristol Airport Expansion. There are concerns that this expansion will affect the surrounding area negatively.*

- *Noise from aircraft is already significant, adding additional night time flights will only exacerbate the situation.*
- *All the constituent authorities of WECA have declared a climate emergency, additionally WECA have said that they intend to become carbon neutral by 2030. North Somerset council have rejected the application, citing climate change as a material consideration. With efforts throughout in Bristol being taken to reduce carbon emissions, it is foolish to ignore the impact an airport expansion would have on the overall carbon footprint of the region. The emissions from the airport would, in one go, reverse the effort put into our fight against the climate crisis[1].*
- *Please do not accept the marketing for the airport, that the airport will be carbon neutral . These calculations do not include the emissions from the planes and therefore this is a misleading statement.*
- *The additional land for car parking facilities required are substantial - encouraging people to fly, and to drive significant distances to do so is again a contribution to the detriment of our local air quality and encouraging further emissions contributing to climate change. The Airport's own planning application predicts an increase of 16% in the annual level of Airport-related private passenger vehicle emissions by 2026, which may well be an underestimate.*
- *Expansion of the airport is unlikely to create increased job opportunities for local people over and above those already in employment. The Airport already imports employees from Wales, Gloucestershire and Devon. The jobs it does offer are mostly contracts and / or low-skilled, low-paid and temporary which will increasingly be mechanised. The financial gain from the airport expansion is not significant enough to outweigh the concerns outlined [2].*

[1] Adrian Gibbs (2019), 'Just Plane Wrong'. Isonomia, Bristol, <https://www.isonomia.co.uk/just-plane-wrong-bristol-airports-expansion-application/>

[2]' Prof John Whitelegg (2005), 'The Economic Impact of Bristol International Airport', The Aviation Environment Federation.

## **STATEMENT PS 97**

**Submitted by Laurie Gibbs**

I have a question I would like to submit for the upcoming debate on Bristol Airport's appeal to overturn North Somerset Council's rejection of their expansion plans:

We only have a finite carbon budget left and must plan extremely carefully on the path to a net zero carbon future as soon as possible if we are to avoid the worst catastrophes of global warming. This expansion plan sends us in entirely the wrong direction.

Bristol City Council took a lead 2 years ago by declaring a climate emergency. They have said that we must reduce our emissions drastically, now we are asking them to take concrete steps to make that happen.

Will Bristol City Council and the Mayor of Bristol publicly oppose the Bristol Airport expansion plans?

**STATEMENT PS 98**

**Submitted by Sally Martin**

Yes, don't mow most of St George park!!!!

## **STATEMENT PS 99**

**Submitted by Delphine Holman**

I am writing to support and encourage the local authorities for Bristol who are reconsidering the management practices around green areas in the city to proceed with plans to help biodiversity and human health and wellbeing by promoting more wildflower areas.

Plymouth City Council have started to adopt this change in management this year and the results have been pleasing amount of colour and increasing insect and birdlife.

The catastrophic decline in numbers of birds and insects in agricultural countryside have made it more important than ever to support pollinators and birdlife in urban areas.

The covid experience has opened many people's eyes to the value of natural space, and its flowers and insects and birdlife have been proved in everyday life ( also in scientific studies) to be a huge contributor to mental health and wellbeing. And enjoyment!

The 'cut and collect' meadow style management programme has been adopted by N Dorset among other LAs and the economic case for reducing nutrient levels by an initial year of removing clippings has been found to be cost effective if not actually cost saving, as the initial buying of equipment to collect the clippings is paid for quite quickly by the much reduced necessity for cutting, areas previously required up to 6 cuts a year but when, after collecting the clippings, one or two cuts at most, at the right time is then sufficient, and in this way time and money is saved.

On highways, the really close cut is only needed on road edge strips for visibility while longer more flower filled areas can be left to flourish further back.

Careful and thoughtful practices will be repaid with colour and buzzing life for all to enjoy !

I hope that Bristol will see its way clear to proceed with the kinder and more nature friendly grass/ meadow flower care of its green areas.

## **STATEMENT PS 100**

### **Submitted by Rosemary Collins**

As a Bristol resident, I urge the council to pass the motion opposing Bristol Airport expansion and urging the Bristol mayor to oppose it too at your meeting on 8 December. At a time of catastrophic climate breakdown, it is completely unjustifiable to support an airport expansion that would lead to increases of 59% in greenhouse gas emissions and 16% in vehicle emissions compared to 2017 levels. Furthermore, there is no economic case for this, given that the aviation industry is facing years of decreasing demand due to increased environmental concerns and the covid-19 pandemic. North Somerset Council have already rejected the expansion, and whilst the decision ultimately lies with them, Bristol residents have a material interest in opposing the expansion, as it would lead to increased congestion, noise and air pollution in our city. I urge you to act in line with Bristol City Council's historic declaration of a climate and ecological emergency and take a strong stance against this destructive airport expansion.

## STATEMENT PS 101

### Submitted by Andrew Kinny

I was incredibly heartened to see a Silver Motion for the next council meeting related to the cladding crisis and its impact on Bristol.

I live in an apartment in The Crescent, which along with Waverly House, Balmoral and a number of other blocks in Bristol, is facing enormous remediation fees. I have received a section 20 notice for £14,000 and some of my 270 fellow leaseholders have received bills for £41,000. This will financially ruin my partner and I. This is not to mention the enormous emotional and mental strain that this and living in an unsafe building is putting on us. This is not a cost that many can take in their stride, especially when imposed at a time when so many have lost their jobs and businesses due to coronavirus. This not to mention those who cannot raise finance due to EWS1 forms, are retired, or could simply never raise the amounts in question over and above what they already owe the bank.

The cladding and building safety crisis has been caused by three main factors:

- **A system-wide regulatory failure:** inadequate regulations allowed developers to self-certify that our homes were constructed safely. Despite repeated warnings, including by the Coroner of the Lakanal House fire, where six lives were tragically lost in 2009, and warnings in 2014 that were recently exposed in the Grenfell enquiry, the regulations have remained unchanged for years.
- **This created a culture of indifference in the sector and a race to the bottom:** With no effective oversight, developers & builders were allowed to game the weak system, and cut important safety corners, all in the name of profit, leading to a wide range of safety issues at our homes, the remedial costs of which we are now being forced to fund.
- **Lobbying interests and product manufacturers:** Special interests were able to successfully change building advice and inadequate regulations, leading to cladding materials known to be unsafe, being used on our buildings<sup>1</sup>

We are waiting to find out whether The Crescent qualifies for the Building Safety Fund, which seems to be a lottery given that the total cost to remediate all buildings that applied has been estimated at £3.5bn but only £1.6bn has been allocated to the Fund. If The Crescent is deemed ineligible, I find idea that its leaseholders will have to cover the cost to fix the negligence of regulators and the construction industry outrageous.

I would be enormously grateful and feel more reassured if Bristol City Council were to back the national campaign and bring their considerable influence to bear behind this issue affecting their local residents.

## **STATEMENT PS 102**

**Submitted by Rosie Jackson**

I fully support the Plantlife guidance on managing road verges for wildlife. I encourage Bristol City Council to implement these recommendations urgently, in order to uphold the pledges outlined in the Ecological Emergency Strategy.

Please can you confirm that the council is going to take action for wildlife?

**STATEMENT PS 103**

**Submitted by Sara Jackson**

I would like to support Plantlife's recommendations regarding the management of road verges for wildlife.

## **STATEMENT PS 104**

**Submitted by Revd Sue Parfitt**

I write to beg you not to support the expansion of Bristol Airport. In the light of the climate emergency that we face, hard choices have to be made. However appealing it may be to think of making our airport available for more passengers and goods and creating more jobs, all this has to be resisted as a short sighted nonsense compared with the impending climate catastrophe. Nothing must stand in the way of all our efforts to avert this event, and expanding the airport is the last thing we should be doing when we need to be dissuading people from flying at all except for very exceptional reasons.

Please, please take the long view and do not support this appeal.

## **STATEMENT PS 105**

**Submitted by James Collett**

I would ask that the Bristol Mayor and Bristol City Council should show leadership by withdrawing support for the planned expansion of Bristol airport by writing to the Planning Inspectorate, especially since they declared a Climate Emergency in 2019. How can the Mayor and Council expect local Bristol residents to face restrictions to reduce the city's carbon footprint to Zero by 2030, while hypocritically supporting the expansion of the airport which would result in massive increases in carbon emissions?

It is becoming clearer every day that the UK is falling to meet its obligations under the Paris Climate Agreement and that at present rates of CO<sub>2</sub> increases Bristol will face a perilous future with rising sea levels amongst other risks.

The requested permission for two million extra flights to be permitted each year will result in more than a million extra tonnes of Greenhouse gas emissions. Night flights during the summer will pass over south Bristol.

Bristol Airport (BAL) have appealed against the clear rejection of their planning application by North Somerset Council earlier this year. The application was built primarily around an assumption / forecast that there will be a significant growth in demand for air travel to and from Bristol airport. While these figures were far from conclusive at the time of the original application, they are now irrelevant following the Covid-19 pandemic which has decimated the airline industry. Demand for air travel has collapsed primarily due to Covid risks and is unlikely to recover for many years.

Please reject the airport expansion plans and write to the Inspectorate to say so.

**STATEMENT PS 106**

**Submitted by Trish Mensah**

No to the mow. Much better to encourage local wildlife and wildflowers

## **STATEMENT PS 107**

**Submitted by Catherine Bartlett**

I call on Marvin Rees, Bristol Mayor and Tim Bowles, the WECA Metro Mayor, to publicly oppose the proposed expansion of Bristol airport. The democratic decision of North Somerset Council should be respected.

I oppose the expansion and want my view recorded. I would like to be kept informed about this matter.

**STATEMENT PS 108**

**Submitted by Anna Spencer**

Please allow grass verges and green spaces to support wildlife.  
Thank you.

## **STATEMENT PS 109**

**Submitted by Gareth Williams**

Surely, at a time when the UK is targeting zero carbon, no further growth of air travel can be justified. This airport extension proposal will directly increase carbon emissions and will cause further increase through increased traffic to service the increased flights. This expansion should be firmly and resolutely resisted.

## **STATEMENT PS 110**

**Submitted by Jackie King**

I was very pleased to see the Ecological Emergency Strategy contains a pledge for wild life friendly land management.

It would be excellent if BCC would adopt' Plantlifes 'guidance on managing this.

I live in Redland & over the years have been dismayed to see our verges & pavements being sprayed with chemicals by Council employees.

I look forward to seeing how this progresses.

## STATEMENT PS 111

### Submitted by Jane Smith

It is with a heavy heart that I write this statement, as it really is the last thing I feel like doing just before Christmas ... however I want to wholeheartedly support this campaign. In fact, when I first had a sighting of this petition, in early May of this year, it almost felt like winning the lottery because I have been distressed for years about Bristol's micro-management of our wondrous biodiversity and ecology. Only about

8 days ago -there were two mowers, mowing grass on a traffic island reservation. This was in an extremely busy, traffic laden, central part of the city. I looked at the wonderful, fluorescent green grass that was about 4 - 5" high and I wondered, really, really, what harm is grass about 4 -5" high doing to anybody in this world?

