



PRESS RELEASE

EMBARGO 01.00 5 JULY 2007

New document from airport denies expansion will have significant local impact

More 'greenwash' is to be presented by Bristol International Airport in a document designed to hide the impact of its massive expansion plan on local communities and the environment, according to the Stop Bristol Airport Expansion group (SBAE).

The campaigners say that the document, a "working draft" entitled 'The Development and Enhancement of Bristol International Airport', seeks to hide the damage that will be caused by more noise, increased traffic, loss of green belt land, more climate changing emissions and more outbound tourists.

Stakeholders and representatives from local Parishes will learn from the document, to be presented at BIA's pre-planning application workshop on Friday, that the only significant impact of the airport's plans will be a slight damage to the view and a gain in inbound tourism, discounting the concerns put forward by over 5000 local people last winter.

The BIA document predicts "no significant effects relating to noise," despite increasing aircraft movements, and claims are made that the development will even reduce noise levels.

"BIA claims reductions in emissions and noise will result from more fuel-efficient and quieter planes, yet most of the current aircraft are brand new and won't be replaced for many years," says SBAE spokesperson Jeremy Birch. "Any major technological improvements are years away so it is obvious that there will be more noise, more emissions and more traffic by 2009 – long before any technical fixes are available."

In relation to transport, the document again outlines "no significant effects". BIA aims to achieve 15% of passengers arriving by public transport. However, campaigners say that this figure still contradicts data from the Greater Bristol Strategic Transport Study and makes taxis appear as an acceptable form of public transport.

"Yet taxis are a worse option than private cars" says Jeremy Birch, "since they are empty for half the journeys they make. All the car journeys will increase traffic on unsuitable roads through villages."

The impact on the local landscape is also dismissed. Campaigners point out that the introduction of landscaping to mitigate surface car parking south of the runway, does not make up for tarmac over 12.5 hectares of land that is currently farmed. Neither are any measures given for alleviating the 'increase in night time lighting' mentioned in the document.

The campaigners also point out that despite planning to increase emissions of greenhouse gases by 300,000 tonnes a year, BIA apparently plans to mitigate this increase by adding a few small wind-turbines to the roof of the car park.

"Even if all of the CO2 from traffic, lighting, heating and on-site operations was removed, this would only save 20,000 tonnes - one fifteenth of the extra emissions BIA are planning to produce," says

Jeremy Birch. "To then state that no significant climate change impacts are anticipated is blatantly untrue.

"This document needs to be re-drafted to give a more honest assessment of BIA's plans. The true way to mitigate the effects of the airport's plans would be for BIA to remain within its present operating boundaries and re-focus its plans on increasing the share of business and inbound tourists rather than just increasing passenger numbers."

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For further information on the Stop Bristol Airport Expansion campaign, visit: www.stopbia.com

Notes

Reference: 'Development and Enhancement of Bristol International Airport', Draft Non-Technical Summary, available from Bristol International Airport.