But you see, one needs to turn a page here, the traffic island reservation at the top of Whiteladies Road is maintained akin to a bowling green. Every time this spring and summer the mowers left, they were back again, a couple of weeks later, if the grass was more than 2 or 3" high, it had to be mown again.

Anyway, turning to the next page, I had the huge misfortune of waiting in a queue in January 2020. As I was waiting, I looked around and lo and behold there were at least three gentlemen hoeing all the flora, fauna and biodiversity at the base of the hoardings. It's a sort of 'cordoned off' area beside the Millennium Square. I was dumbfounded as it seemed hugely unnecessary (as it's a neglected area anyway). I ran up to them and like the old fool I am, I asked them what they were doing, why were they hoeing everything in sight, at the base of these hoardings - the answer was 'TO KEEP IT CLEAN'.

To cut a long story short, I thought hang on a minute, in a few months just beside here, the BBC will be putting on a weekend Nature Event teaching children all about invertebrates and ecology but here are 3 or 4 gentlemen hoeing (in this exhaust fume, traffic laden city of ours) every fragment of biodiversity imaginable, (so there wasn't a fragment left), that's not doing an ounce of harm to anyone.

So it goes on, verge-sides, wondrous, glorious, natural grasses and authentic plants at the base of lampposts or signage poles, are either sprayed or strimmed. On the sloping corner of a verge-side, a thistle in full flower and a magnificent yellow ochre wildflower alongside it, strimmed down to the ground in early June 2020. There was no Health and Safety risk, ie. not blocking a driver's view, and nobody walks across this slope. On this particular occasion, the mowers and strimmers had missed a magical patch of sheer verge-side wonderment a bit further along, perhaps they ran out of time. Of course, it was all mown down 10 days or so later in approx. middle June 2020.

I sometimes think, that the City Hall just need to step a few paces outside. Has anyone noticed the fabulous strip in front of Bristol Cathedral that has been left to its own devices. Has anyone thought of just leaving one or two strips on the traffic islands? Why not leave a strip somewhere, to one side, somewhere on College Green and so, tallying up with greater conviction, all this talk about sustainability.

Obviously, grass can't be left to grow so high that is a safety or driving hazard But the filthy, dangerous, toxic, vehicle emissions are a health and safety hazard in themselves.

I don't know what the solution is but I sometime wonder how on earth Bristol can declare a Climate Emergency and more latterly, I believe an Ecological and Biodiversity Emergency in February 2020 and continually and seemingly annihilate the natural world.

It feels as though it's better to have filthy, toxic, traffic emissions but MUCH more important to hoe, spray, strim and mow everything in sight because it's dirty, untidy or classed as 'scrub'. I've seen daisies and clover mowed down in full flower or about to flower -

Lately, I cannot help but question how many carbon emissions all this machinery is emitting. Certainly, the sort of miniature tractor, (rather like President Trump's golf cart), clattering around the streets and spraying every facet of wildlife in its wake, is not only spraying probable carcinogens into the air but the vehicle itself, must be releasing carbon emissions.

This is why, I'm considering leaving Bristol because nothing makes sense when I see poppies dying, yarrow and cow parsley mown to the ground. Native, authentic, wildflowers and thistles about to burst into flower lying beside the curb or at the base of lampposts because they have all been mown because our biodiversity is regarded as DIRTY, UNTIDY or SCRUB and has to be kept CLEAN.

The combination of poisonous weed spray and particulates from traffic emissions is a worry in itself .

My final sentences:

I was on a bus in Southmead and did see one or two strips of natural habitat, so I do recognise that this more natural approach may be about somewhere but I am merely referring to what I've experienced.

I have lately noticed that some wildlife has been left to 'do its own thing' near Whapping Wharf, ie. across from the M Shed BUT I live in fear, that it's at risk of being hoed or sprayed because it will be regarded as 'untidy' however I regard it as a much-needed vital asset and resource to our urban environment!!

Please please support this petition.

## **STATEMENT PS 112**

**Submitted by Keith Young**

Here is a recent Tweet from Avon and Somerset Roads Policing :

"Residents of Newbridge Rd are desperate for 20mph outside their homes to be observed. It's our busiest mobile Bristol enforcement site! We were there yesterday & despite pristine signage, many cyclists & lost of crossing school children we recorded 132 offences in 2 hrs"

This was during the morning with, as highlighted, children and commuters walking and cycling to 3 nearby schools and work. These numbers put Newbridge Road close to the volumes of the fixed camera on the M32.

We can't continue to rely on the support of the Police and a small Speedwatch Group, who merely illustrate how bad the issue is. We desperately need a permanent solution.

<https://twitter.com/ASPRoadSafety/status/1327180895619526656?s=19>

Bristol Council please help us.

Thank you.

## **STATEMENT PS 113**

**Submitted by Ian and Angela Curnock**

Dear Mayor,

I am a resident of Bristol living in Capricorn Place on the harbourside in Bristol.

My building does not have an EWS1 Form and in a recent inspection was found to have unsatisfactory cladding, insulation and balcony materials as a result of poor construction – lack of satisfactory inspection and regulation when the development was built approximately 20 years ago.

As a result, my life is being affected negatively . I have recently just lost my job after 15 years working for a company in Easton and 35 years in full employment and i have never needed to rely on welfare, I am struggling to find a new role due to the impact of COVID and Brexit uncertainty and this feels like the final nail in the coffin, my mental state is at its lowest ebb and i do not know how i will be able to fund any construction modifications to make good the structure. I am told that as a leaseholder I am responsible for rectifying the poorly constructed property that I bought almost 10 years ago. I do not understand how a property that met all building regulations now doesn't . If the construction is genuinely unsafe then either the construction company , building inspectors and surveyors have not been doing their job properly. I also do not understand why the building owners are not footing the bill as I am only a leaseholder. Please can you help us ?

The cladding and building safety crisis has been caused by two main factors:

the poor building regulations in England across decades and a lack of regulatory oversight that have caused thousands of buildings to be built with no regard for human safety

the construction industry that took advantage of the poor regulatory regime, and put profits ahead of safety, and build dangerous buildings with combustible materials and lack of compartmentation, which are now regarded as fire traps.

The one certainty of this building safety crisis in the country is that I, the leaseholder, am not at fault. I did not build the building, I did not select the materials used and I did not certify the building as safe.

As the innocent victim of this crisis, I should not be the one paying, financially, mentally and legally, to fix the failure of regulation and the construction industry. This is the only moral, fair and just position that can be taken.

I have already written to my MP Thangam Debonnaire and while I received a standard letter in response we need URGENT help. Please support us and the potentially hundreds if not thousands of Bristol residents affected by this.

## **STATEMENT PS 114**

### **Submitted by Mel Cairns**

As a citizen of Bristol I strongly oppose the expansion of Bristol airport in any way. It's possible that expanding it may bring some short-lived prosperity to the city but it is not worth the following:

- Increasing carbon emissions which are already causing global heating impacts such as forest fires and flooding here and in some of the world's poorest countries and most valuable ecosystems.
- Flying in the face (excuse the pun) of the climate emergency declaration by propping up a currently completely unsustainable industry that benefits a tiny minority of people - hardly 'inclusive growth'.
- The stress and inconvenience for people living locally.

Bristol and the West of England could be leaders in inclusive sustainability that supports livelihoods and wellbeing but expanding the airport is incompatible with this. Supporting it would erode my trust in the environmental and social commitments already made and those promised in the One City Plan and elsewhere for the city and region.

I desperately want to believe in the leaders of our city and that they can look beyond the old ways and show that it is possible to make things better for those who are struggling and to give us all a brighter future.

Please oppose the expansion. Many thanks for reading this

## STATEMENT PS 115

### Submitted by Xeena Cooper

I am writing to make a few statements about my strong opinions to reject the updated proposal for the Expansion of Bristol Airport – RE : 20/P/2896/APPCON

1. I fear a deep erosion to the point of degradation in our democracy if Bristol, North Somerset and WECA can allow the expansion of Bristol Airport after this development has already been declined by the council and the citizens of these constituencies in Feb 2020.

2. What kind of world do we want to live in when the South West emerges from this devastating Virus? We must ask ourselves what impact this expansion will have on the post Covid world. There are many problems with the Bristol Airport at present which will only be made worse for the people of North Somerset and the Bristol surrounding areas if the airport is allowed the expansion.

3. Transport links to the airport are abominable to say the least. And an expansion puts more pressure on an already congested public road system. As well as the destruction of greenbelt land to install car parking.

4. How can WECA justify the actions to accept the expansion which will benefit the coffers of a foreign investor at the detriment of it's own citizens? There were innumerate accounts from a wide and varied demographic of people with a clear decision against this expansion. 82% rejected the expansion. Mostly due to the health of citizens but also thinking about future generations. Developments such as the expansion of the Airport are not in line with the WECA having declared a Climate Emergency and would be a disgusting disregard to the health and wellbeing of local people.

I have a deep concern for the long term health and wellbeing of those living within the surrounding areas of the airport. Asthma , noise pollution, children's education and learning development are all linked issues and COPD and other lung diseases are rampant in cities like Bristol and people are dying prematurely as a result of these health issues. This is especially relevant in the light of the Covid- 19 Pandemic.

5. The democratic decision taken by North Somerset Council to reject Bristol Airport's planning application has been supported by local Members of Parliament and many, many parish councils and community groups on the grounds that the harmful impact on health, well-being and the environment cannot be justified by the claimed economic benefits. As the Leader of North Somerset Council, Cllr Don Davies, has definitively stated: 'the detrimental effect of the expansion of the Airport on this area and the wider impact on the environment outweighs the narrower benefits to Airport expansion'.

6. The citizen's assembly for reaching net zero made some very clear decisions for solutions and airport expansion was not on the list.

‘ For **air travel**, the Assembly aims to balance protection of travel and lifestyles with a limit to how much air passenger numbers can grow. Its recommendations include taxes that increase as people fly more often and as they fly further, as well as investment in new, cleaner technologies.’

**This expansion is a fools errand. It has already been decided as such by our democracy.**

**I urge you to please be bold and be brave. This is your opportunity to wield the power we entrust in you and put your fellow citizens before profit.**

**I shall end by quoting our best beloved Sir David Attenborough**

**“We have a finite environment—the planet. Anyone who thinks that you can have infinite growth in a finite environment is either a madman or an economist.”**

## **STATEMENT PS 116**

**Submitted by Michael Howard**

Please adopt [Plantlife's guidance](#) on managing verges and amenity grassland for biodiversity.

Great to see a commitment to wildlife-friendly land management is in the Ecological Emergency Strategy. Please can you tell me what the Council is doing to take this forward?

## **STATEMENT PS 117**

**Submitted by Lynn Parfitt**

Writing in support of the No to the Mow petition is being presented to full meeting of Bristol City Council next Tuesday. Please do not mow the the meadows in places like Royate Hill and other parks in the area.

## **STATEMENT PS 118**

**Submitted by Steve Carpenter**

I am emailing to explain the stress I am currently feeling having been informed that the cladding at Carpricorn Place, where I own and live in one of the flats, has failed to meet the government guidelines for external cladding and that as a result of the height of the buildings we are not entitled to any grants. This means that as a result the owners of the properties will be liable for payment of any remedial works required. The amount per flat is unknown but this is likely to be very significant which I personally will be unable to afford as I close in on and prepare for retirement. If I am faced with a significant outlay I will almost certainly have to consider selling and leave my home. This is an extremely distressing time for myself as the government has introduced something retrospectively that the owners of existing properties have no control over. I agree that this should be something that is mandatory on all new properties and as a consequence the cost will be incorporated into the purchase price of properties and as this will be included in the original specification will have little impact on overall build costs.

I am extremely concerned over this issue and the impact this will have on my future at Capricorn Place.

## STATEMENT PS 119

### Submitted by Breda Kingston

The plans to expand the airport have been democratically and decisively turned down.

I implore your, otherwise progressive, mayor Marvin Rees and all council members to withdraw support for the appeal against the decision launched by Bristol airport and make it clear publicly that you do not support airport expansion. The decision to refuse it must stand.

The aim of reaching net zero carbon could not be more urgent if we are to have any chance of a habitable earth for our children and grandchildren and future generations. There is no viable alternative to fossil fuelled flying at present or in the foreseeable future. Airport expansion at this point would be a flagrantly destructive act.

Professor Julian Allwood, Director of UK FIRES (an organisation locating Resource Efficiency at the Heart of Future Industrial Strategy) in his advice to government states:

*The current operations of stranded fossil-dependent sectors such as oil and gas supply or aviation must by law end in the UK within 29 years, so must not be given any stimulus. Existing support must be withdrawn in line with a trajectory of closure.*

<https://ukfires.org/uk-fires-letter-to-the-prime-minister/>

Mark Carney, in the first of his Reith lectures on BBC 4 2/12/20 refers to COP26 as a time when *'the leaders of the world will meet to try to put right what has gone so wrong - to turn what the industrial revolution has wrought into the sustainable revolution.'* And he says that it is sustainable businesses that will make profit in the climate transition.

<https://www.bbc.co.uk/sounds/play/m000py8t>

Increasing carbon emissions through airport expansion cannot play any part in a sustainable revolution. I implore you to be on the right side of history in exercising your powerful positions and play your part in giving our children and future generations a chance of a habitable earth.

## **STATEMENT PS 120**

**Submitted by Margaret Gorely**

Statement in support of the motion being put to the council by councillor Mark Wright on December 8th.

It is only very recently that residents of Capricorn Place , Hotwells Road have been made aware that our two blocks failed a fire safety check. As yet we don't know the details of what work will have to be done to meet the new regulations. Nor do we know the likely cost of this work and more importantly how it is going to be financed. Meanwhile we have been put in limbo with flats that are unsaleable and the prospect of higher insurance premiums and management charges. I hope that the Mayor and councillors will support councillor Mark Wright's motion and support the End the Cladding Scandal campaign.

## **STATEMENT PS 121**

### **Submitted by Katy Spencer**

I am a resident of Bristol and am writing to express my opposition to Bristol Airport's proposed expansion. I, along with many other Bristol residents, am proud that Bristol City Council was the first to declare a climate emergency. To support an airport expansion which would result in an additional 1 million tonnes of CO2 emissions per year would completely contradict these aims. I am calling on you to again show leadership in the fight against climate change, by rejecting all proposals to expand Bristol Airport.

While Bristol Mayor Martin Rees claims that airport expansion will provide jobs and economic benefits for the region, the COVID 19 pandemic has shown that the aviation industry is economically unsustainable and has little resilience to economic shocks, with companies demanding huge bailouts from public money. The pandemic has also highlighted the health impacts of air pollution, and the inequalities in exposure. Half of the UK population do not fly in any given year; this includes people living in the deprived areas in South Bristol, directly under Bristol Airport's flight paths, where an expansion would mean an additional 23,600 flights polluting the air every year. The poorest and most vulnerable should be protected from the environmental and health impacts of an expanding airport.

## STATEMENT PS 122

### Submitted by Bristol Disabled Equalities Forum

We would like to thank Mayor Rees and Deputy Mayor Asher Craig and councillor Kye Dudd and WCA Mayoral Transport for the work during the lockdown in keeping the city region moving with essential journeys on the bus, metro bus, coach and rail network.

We find the situation very difficult in the restrictions in Triage 3 finding people travelling to Triage 2 in Bath and North East Somerset for other than essential journeys. Similarly to Gloucester and Cheltenham and the Mendips City of Wells Glastonbury and Street. Undermining the work by the Director of Public Health in Bristol South Gloucestershire and North Somerset. and councillor knocking on door with the community to get people tested to drive

down the virus. Covid marshals people still need to social distance, wear face covering in shops and on public transport. We still have a lot of people who are not complying.

So to see the Mail at Cribbs Causeway shopping centre advertising travel the mail by bus Coaches and trains. With first group. and marketing campaign to travel from across the south west Triage 2 areas to visit and from south Wales.

This needs urgent discussion with the Mail and South Gloucestershire Director of Public Health.

Mendip District Council have been advising to travel to Wells, Glastonbury and Street plus Frome and Glastonbury with free Christmas car parking. aimed at Greater Bristol, Weston Super Mare and North Somerset and South Gloucestershire towns. especially to Clarke Village.

Liverpool City Region stopped the virus spread by mass testing shutting restaurants and bars and leisure facilities.

But also stop all non-essential journeys.

It worked of course all of Mayor Rotherham Boroughs were all in the same Triage. Not like Bristol Bath City Region with Banes in Triage 2 and North Somerset Council South Gloucestershire and the City and County of Bristol in Triage 3.

This is making keeping the virus under control more difficult. And putting all citizens and disabled older people at risk.

We need a strong City Region of WCA Mayoral Combined Authority with North Somerset Council Banes Bristol and South Gloucestershire Councils as members. and NHS Trust direction in WCA we also need an Equalities Forum and Director.

The Bristol Disabled Equalities Forum support North Somerset Council joining WCA Mayoral Combined Authority.

We would also like to raise the issue of the lack of public toilets open with this local lockdown down with public houses restaurant and entertainment complexes closed. especially Disabled toilets.

We would ask the Mayor to look at more temporary toilets like the ones in Queen Square and the Harbour during the summer tourist season. However we would like to see investment in public toilets in the city centre, Castle Park Broadmead. and across the city in areas like Shirehampton

village Fishponds town centre , Eastville park st.George Avonmouth park ,Ashton park Bedminster town centre

we would like to see sale of the old toilet blocks as cafe or shops

Providing toilets are retained in new development similar to policy in North Somerset and Cornwall and to charge a small fee as in Banes and North Somerset council.

In a national disabled people survey since lockdown disabled access public toilets is essential especially fully accessible toilets and changing places.

Similarly to cribs causeway and Dursey bus station.

I hope the city council will look at Government grants and work with the private sector at investing in public toilets in Bristol and the city region with the weca mayor at public transport interchanges .

We would ask the Director of public health to look at the marketing campaign for the Mail shopping centre and Mendip district council. Which encourage people to travel on non essential journeys to and from the Greater Bristol area .

Please bring to the attention of full council meeting.

## **STATEMENT PS 123**

### **Submitted by Karen Norman**

Newbridge Rd is minor road lined with residential houses, several primary schools, parks and many cyclists - children and adults.

It is now considered to be the busiest enforcement site in Avon and Somerset with 132 speeding offences in 2 hours, despite the highly visibly speed enforcement van.

Personal experience of Newbridge Road:

- My 8 and 10 year old cycle on Newbridge Rd everyday as part of their route to school - due to several near misses with speeding traffic I will only now let them cycle on the pavement on this road as there is no lane or path for cyclists.
- When I drive 20 mph on Wick Rd and Newbridge Rd I have been overtaken by people getting frustrated with me sticking to the speed limit, I have been beeped and sworn at for going 20mph. This has happened so many times I have lost count.
- I feel unsafe walking along the pavement on Newbridge Road with my children - especially on the corner near the entrance to Nightingale Valley due to the speed at which vehicles take the corner which has several times resulted in crashes into the wood boundary fence.

As the road stands today is only a matter of time before there is a fatality on this road and to take no action to stop speeding vehicles would be a serious error or judgement and one I would not want on my conscience if I had the power to make this change.

In light of the above I consider that simply just telling people to slow down with signs and cameras is not enough as too many motorists show a lack of care and disregard for personal and public safety.

Therefore, the only solutions that will have an impact on slowing down traffic to prevent injury and death would be physical solutions such as raised junctions and speed tables.

## **STATEMENT PS 124**

**Submitted by Ben Anthony**

I beseech you to not pass a motion in support an appeal for the expansion of Bristol City Airport. The policy in All Green Deals around is that there should be NO further expansion of airports. This being the case Bristol is not an exception.

The climate emergency is just that an emergency in which there are very few years left to prevent devastation across the planet. Transformation of jobs and systems needs to happen. Mass Tourism, mass travel and mass flying need to be transformed. The expansion of Bristol city airport will do the opposite of this.

The decision you and others make regarding the airport will affect future generations and will send out a signal as about your seriousness about tackling climate change.

Please think ten, twenty, thirty years ahead and imagine what will happen in Bristol, the U.K. and the world if we do not act boldly, radically and transformatively to tackle the climate EMERGENCY.

Please vote against supporting the expansion of Bristol City Airport.

Thanks in advance for reading this statement.

## STATEMENT PS 125

### Submitted by Dawn McGhee

As a resident of North Somerset, I voted for a council that declared a climate emergency in 2019. In order to meet its ambitious target to become carbon neutral by 2030, North Somerset council took the decision to reject expansion of the airport. Bristol City Council declared a climate emergency in 2018 and set the same ambitious target so I do not understand why Bristol City Council has not rejected expansion. The only explanation appears to be that it has been persuaded by the airport's greenwash that it will be carbon neutral by 2025.

It is no secret that leading industry expert, Paul Kahn, former president of Airbus UK and now president of *Cobham Communications and Connectivity*, suppliers to Airbus and Boeing as well as others, has said that hybrid electric/electric are not the answer for long haul flights as the batteries are too heavy. In 2019, on the radio 4 programme, *The Bottom Line*, he told listeners that the industry was pinning its hopes on 'some sort of breakthrough technology' but was not expecting significant progress before 2035. The programme concluded that none of the new aircraft types being developed in the next couple of years were revolutionary and would not enable the industry to meet the target of cutting its emissions to 50% by 2050.

So if I am to believe Paul Kahn, the airport's claim to become carbon neutral by 2025 is bunkum: no amount of offsetting in relation to ground operations will compensate for flying long haul planes using current technologies well in to the 2030s. Bristol City Council declared a Climate Emergency 2 years ago: it is time to wake up to the greenwash and vote to reject expansion.'

## **STATEMENT PS 126**

**Submitted by Sarah Cemlyn**

I have been a resident of Bristol for the last 42 years, worked at Bristol University until my retirement, previously for Avon County Council and in the voluntary sector, and remain heavily involved in a voluntary project in partnership with Bristol City Council. It is deeply disappointing to me that the Mayor and Council, which have declared both climate and ecological emergencies, should continue to support the totally unnecessary and deeply damaging expansion of Bristol Airport.

This not only goes against the democratic decision of a neighbouring authority and their desire to protect residents from the air, noise and light pollution caused by the airport and travel to it, but against the interests of all residents of this area and indeed of the world both now and for future generations.

Only this week the United Nations Secretary General declared that: “Humanity is waging war on nature. This is suicidal. Nature always strikes back – and it is already doing so with growing force and fury. Biodiversity is collapsing. One million species are at risk of extinction. Ecosystems are disappearing before our eyes... Human activities are at the root of our descent towards chaos. But that means human action can help to solve it.”

One such action is now staring the Mayor and Council in the face, namely to write to the planning inspector who is hearing the appeal against the decision not to allow the airport’s expansion, and to register the strongest objection to the expansion plans.

The Mayor claims to be against inequality, but, as the UN Secretary General confirmed, it is the poorest and most vulnerable even in rich countries such as the UK who face the worst consequence of the climate and ecological crisis. This is a moral test, he concluded: “We cannot use our resources to lock in policies that burden future generations with a mountain of debt on a broken planet.”

No doubt the Mayor and Council have previously taken due note of the objections to the airport’s expansion, but in view of the apparent persistence in supporting the expansion in the face of all the evidence of its damage to human wellbeing and to the planet, it seems worth restating just some of these.

Bristol needs to follow through on its declaration of a climate emergency. Even the Conservative government is focusing on how they may align post-pandemic economic policies and decisions with the UK’s climate goals, particularly in view of COP 26 next year. Surely a supposedly progressive authority like Bristol can do the same?

The airport expansion planning application seriously underestimated the increased emissions from 12 million passengers, because it ignored the impact of return flights, the production of aircraft fuel and of aircraft, and high altitude emissions.

There are serious health impacts for local populations, including residents in the already more deprived regions of South Bristol under the flight path. Growing evidence has pointed to the health impacts of air, noise and light pollution on local populations, all of which will be increased with the expansion. We have already seen how the Covid 19 pandemic has affected more disadvantaged populations more seriously. It strains belief that the Mayor and Council wish to add to this damage by supporting the airport's expansion.

The airport has extremely poor public transport links so 70% of passengers arrive by car, adding to congestion and pollution on local often narrow roads. The associated parking, often without planning permission, blights the area.

The local environmental impact will be extremely serious from building development, the extension of parking, ground level and air emissions, light and noise pollution, all of which damage wildlife habitats and bio-diversity. We are already facing the sixth mass extinction in the natural world, on which we are all interdependent.

A local business case for expansion has been put forward but the airport already imports workers from Devon, Gloucestershire and South Wales, and any additional jobs would be primarily low paid, temporary and low skilled. 70% of passengers have been holiday makers who then spend abroad not locally, while business journeys are only 16% of traffic. Professor John Whitelegg rebutted the claim that airport expansion benefits the regional economy (Whitelegg, 2005).

#### Reference

Whitelegg, J. (2005) *The Economic Impact of Bristol International Airport. A report for the Parish Councils Airport Association*. Campaign to Protect Rural England and Friends of the Earth Bristol. Available at: [https://www.aef.org.uk/uploads/whitelegg\\_report.pdf](https://www.aef.org.uk/uploads/whitelegg_report.pdf)

## **STATEMENT PS 127**

**Submitted by Oliver Lax**

I am writing to implore you to change your stance in support of Bristol Airport expansion. I am aware that Bristol City Council's commitment to net zero emissions by 2030 in Bristol does not include emissions from flights to and from the airport. However, to ignore the impact that the expansion would have on Bristol's carbon emissions is reckless and ignores a very big elephant in the room. Expansion would mean a further 1 million tonnes of equivalent carbon emissions a year which is colossal, especially when you consider that Bristol's current annual carbon emissions are 1.6 million.

It is great that plans are now forming on how to lower carbon emissions in Bristol through the Mayor's One City Plan. Yet we all know that the target is ambitious and to reach it we need to start taking real action now. The longer you wait to do this the more difficult the choices will be. It may come to a point when you have to rely on dangerous and unreliable offsetting measures to reach the end goal. This is why the issue of Bristol Airport expansion is so crucial – it hasn't happened yet, and therefore tonnes of carbon can still be saved from ever being released to the atmosphere.

It is not too late to change your minds on this. A change in stance could help to influence the outcome of the appeal process starting early next year to overturn the decision by North Somerset council not to expand the airport. Doing this would show that you are serious about the grave threat that climate change has on our communities and will put you on the right side of history. Most importantly, it may make it easier for Bristol to become genuinely carbon neutral by 2030.

## **STATEMENT PS 128**

**Submitted by Maggie Singham, Anna Richardson and Tamsin Richardson**

As a resident of Nailsea, North Somerset I would, once again, like to register my extreme opposition to the airports expansion plans. Surely, in light of the pandemic, there is even less need than before. The evidence shows that many business meetings can just as effectively be conducted online rather than unnecessary plane journeys pumping CO2 into our atmosphere. We have a climate emergency that no one can now deny. The consequences of which will be more far reaching than covid 19. Expansion of the airport with the planned increases in air traffic and pressure on our current road infrastructure will contribute to worsening our already dire situation and set a dangerous precedent for other airports around the country,

## **STATEMENT PS 129**

### **Submitted by Steph Pike**

I am fully in support of Lib Dem Cllr Mark Wright's motion to support the End Our Cladding campaign, to set up a 'Cladding Hub' to provide information to concerned residents and to lobby Govt to change legislation to end the cladding/fire safety nightmare.

I would very much like to see more support from our Council on this matter.

### **Background summary**

I live at The Milliners, St Thomas Street in the centre of Bristol. Our building was converted into flats post-Grenfell (completing November 2017) but, according to recent surveys carried out, was not compliant with building regs when it was signed off. Last week we received the news that our building is so unsafe that we must have a waking watch on site (two people patrolling 24 hours a day, 7 days a week) until a communal fire alarm system is installed or the cladding issues are rectified (whichever is earlier). The costs for this are intended to be passed to the leaseholders in the New Year, via the service charge.

Our management company, Blenheims <https://www.blenheims.co.uk>, has still not informed leaseholders what the costs of this are likely to be. I am anticipating additional service charge costs in the region of £200 - £300 per month in relation to the waking watch.

This is in addition to the costs for a new fire alarm system (which I understand is likely to be in the region of £500 per apartment) and any remedial works that need to take place to rectify the cladding (likely to be upwards of £1m at least).

The landlord, Grey GR Limited Partnership, has applied for money from the £1bn government fund to cover (or part cover) the costs of the remedial works. There is of course no guarantee that we will be awarded this money and I understand that the landlord then intends to come after the leaseholders for what is currently an unspecified sum of money.

As leaseholders, we relied on a number of professionals who were involved in the construction, design and sign off of the building and trusted that this would have been compliant with all laws given that Grenfell was in the forefront of everyone's minds at the time.

From the fire safety reports that have been carried out to date, it appears that some of this remedial work relates to the contractor, Headoffice 3 (who did the building conversion) having 'butchered' and cut some of the internal insulation which apparently makes it more flammable. I don't understand how leaseholders can be held responsible for someone else's negligence.

The government has issued advice and guidance stating that leaseholders should not be held responsible for any such costs. This guidance needs to become law.

### **Personal worries**

I am considerably stressed and anxious about the financial aspects of all of this. It is affecting both my professional and personal life.

Both the Landlord and the management company seem to have very little empathy towards the leaseholders in respect of this matter, there is no sense of urgency on them to sort things out, and they have no incentive to keep costs to a minimum when they can just pass all of the costs to us via the service charge.

There is very little communication or transparency from Blenheims about significant issues such as the warranty claim (building is less than 10 years old so still covered) and any legal claims against the original developer (Edenlaw Limited) or the contractor (Headoffice 3), despite having requested this information numerous times.

I am not sure what is going to happen if we cannot pay the increased service charge - will we all be forced to declare bankruptcy?

I am a first time buyer and I worked extremely hard to be able to purchase my flat at The Milliners (I had been saving for 26 years for my deposit). My flat is currently worth nothing and I am absolutely devastated to be in this situation. Many of us are now potentially facing financial ruin and little has been done to try and reassure us otherwise.

I appreciate this is a nationwide issue currently. I would very much appreciate your help and support if there is anything you can do at all to help.

## **STATEMENT PS 130**

**Submitted by Nick Lewis**

My question about the support for the Airport Expansion appeal is - how can an expansion that would add a million more tonnes of CO2 a year to the atmosphere be justified at a time when we are supposed to be REDUCING CO2 emissions, especially when records are still being broken for the amount of CO2 entering our atmosphere. No amount of supposed economic benefits can be justified for such an expansion.

## **STATEMENT PS 131**

### **Submitted by Imassiah**

It's good to see that the Ecological Emergency Strategy contains the pledge that 'at least 30% of land in Bristol is to be managed for the benefit of wildlife by 2030'. It would be great if BCC adopted Plantlife's guidance on road verge management as a way of working towards this target.

For excellent examples of how verges can be managed, one of the best in the Bristol environs is St George's Flowerbank, on the verges of the A369 near Pill/Eastern-in Gordano, very close to Junction 19 of the M5. These verges were never seeded but have been managed over 25 years and now contain a huge diversity of plant species which attract many invertebrates. It's an amazing place for orchids – and butterflies – and shows what can be achieved, even in unpromising situations.

During Lockdown it's been clear how much natural places and wildlife mean to people, and how much demand there is for such spaces in Bristol. Parks like Ashton Court are very popular, and the meadows there are a wonderful example of what can be achieved for wildlife and for people. The skylarks there lift our spirits, and the carpets of wild orchids and other wildflowers across large areas of the upper park have been a joy – which all goes to prove that successful management for wildlife in Bristol parks does work.

## STATEMENT PS 132

### Submitted by Rosie A

I am writing to communicate my opposition to the expansion of Bristol Airport.

I would like to state that the earth is in a climate emergency. Every year temperatures increase, globally. Wildfires have raged and increase in severity year on year. The evidence of an earth in crisis is right in front of us.

In the midst of this climate crisis, an airport expansion, if approved, will fuel the crisis, producing emissions that will contribute to the earth's warming. As the Paris Agreement sets out, a temperature of 1.5 degrees is needed to avoid disastrous effects.

Airport expansions are almost unfathomably detrimental, at the same time when we should be stopping climate change. If the expansion happened, this would mean 1 million tonnes of additional carbon emissions a year (Bristol's total emissions are currently 1.6 million tonnes a year). (source: <https://actionnetwork.org/petitions/one-million-tonnes>)

Further, the expansion would mean surrounding nature would suffer. Where will that nature go? Where is the valuing of nature?

Covid-19 has meant that drastically lower numbers of people are flying. As people get used to working online and from home, less people are choosing to fly. Further, because of the aforementioned global climate crisis, less people are choosing to fly knowing how polluting flights are.

I know that the case for an airport expansion is absurd and the only reason there is support for it, is because of money. The capitalistic desire for economic gain. But to those who will make the decision on whether this expansion goes ahead, I ask you this - what is more important, economic gain, or the vitality of this very earth we live on, and it's inhabitants?

I repeat: we are in a climate emergency.

## **STATEMENT PS 133**

**Submitted by Bridget Page**

I would like to register an objection to the expansion of Bristol Airport. As a North Somerset resident I have already objected along with many others and North Somerset Council quite rightly rejected the proposal. The situation hasn't changed. There will still be people and animals that will be adversely affected so why has the airport been allowed to appeal?

Has the impact of Brexit been examined? Will people have the money to splash on flights particularly as a recession is likely post pandemic, and will the forecast queues and mayhem at passport control with extra bureaucracy put people off? Will people prefer to take their cars abroad to buy local wines which will be difficult to get in the UK as from next year?

It is hypocritical to declare a Climate Emergency and then expand an airport. The world will be watching what you do and the decision you make will affect the reputation not only of the South West region but of the UK and how serious it is about reducing carbon emissions.

## **STATEMENT PS 134**

**Submitted by Richard Lancaster**

I wish to make a statement supporting the Golden Motion: Protect the Next Generation – Stop Bristol Airport Expansion.

The expansion proposed expansion of Bristol Airport is both unnecessary and contrary to the WECA declaration of a climate emergency. There is no point declaring a climate emergency and then carrying on as if nothing has changed. Furthermore the proposed airport expansion is predicated on significantly increased passenger numbers yet the Covid-19 pandemic has shown that passenger numbers rather than increasing will be depleted for years to come and indeed may never recover to pre-pandemic levels. The residents of North Somerset, who will be most affected by the increased noise and pollution have shown decisively (82%) that they are opposed to the planned expansion.

The Bristol Airport's business plan no longer makes sense and the noise and pollution can no longer be justified especially as we must tackle the climate emergency and a first step is to ensure we do not increase aircraft flights that contribute significantly to climate change.

Both BANES and North Somerset are opposed to the expansion and I urge the Mayor of WECA to show the same leadership by withdrawing WECA's support for the planned expansion of Bristol airport.

## STATEMENT PS 135

**Submitted by Cllr Sarah Warren, Cabinet Member for Climate Emergency at Bath & North East Somerset Council**

Councillors, Bath & North East Somerset Council declared a climate emergency, following Bristol's lead, in March 2019. That evening, Labour successfully amended the motion, adding in opposition to Bristol Airport's expansion. The substantive, including opposition to airport expansion, was carried by an overwhelming majority, giving me a clear mandate to speak on this subject.

The Institute of Public Policy Research has now published a study, *Faster, Further, Fairer: Putting People at the Heart of Tackling the Climate and Nature Emergency*, which shows that there is much more potential for job creation following the pandemic, from a green renewal incorporating energy efficient retrofit, peatland restoration, an expanded and improved rail network, and green urban transport – than there is from support to the air industry.

Councillors, you can do the right thing for workers, for the next generation, and for the environment today, by voting to join B&NES and oppose the airport's expansion. This decision might be the biggest single reduction in carbon emissions **you** make as a councillor. Do it for **your children** today.

## **STATEMENT PS 136**

### **Submitted by Robina Mallett**

Regardless of whether the “Golden Motion” included with the agenda for next Tuesday’s full council meeting is debated, I would be grateful if the following statement be passed to the mayor and full council for consideration before 8 December.

I am a resident of Bristol, and have been since 1974. I have raised my family, been engaged in community projects, welcomed visitors and been employed here – all with great pride because this is a diverse place that takes initiatives for a good future of all its citizens.

I voted for an elected mayor as I believed democracy would be served by this office with local circumstances influencing leadership. I was hugely perplexed and frightened to find our mayor supported a proposal that goes against a another local council’s decision to limit a big polluting business, whose profits are at the expense of ordinary people’s wellbeing in our region and the health of our planet.

I support, and want my mayor to support, our full council’s opposition to the expansion of Bristol Airport!

I plead that he writes to the planning inspector hearing the appeal to object to the airport’s expansion plans.

We cannot be a city that declares Climate and Ecological Emergencies and then supports a damaging carbon-loaded decision against a democratic vote.

In the past few days we have been told 2020’s summer was the hottest on record, the high court has decided to open a new inquest into Ella Kissi-Debrah’s death from asthma caused by air pollution, a fifth of the world’s

countries are at risk of their ecosystems collapsing because of wildlife and habitat destruction. Things are critical.

WE ABOLUTELY NEED TO ACT NOW by taking decisions that reduce climate change, pollution and damage our ecology any further.

Bristol must not encourage increases in carbon emissions and destruction of nature – we must oppose the airport's expansion and lead others to do the same in their localities.

## STATEMENT PS 137

### Submitted by Fraser Bridgeford , Bristol Cladding Action Group

The newly formed **Bristol Cladding Action Group** calls on councillors and the Mayor to support the motion presented this afternoon on 'End our cladding and EWS1 scandal'

Our members are currently facing life changing charges to fix issues that are not of their making. One building is facing an estimated bill of over £6,000,000 to rectify issues. Yes, £6,000,000.

The underlying issues that affect our members have already been widely publicised:

- Cladding that was deemed safe when installed is now longer considered so needs replaced.
- Defects being found in cladding installation needing major remedial work
- 10-year house building insurance does not cover cladding issues
- Requirement for installation of advanced fire alarm systems or high cost 'waking watches'
- Government support scheme covers less than 4% of buildings impacted and has been awarded on a first come first served basis leaving the vast majority without any financial support. It also only covers buildings over 18m
- Inability to obtain 'EWS1 forms' and therefore being unable to sell their property

It is a disgrace that as leaseholders that we have to bear the extortionate costs associated with rectifying cladding issues with our flats. We did **not** build these buildings, we did **not** decide what materials to use, we were **not** involved in the construction and we did **not** sign off these buildings as safe. We do not even own the buildings; they are owned by freeholders.

We innocently purchased these properties thinking that adequate protections would have been in place to ensure that our buildings would be well built and safe to live in.

As we now know this now turns out not to be the case.

The government, developers, builders, subcontractors, and freeholders need to step up and take responsibility for the cost of the remediation of our homes. This will require a change in law as they are highly unlikely to do this voluntarily.

Please support this motion to show support for our leaseholders who are trapped in this awful situation and help further highlight our plight.

If you have residents who have contacted you about issues please ask them to contact the **Bristol Cladding Action Group** for support on [BristolCladding@gmail.com](mailto:BristolCladding@gmail.com), #bristolcladding @BristolCladding

## **STATEMENT PS 138**

**Submitted by Eleri Davids**

I am supportive of the proposed motion being put to council regarding cladding remediation and implore councillors to voice support for the thousands of innocent Bristol leaseholders facing potentially bankrupting bills to fix the faults and mistakes of developers and building regulators. It is outrageous that hard working individuals who bought their homes and properties in good faith, relying on surveys and building regulations to ensure that their homes were constructed safely, are left to pick up the pieces for mistakes not of their making. I bought my first home in Bristol harbourside and was so excited to live in the heart of the city, able to walk to and from work and support all the local shops and restaurants. I have just got engaged and my boyfriend and I were looking to move on and upwards on the property ladder, but now we are stuck. We cannot move until the cladding is fixed, we are worried to start a family here in this flat even though we have been told it is safe and more than that we are terrified we might not be able to afford to support a child or even get married if we have to face a £28,000 bill. I do not have that kind of money. It makes me feel physically sick with fear even thinking about it.

Without legislative action at all levels thousands of people in Bristol and around the UK will be seriously affected, some irreversibly. Please, please help us.

## **STATEMENT PS 139**

**Submitted by Jane and Byron Thomas**

We are writing to support the motion being put forward by Councillor Mark Wright on the above issue. The lack of action by the government is resulting in a great deal of distress to leaseholders who find themselves in the invidious position of being required to finance remedial work to flats, the cause being no fault of their own. Flats were bought, often with life savings, and were signed off as complying with the then current regulations. If this was not the case then it should be the developers/contractors who should be required to bear these costs and not the leaseholders who do not own the buildings. Many leaseholders do not have the financial means to fund this work and are spending sleepless nights worrying about the potential costs.

## **STATEMENT PS 140**

**Submitted by Margaret Boushel**

I am writing to ask you to please change your position in support of Bristol Airport expansion and pass the Golden Motion at the Full Council meeting on the 8<sup>th</sup> December. I am aware that Bristol City Council's commitment to net zero emissions by 2030 in Bristol does not include emissions from flights to and from the airport. However, to ignore the impact that the expansion would have on Bristol's carbon emissions is reckless and dangerous for ourselves and future generations. Expansion would mean a further 1 million tonnes of equivalent carbon emissions a year which is colossal, especially when you consider that Bristol's current annual carbon emissions are 1.6 million.

I am pleased that plans are now being developed to lower carbon emissions in Bristol through the Mayor's One City Plan. Yet we all know that the target is ambitious and to reach it we need to start taking real action now. The longer we delay this the harder and more severe the choices will be. This is why the issue of Bristol Airport expansion is so crucial – it hasn't happened yet, so tonnes of carbon can still be saved from ever being released to the atmosphere.

This is a crucial moment to take a stand against carbon emissions and withdraw support for the airport expansion. A change in stance could help to influence the outcome of the appeal process starting early next year to overturn the decision by North Somerset council not to expand the airport. Passing this Golden Motion would show that you are serious about the grave threat that climate change has on our communities, especially the most disadvantaged who already suffer the impact of air pollution and climate change more severely than more well-off sectors. It is also a pledge to our children and future generations that we are serious about our obligation to hold the world in trust for them. Most critically just now, it may make it easier for Bristol to become genuinely carbon neutral by 2030.

Please withdraw your support.

Thank you

## **STATEMENT PS 141**

### **Submitted by Henry Palmer**

As Labour's Councillor Candidate for Hotwells & Harbourside, I welcome the motion brought forward by Cllr Wright in support of Hotwells & Harbourside residents, and other Bristolian leaseholders, who are currently facing the unjust prospect of having to retrospectively pay for cladding. The responsibility for this cladding problem lies with the developers and/or freeholders. The political language adopted in this motion is, however, deeply misleading and unwelcome insofar as it implies that Bristol's Mayor or local Labour MPs require 'lobbying'. Such language and the proposal to lobby the Mayor or Labour MPs is completely unnecessary, when it was Labour who forwarded the most recent amendment to the Fire Safety Bill. This Bill, which was passed in the House of Lords, 'prevents freeholders passing on remediation costs to leaseholders and tenants through demands for one-off payments or increases in service charges'. The EWS1 process (one designed by the industry, not residents) has been detrimental to a lot of leaseholders - it prevents many from being able to re-mortgage or sell their property. Pressure needs to be applied to the Government to intervene to end the current EWS1 process and introduce a fairer process that takes the concerns of leaseholders into account and enables them to re-mortgage or sell their properties.

## STATEMENT PS 142

### Submitted by Maggie Moss

I am contacting you as the Bristol Rep on the Somerset and Bristol Branch of Butterfly Conservation, and also as a member of Plantlife.

The declaration of an Ecological Emergency is greatly to Bristol's credit and offers a real opportunity to do things differently, and better.

I am particularly keen that there should be a review of the current mowing regimes across the city.

To maximise the benefits to wild flowers, to pollinators, and the 28 species of Urban butterflies, (now all in decline) mowing should take place once in early spring and then once again as *late as possible in the year* –in October. And, if at all possible, the cut grass should be removed.

In addition, up to 1/3<sup>rd</sup> of areas should be left *uncut* until the following Spring.

1. This would allow wild flowers to flourish naturally by suppressing coarser grasses, and to set seed – (with no need to artificially add wild flower seeds on an annual basis).
2. Out of 28 Urban species of Butterflies in our city, 20 species over-winter on (or even in) grasses or at the base of plants, or on plant stems, either as eggs (3 species), caterpillars (11 species) or chrysalises (6 species) – Mowing earlier in the Summer decimates these species chances of surviving at all.
3. I am aware that the Council currently receives money from the Higher Stewardship Scheme Agreement. This is a scheme devised for FARMERS cutting hay meadows in early and high summer. It is completely inappropriate for a late mowing regime as described above.

Finally, there is considerable experience and expertise available from Phil Sterling at Dorset County Council, who has the facts, and figures available, showing the savings this Council has made by re-assessing their mowing regimes over the past 5 years,

Butterfly Conservation also has figures going back to the 1970s on Butterfly numbers nationally and is just launching a Big City Butterflies project in London. There are two established Butterfly Transects in Bristol -offering hard data on the current populations in the City -one on the Downs, offering 10 years of hard data, and the other at St Werburghs, offering 4 years of hard data.

## STATEMENT PS 143

### Submitted by Peter Hughes

In the BACCC (Bristol Advisory Committee on Climate Change) Year One Annual Report of November 2020, the committee makes a number of recommendations in which the ongoing execution of the One City Environmental Strategy could be improved. The one that caught my eye was:

*"The strategy could further emphasize the need for dramatic attitude and behavioral changes, particularly around issues like consumption, private vehicle use and **air travel**. These changes will require full collaboration from residents, stakeholders and businesses in the city."*

With this recommendation in mind, will the mayor, his cabinet and this council now speak out unequivocally against the expansion of Bristol Airport? This being a project whose emissions would eclipse any improvements made by this council to reduce the city's carbon footprint.

## **STATEMENT PS 144**

### **Submitted by Dr Rachel Lunnon**

Please do the right thing for our young people and publicly oppose Bristol airport expansion.

Boris Johnson has just announced new, ambitious targets for reducing our carbon emissions, but those targets do not count aviation. The physical processes which cause climate change do not care how emissions are made, and we need to stop ignoring these, as if someone else is responsible.

Mark Carney, former governor of the Bank of England is giving this year's Reith lectures in which he talks about how we can not leave our future up to the market alone, but we must make sure that the market respects our values.

We ourselves know that we have a moral duty to protect our children, and all young people. That duty includes leaving them a habitable earth. When we recognise this moral duty, the only logical step is to oppose airport expansion.

As you will know, the airport are appealing the decision by North Somerset Council to reject the application the airport made for further expansion. I call on those of you with political power to stand up for all our futures selves and use that power for the benefit of us all. When it comes to these situations which are not in your direct control but are affected by other parts of government then your clear and unequivocal voice is still important.

## **STATEMENT PS 145**

**Submitted by Michael Page**

Could someone please explain how approving the airport expansion is justified considering the mayor's declaration of a climate and ecological emergency and commitments to reduce CO2 emissions?

## **STATEMENT PS 146**

### **Submitted by Winnie Love**

I am writing to ask the Mayor and the council to stop supporting the Bristol Airport expansion. We know we need to reduce the amount of CO2 being released in to the atmosphere. More planes more CO2 , simple. Please take a stand.

## **STATEMENT PS 147**

### **Submitted by Kristin Payne**

I wish you to support the motion that Cllr Mark Wright is bringing to the Council meeting on 8 Dec to support the End Our Cladding Scandal campaign. As a resident of Capricorn Place I am very concerned about the potential costs that might devolve onto leaseholders. We understand that our building is likely to need remedial work done on the cladding to ensure compliance with fire safety regulations. We know already that residents will have difficulty obtaining the EWS certificate, without which it will be impossible to sell or remortgage our flats. We think it is entirely unjust that the cost of remedial work should be paid by leaseholders when they were in no way responsible for the failings of builders, developers and inspectors. I trust that the Mayor and councillors will support Cllr Mark Wright's motion.

## **STATEMENT PS 148**

**Submitted by Helen Struthers**

I continue to be very concerned that there is an appeal process at the moment about the proposed expansion to Bristol airport. Bristol cannot be a city that declares Climate and Ecological Emergencies and then supports a damaging decision. It is extremely worrying to find our mayor could support a proposal which would damage ordinary people's wellbeing in our region and the health of our planet.

I support, and want my mayor to support, our full council's opposition to the expansion of Bristol Airport and I ask that he writes urgently to the planning inspector hearing the appeal to object to the airport's damaging expansion plans. There is now no doubt that a fifth of the world's countries are at risk of their ecosystems collapsing because of wildlife and habitat destruction. Things are critical and we must take all measures possible to ensure that decisions are taken which reduce climate change, pollution and stop further damage to our ecology.

Bristol led the way in declaring itself to be a green city. We must not allow increases in carbon emissions and the destruction of nature. I ask that BCC takes urgent steps to oppose the expansion of the airport and, in doing so, protect not only its own citizens, but also the vulnerable peoples of our planet.

## STATEMENT PS 149

Submitted by **Mohamed Makawi**

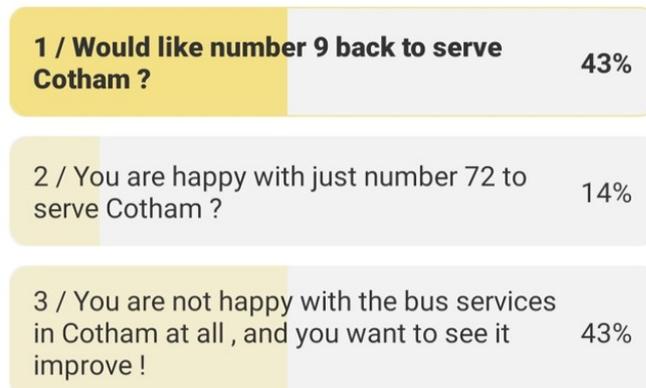
Bus # 9 which serves Cotham & Red lane area , and connect them with the city centre and the Trian station ( Temple mead ) for decades , was stopped without any notice since last march during the first lockdown by First Bus Company .

I have been living in Cotham for more than two decades with a disability i can't walk for long distances & Cotham is hilly & very hard for a disabled person , my wife and i we use the number 9 regularly for our shopping or when we traveling from the Trian station , as Cotham & Redland is accommodating thousand of students from Bristol two university .

So I am asking the Mayor Marvin Rees to reconsidering the decision of withdrawal of our bus service #9 , and reinstated it back & improve the bus serves in all Bristol .



**What do you think about the bus service in Cotham ?** Since the lockdown the Bristol city council withdraw number 9 from service & two weeks ago has been replaced by number 72a , which is not servicing Cotham .



## **STATEMENT PS 150**

**Submitted by Keith G. Pearson**

I am a resident and owner *of a property in* The Crescent, Hannover Quay, Bristol, BS1 5JR.

As such I am affected by the Cladding Problem which has come about by the Government changing building rules and regulations, mainly due to the Grenville disaster; which is not the responsibility of myself or other owners and should be resolved and paid for by government.

I therefore support the motion proposed by Cllr Mark Wright to End the Cladding Campaign being submitted to BCC on 08.12.20.

## **STATEMENT PS 151**

### **Submitted by Richard Baxter**

Bristol Airport is a contentious issue for many people in the area because it is by far the greatest carbon emitter. We know that to keep global temperatures down 1.5 – 2.0 degrees we have to make rapid and major changes to the way we live our lives and in order to reduce carbon emissions as quickly as possible. So allowing more flights to and from our local airport at this time is sheer madness. The airport is relying on old figures that are now irrelevant to estimate demand and they are gambling on new technology that either is in its early infancy or doesn't exist yet.

This Council needs to realise that it the environmental impact of a growing airport on the local communities including people living in South Bristol is unacceptable. I urge the Council to reject the revised proposals for expansion of Bristol Airport. This appeal is unappealing! Listen to local people, listen to the scientist, think people before profit and oppose this appeal.

**FUTURE DEMAND:** The COVID19 pandemic has virtually grounded most of the flights with the airport currently operating at about 20-25% capacity. We cannot escape the fact that one of the main vectors in spreading the disease that emanated in China to the rest of the World was through flying. The airport has had to revise its predictions of passenger figures and I don't think they have factored in several major points that will depress figures. The airport has made revised forecasts for the pandemic and now predict that annual passenger figures will reach 10 million by 2024 and 12 million by 2030. This is it's 'core case'. A slower growth case sees estimated passengers per year at 10 million by 2028 and 12 million by 2034.

At the moment many people are now nervous about crowded airports and flying due to the pandemic and even though a vaccine is about to be tried out on the UK public there is not going to be an immediate rush to book plane tickets. This is mainly because a vaccine will not be widely available for several months as the people prioritised to receive the first batches of the vaccine are not those who are typical flyers – i.e. those who are elderly and have underlying illnesses. The other reason there is likely to be a fall in passengers is due the growing realisation that flying is one of the most impactful behaviours that will cause more carbon dioxide and other greenhouse gases to be pumped into our atmosphere. This message is getting through to the public and people are starting to question their need to fly.

A couple of credible surveys on flying intentions have indicated that there are many people who are planning to fly less. A global airline passenger survey commissioned by Inmarsat reported in November 2020 that 31% of people in the UK plan to fly less – that is 1 in 3.

The aviation industry is promising big reductions in carbon emissions due to various means – making planes light, flying them more efficiently and through fuelling them with low carbon alternatives. So there is much hype about planes fuelled by hydrogen, electricity and biofuels. Much of this technology is in its infancy or does not exist yet. The aviation industry predict that we may see some of it introduced by 2030. However, many experts say that it is more likely to be 2035-40 before we see this technology in use. Bear in mind it will take several more years to roll out the technology globally as it will mean new planes and new storage facilities at airports. Meanwhile the aviation

industry wants more and more planes burning fossil fuel to be flying in our skies until this technology is available and the industry does not seem to acknowledge that this is unacceptable if we are to reach legal targets on carbon emissions.

The aviation industry are proposing an offsetting scheme – this is smoke and mirrors and in no way compensate for the carbon emissions that the airlines will emit.

Please make your voice know that the expansion of Bristol Airport is unacceptable and support the opposition to the plan submitted to the Planning Inquiry.

## **STATEMENT PS 152**

### **Submitted by Dr Jonathan Wood**

In January 2020 North Somerset Council overwhelmingly rejected the planning application from Bristol Airport to expand its flights and capacity. This followed a large number of local objections, and a great deal of expressed concern about the environmental and climate impacts of increased aviation. Bristol City Council declared a climate emergency in 2018. The Mayor of Bristol has in the past declared support for Bristol Airport expansion. Allowing airport expansion is not compatible with Bristol's declared ambition of be carbon neutral by 2030. It is also not compatible with national environmental and climate policy. I would urge that the Mayor publicly withdraw his support for Bristol Airport Expansion, and writes to the Planning Inspectorate objecting to the current planning appeal by Bristol Airport

## **STATEMENT PS 153**

**Submitted by Tim Morris, Unite Regional Officer**

**Unite supports the expansion plans at Bristol Airport and notes that investment in jobs within the region is essential especially in relation to post Covid recovery. The importance of having an major employer investing in the civil air transport industry cannot be overstated as it directly affects aerospace manufacturing which is another key industry in the area.**

### **Summary of key messages**

#### **Why is Bristol Airport development required?**

- The demand demonstrated by forecasted passenger growth;
- The economic importance of a growing Bristol Airport within the wider aviation sector to the local and regional economy;
- Policy support for airport growth including, in particular, making the best use of existing airport capacity; and
- Department for Transport forecasts that indicate additional regional airport capacity will be required to meet passenger demand and support economic development.

#### **Job creation and economic recovery:**

##### **• Job creation:**

- o The total economic effect of Bristol Airport at the 12 million passenger cap, in North Somerset alone, is estimated at over £490 million Gross Value Added (GVA) per year, supporting almost 4,000 jobs.
- o Compared to the situation whereby the airport could not expand, this would mean an addition of about £70 million GVA per year and some 710 additional jobs to in North Somerset.
- o Across the West of England, the total effect is expected to be £1,260 million GVA (some 13,590 jobs), an increase of £220 million per year to the economy alongside over 2,460 new jobs.
- o Job creation will be targeted through an Employment & Skills Plan to ensure that deprived areas in South Bristol and Weston-super-Mare benefit from these jobs.
- o For the South West and South Wales as a whole, the contribution would be nearly £2.3 billion GVA and over 30,000 jobs; an increase of some £310 million per year and 4,000 jobs.
- o Unemployment has recently risen and the additional jobs offered at the airport are equivalent to 13%, 7% and 2% of the claimant count (in October 2020) for North Somerset, the West of England, and the South West and South Wales respectively, a level which remains significant in the context of local labour markets.

- **Post-COVID-19 and recovery:** Expansion will give Bristol Airport the best possible opportunity to contribute to the South West's economic recovery and create jobs in the region, helping to replace those lost during the pandemic.
- **Post-Brexit:** As the UK completes its departure from the European Union, the country's aviation industry will play a vital role in enhancing the UK's relationship with the rest of the world. In recent years, the South West hasn't been at the forefront of national infrastructure plans. Expansion will help to address this inequality and the improved connectivity will help the South West contribute to the UK's global ambitions.
- **South West:** The South West hasn't been a key feature of the Government's levelling up agenda so far but it is important that this approach encompasses the nation as a whole, not just the Midlands and the North of England.

#### **Sustainability:**

- Bristol Airport has already demonstrated that it can reduce its airport carbon footprint with a reduction in carbon emissions of 12% in the last four years and the airport itself will be carbon neutral by 2025. Bristol Airport is taking a leading position by also working towards being carbon net zero (with no offsetting) by 2050. As a responsible business, this is the right thing to do and Bristol Airport is committed to delivering on their ambition.
- Bristol Airport has placed sustainability firmly at the heart of its business strategy. It is a signatory to the Sustainable Aviation Net Zero and last year published a Carbon Roadmap including bringing forward its carbon neutrality commitment by 5 years. European first to off-set all emissions from road journeys made by passengers.
- A robust Environmental Assessment has been prepared. It demonstrates that the environmental impacts associated with this growth are not significant, with Bristol Airport proposing a multi-million-pound mitigation package to ensure these impacts are addressed. This includes major transport improvements, sound insulation schemes, as well as embedded mitigation relating to noise management, biodiversity and habitat management.
- Not allowing the Airport to expand will exacerbate a situation which already sees millions of passengers in the South West drive to London airports each year, adding to unnecessary carbon emissions and congestion.
- Between 2008 and 2019, Bristol Airport has seen passenger numbers increase from 6.3 million to 8.9 million whilst reducing CO<sub>2</sub> per passenger from 1.2kg to 0.62kg. This demonstrates the Airport's ability to increase capacity whilst controlling emissions.

#### **Other key messages:**

- North Somerset Council's decision to refuse Bristol Airport's planning application earlier this year went against the recommendation of the Council's own officers and national policy that encourage sustainable economic development of the regions.
- The additional capacity will help BRS further develop its route network with existing carriers, but also target new destinations crucial for trade such as transatlantic and the middle east.
- Expansion at Bristol Airport is an example of how private investment can help the UK drive forward its policy agenda without – unlike other large infrastructure projects – leaving the taxpayer liable.

## **STATEMENT PS 154**

### **Submitted by Katharine Wale**

As a supporter of Plantlife and its road verge campaign to support wildlife, I am really pleased to hear that Councillor for Clifton Down, Carla Denyer, will be raising road verges and greenspace management as an issue at the council scrutiny meeting on Monday 7<sup>th</sup> December, and asking the council how they plan to implement Plantlife guidelines.

If the council is serious about its Emergency Ecological strategy then I am hoping that the council will recognize that protecting our road size verges should be a necessary component of its be adopted as part of its strategy to protect and sustain the natural environment.

Our natural environment is a precious resource. Allowing wildflowers and the wildlife to flourish along roadside verges is a quick win and could make such a difference. I really hope that the council will give this its full backing.

## **STATEMENT PS 155**

**Submitted by Ann Carrington**

I am heartened to learn that the Ecological Emergency Strategy contains a pledge that "at least 30% of land in Bristol is to be managed for the benefit of wildlife by 2030". I would like to know what action Bristol City Council is taking to ensure that progress towards this goal is made.

I hope that the council will adopt the guidance of the Plantlife charity in the management of roadside verges, which are of enormous benefit, not only to wildlife but also to the residents of the city.

## **STATEMENT PS 156**

**Submitted by Barbara Perks**

Thank you for considering the Ecological Emergency despite these challenging times, and for introducing measures to increase active travel etc. I was delighted to see that Ecological Emergency Strategy contains a pledge that "at least 30% of land in Bristol to be managed for the benefit of wildlife by 2030". It would be great to see Bristol City Council adopt Plantlife's guidance on road verge management. Having attractive road verges may cost less in maintenance longer term, and I hope might dissuade people from parking vehicles on them if they are seen as amenities of beauty rather than spare or waste ground.

# Full Council -8<sup>th</sup> December 2020

## Agenda item 6 b

### Public questions



#### Procedural note:

##### **Questions submitted by members of the public:**

- Questions can be about any matter the Council is responsible for or which directly affect the city.
- Members of the public are entitled to submit up to 2 written questions, and to ask up to 2 supplementary questions. A supplementary question must arise directly out of the original question or the reply.
- Replies to questions will be given verbally by the Mayor (or a Cabinet member where relevant). If a reply cannot be given at the meeting (e.g. due to lack of time) or if written confirmation of the verbal reply is requested by the questioner, a written reply will be provided within 10 working days of the meeting.



\*point of explanation - where a person has asked two questions on the same topic they are on the same line. Where topics are different they have different lines.

Ref No	Name	Title
PQ01	Eileen Means	Cladding in Bristol
PQ02	Alex Hartley	#EndOurCladdingScandal campaign
PQ03	Suzanne Audrey	WECA amended motion
PQ04	Suzanne Audrey	Jubilee Pool motion September 2020
PQ05	Steven Smith	Bristol Airport Expansion
PQ06 & PQ07	Robin Nash	Cladding
PQ08	Jackie Head	Bristol Airport Expansion
PQ09	Jonathan Hucker	Scotland Lane
PQ10 & PQ11	Anne Lemon	Bristol Airport Expansion
PQ12 & PQ13	David Redgewell	Membership of North Somerset within WECA
PQ14 & PQ15	Dennis Gornall, Hotwells and Cliftonwood Community Association	The Mardyke Steps
PQ16	Tom Bosanquet	St Lukes Road
PQ17	Barry Cash	Bristol Bridge
PQ18	Ed Plowden	St Luke's Road Windmill Hill
PQ19	Tom Phipps	Bristol South Swimming Pool, Dean Lane Southville
PQ20	Heather Mack	Loss of green space for Bonnington Road development
PQ21	Emma Edwards	The Expansion of Bristol Airport
PQ22	Richard Baxter	Bristol Airport Expansion

#### QUESTION PQ 01

**Subject: Cladding in Bristol**

**Question submitted by: Eileen Means**

Many of the newer apartment blocks in Hotwells and Harbourside, the City Centre and elsewhere in Bristol have been found to have defective (cheaper) cladding that is a building safety risk to residents who bought their apartments in good faith. Given that Bristol City Council approved these developments via its Planning processes, is the Council making any plans to support the hundreds of leaseholders – indeed likely to run into the tens of thousands nationally – whose lives are being blighted by being unable re-mortgage, sell or to borrow on their properties and whose lives are frozen in limbo?

These people are trapped, unable to move on with their lives with many fearing that they face bankruptcy and homelessness as they are unable to find the massive charges being passed down the line by Freeholders and developers.

#### QUESTION PQ 02

**Subject: #EndOurCladdingScandal campaign**

**Question submitted by: Alex Hartley**

Mayor Rees, do you support, like your Labour colleagues, the Mayor of London and the Mayor of Manchester, the 10 demands of the #EndOurCladdingScandal campaign?

**QUESTION PQ 03**

**Subject: WECA motion**

**Question submitted by: Suzanne Audrey**

Background.

At the last Full Council you voted for the following amended motion.

Council calls on the Mayor and Chief Executive to

- meet urgently with other WECA authority leaders to agree a financial settlement
- review the methodology for distributing WECA funds and a clear governance arrangement
- publish the statutory consultation on North Somerset joining WECA.

Question.

Please can you provide an update on the progress you have made on these agreed actions?

**QUESTION PQ 04**

**Subject: Jubilee Pool motion**

**Question submitted by: Suzanne Audrey**

Background.

In September, in relation to the closure of Jubilee Pool, a motion was passed at Full Council calling on you, as Mayor, to:

- (i) extend the current consultation for a further month to enable further exploration of options;
- (ii) establish a cross-party group comprising relevant cabinet member(s) and councillors, working to look at potential solutions including those discounted in the consultation (reopening with additional funding; finding a new contractor; taking the service in-house; awarding the service to a community trust; and a CAT.
- (iii) continue to work to assess options on how to honour the previous agreement made with the provider Parkwood Leisure to maintain this public amenity until at least 2022.

The working party was established and, after several meetings and considering the available evidence, made the unanimous decision to ask you to open the pool as soon as possible while further solutions were considered. However, in response to my question to Full Council in November, you stated: "Regarding Jubilee Pool, the working group has again taken an easy option and made a political point without regard to the council's stretched resources."

Your ex-cabinet member Paul Smith, in common with many others across the city, has expressed concerns about the future of local democracy under an elected Mayoral system if backbench and opposition councillors are treated as 'window dressing'. Unfortunately, it does seem that the councillors on the Jubilee Pool cross-party working group are being treated as 'window dressing'.



Question

Please can you explain the purpose of the Jubilee Pool cross-party working group, if their recommendations will be dismissed unless you agree with them?

**QUESTION PQ 05**

**Subject: Bristol Airport Expansion**

**Question submitted by: Steven Smith**

Considering the urgent need to reduce carbon emissions and tackle climate change, can the Mayor and all councillors please confirm they will oppose the expansion plans of Bristol Airport?"

**QUESTION PQ 06 & PQ07**

**Subject: Cladding**

**Question submitted by: Robin Nash**

I am writing to express my extreme concern over the ongoing difficulties facing leaseholders over the replacement of cladding.

I am supportive of the motion being put to council regarding cladding remediation. Please councillors support the thousands of innocent Bristol leaseholders facing massive bills in the region of £20K+ each to fix the faults and mistakes of developers and building regulators. It is outrageous that hard working individuals who bought their homes and properties in good faith, relying on surveys and building regulations to ensure that their homes were constructed safely, are left to pick up the pieces for mistakes not of their making. Without legislative action at all levels thousands of people in Bristol and around the UK will be seriously affected, some irreversibly.

The EWS1 process is only a very small part of the issue. Once the EWS1 survey is complete and it's identified that the cladding needs to be replaced that's when the really big problem starts, in particular who is going to pay to replace the cladding?

Freeholders, developers, builders, suppliers, manufacturers, building insurers, NHCBS are mostly walking away. The Government have asked these big organisations not to pass the costs on to leaseholders, but that is exactly what we are told by Hillcrest, our building management company, will happen if Government funding from the £1bn Building Safety Fund (BSF) is not forthcoming. Freeholders are simply using the best fit clause in the lease to dump the costs onto the leaseholder. This is already happening within the Bristol City Centre buildings both Balmoral House and Waverly House (BS1 5LN), where I am a leaseholder. Today all 104 leaseholders have received the Section 20 notice from Hillcrest on behalf of the Freeholder – E&J Estates.

The Freeholder, E&J Estates, has already started to pass his costs on to the leaseholders via the service charge for: a) the EWS1 survey and b) a building report from his solicitors. The next costs will be FRC (Façade Remedial Consultants) costs for managing the tendering process.

We have also been briefed by Hillcrest that without Government funding the cost of the cladding replacement is estimated at £2.1mn and will also be passed onto the leaseholders, so £2.1mn divided by 104 flats is on average £20,192 each!. Many, including myself, will not be able to find this sort of



money meaning the work I assume will not take place so the properties will become worthless. This approach is totally unacceptable and extremely stressful for the leaseholders.

In addition, whilst this situation is ongoing, it's virtually impossible to sell as mortgage providers are extremely reluctant to lend on such properties.

The questions I have are:

1. How will leaseholders who bought their properties in good faith be protected from freeholders passing on these massive costs? The leaseholders were not involved with the selection of materials or the construction of these buildings and do not own these buildings. They are of course owned by the freeholder.
2. How will leaseholders be compensated for their properties becoming worthless if funding is not available?

#### **QUESTION PQ08**

**Subject: Bristol Airport Expansion**

**Question submitted by: Jackie Head**

Is the mayor committed to a COVID recovery which is planned to also meet the target to be carbon neutral by 2030? Assuming this is the case, will he lobby strongly for the proposal to expand Bristol Airport to be dropped and for local and government money to be spent in retraining airport employees to move to green jobs ( such as retrofitting homes.)

#### **QUESTION PQ09**

**Subject: Jonathan Hucker**

**Question submitted by: Scotland Lane**

Scotland Lane is a key route into and out of Stockwood. It frequently suffers from fly tipping incidents, resulting in problems with regard to access and road safety. Will the council consider the installation of cameras in the lane to discourage this activity and to identify the perpetrators?

#### **QUESTION PQ10 & PQ11**

**Subject: Bristol Airport Expansion**

**Question submitted by: Anne Lemon**

If Bristol Airport's appeal is won, they aim to grow to 12 million passengers per annum, a 50% increase from 2017 when it serviced 8 million passengers. The first phase of the airport's expansion plans would mean around 270 flights across a 24-hour day.

My question to you as a body, and Marvin as the Mayor is:

Do you accept that we are at a tipping point in terms of Climate change? If you accept this, then do you believe that this will lead to physical, social, and economic disruption on an unprecedented scale? The physical impacts of climate change are being felt now.



Finally, how can there be a justification to go ahead with airport expansion if the above points are true?

**QUESTION PQ12 & PQ13**

**Subject: Membership of North Somerset within WECA**

**Question submitted by: David Redgewell**

Question 1

In view of the motion passed at Bristol city council proposed by Councillor Mhairi Threlfall Chair of the Transport Scrutiny Committee of WECA Mayoral Combined Authority. What progress has now been made in setting up an urgent meeting with Robert Jenrick MP Secretary of State and Luke Hall MP. Minister for local government?

To make a 2 second WECA mayoral combined authority financial deal to allow North Somerset council to join weca in May 2021 to allow for public consultation and the order to be laid in the House of Commons and House of Lords to be in acted in to law.

If necessary to delay the election in the way Somerset council is doing as part of local government reorganisation. to get this very very important deal across the line with the secretary of state Robert Jenrick MP and Luke Hall MP minister for local government and MP for Thornbury and Yate in south Gloucestershire.

Question 2

Will the Bristol City Mayor meet urgently with Luke Hall MP alongside the Metro Mayor, the leaders of BANES, South Gloucestershire Council, North Somerset to discuss the issue of very very urgent of membership of the combined authority and a second financial deal as per the motion passed at Bristol City Council and supported in statements from all the transport users groups and start a public consultation with residents of the WECA mayoral combined authority area and North Somerset council to allow North Somerset council to join as soon as possible this of course allows for Government delays in Elections in Somerset local government reorganisation area and WECA mayoral combined authority.

So a full integrated Transport authority and Planning authority can be set up in the Greater Bristol, Bath city region including North Somerset council to include a strategic plan as this is most important issue in the city region.

We welcome the setting up of a special growth and regeneration commission to look into this issue within Bristol City Council.

**QUESTION PQ14 & PQ15**

**Subject: The Mardyke Steps**

**Question submitted by: Dennis Gornall, Hotwells and Cliftonwood Community Association**



As you may know the Mardyke steps path from Cliftonwood to the Hotwell Rd have been closed now for over 9 months, I think and we are advised that it could take over a year to mend these steps and open the path.

We are a green city promoting walking and cycling where we can and yet this important walking route looks like being shut for perhaps 2 years. We feel this is just not good enough.

We are aware that there maybe a dispute about ownership and responsibility. However we believe that it must be the Council's responsibility to keep open the "highway" and that is what this is for walkers, and indeed some cyclists who carry bikes, to help people travel efficiently by foot.

So there are two questions which arise here.

First, can we please have a detailed enough explanation of why temporary measures cannot be put in place that would allow some restricted access to this path so that it can be used in the meanwhile. We appreciate that safety is all important, but we are not convinced that safety measures cannot be introduced that would still allow usage.

Second, can we please understand why it is that the Council is not able to undertake the repairs and ensure that the "highway" is fit for use again and pursue recovery of costs after rather than waiting for legal cases re ownership to take place before repairs.

Needless to say there are many people in the area affected by this closure and who would urge you to get the relevant officers to proceed on this issue as quickly as possible.

#### **QUESTION PQ16**

**Subject: St Lukes Road**

**Question submitted by: Tom Bosanquet**

Please could I have a clear update on when residents around St.Lukes Rd can expect movement on the pedestrian crossing, budgeted in 2019?

In September it was stated that a review would happen in October and that I would be kept informed - no further updates have been provided.

Speeding is absolutely endemic at this site and I have both experienced & witnessed four extremely dangerous close passes of cyclists by drivers in the last week alone.

I note that a similar project to slow cars & increase safety for pedestrians on Duckmoor Rd was described as taking "a mere three years" by Bedminster Councillors Phipps & Bradshaw in the latest issue of The Pigeon.

I am glad, though, to hear that the team overseeing these projects might be taking on more staff and would hope that it will improve the glacial pace of such projects going forwards.



**QUESTION PQ17**

**Subject: Bristol Bridge**

**Question submitted by: Barry Cash**

(following on from PQ20 of the questions to 10<sup>th</sup> November...)

Question to Councillor Dudd:

As the purpose of restricting the vehicles allowed to use Bristol Bridge was to improve air quality and you now have camera enforcement on the bridge, will only taxis meeting the ulev 6 standard be allowed to cross it, and if not why not?

**QUESTION PQ18**

**Subject: St Luke's Road in Windmill Hill**

**Question submitted by: Ed Plowden**

A significant number of comments have been made about St Luke's Road on the Council's online portal for suggestions about transport, and funding has been allocated to an improvement scheme at this location. Given that the proposed Clean Air Zone is at the end of this road, and the probable reduction in traffic, there must be scope to raise the level of ambition to improve St Luke's Road.

Will the Mayor consider closing the road altogether at the Bridge, or at least reconsider the previous proposals to introduce shuttle signals under the bridge to improve the space available for cycling and walking at this crucial link? This scheme was previously dropped due to the lack of signals at the "Fowler's" junction, which are now in place.

**QUESTION PQ19**

**Subject: Bristol South Swimming Pool, Dean Lane Southville**

**Question submitted by: Tom Phipps**

Could the Mayor / relevant Cabinet Member provide an update on the progress of the renovations to the Bristol South Swimming Pool on Dean Lane in Southville?

**QUESTION PQ20**

**Subject: Loss of green space for Bonnington Road development**

**Question submitted by: Heather Mack**

I welcome the council's declaration of an ecological emergency and hope to work with you to act on this. Lockleaze is a ward with large amounts of green space – which is fantastic. I would like to work towards more of this green space being an asset for wildlife and biodiversity, for example areas being left unmown. Can I work with the council to consult residents on the management of green space near to them? Many residents are concerned about the green space lost for the Bonnington Road development, what can the council do, for this and future developments, to ensure it doesn't undermine our action on the ecological emergency?



**QUESTION PQ 21**

**Subject: The Expansion of Bristol Airport**

**Question submitted by: Emma Edwards**

In 2018 Bristol was the first major UK city to announce a climate emergency. Bristol has also pledged to become carbon neutral by 2030 - 20 years sooner than the government's target of 2050. Studies have shown that the growth in carbon emissions from the proposed airport expansion is around 1million tonnes per year, which is over 50 percent of Bristol's current annual carbon emissions. Even with Bristol businesses and residents doing all they can to reduce their carbon emissions; this additional airport expansion, along with the additional development, traffic and pollution it will bring, makes it look impossible that Bristol will be able to achieve this target. Without rejecting the application for the expansion of the airport, how do you propose we make the target of being a carbon neutral city by 2030, and remain a lead city in the work towards responding to the climate emergency?

**QUESTION PQ 22**

**Subject: Bristol Airport Expansion**

**Question submitted by: Richard Baxter**

The Mayor of the City Council is on record for saying during a Points West interview that he is against more planes flying but has also repeatedly said that the decision to expand Bristol Airport is not his to make.

How can the City Mayor ignore and not oppose the biggest emitter of carbon in the area which does have a negative impact on the health and lifestyle of residents living in the South of Bristol?

