



Stop Bristol Airport Expansion Campaign Press Release  
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## **Government and SW Regional Assembly Must Wake Up and Listen**

Local campaigners have criticised the South West's draft Regional Spatial Strategy (draft RSS) as out-of-date and out-of-touch after the consultation document revealed plans to ease development restrictions in the greenbelt [1].

Stop Bristol Airport Expansion campaigners say that proposals to increase airport capacity by allowing Bristol International Airport to expand into previously protected countryside are based on out-of-date figures and overlook the urgent challenge of finding ways to develop without exacerbating climate change, as highlighted in the report's own sustainability advice.

The changes would create room for the airport to develop to the south of its existing terminal, potentially creating more space for car parks.

Speaking for the campaign, Hilary Burn said:

“The government, the regional development assembly and the local authorities must wake up and listen to the warnings on climate change. We cannot carry on adding to our carbon footprint by expanding airports and increasing travel demands. We need a more sustainable model for the region, which cannot and should not include increasing capacity for airports.

“Bristol International Airport already depends on most passengers travelling to the airport by car, adding to its carbon footprint from flights. If new car parks are added, this will generate yet more traffic on already congested roads and increase the damage to the climate. The airport does not need a single extra parking space - it needs better public transport for passengers.”

SBAE says the draft proposals are based on out-of-date and discredited figures in the government's 2003 Air Transport White Paper, which assumed that oil prices would be just \$53 a barrel in 2030, allowing for cheap flights - just 40% of the current price [2].

The document also ignores advice in the sustainability appraisal of the draft RSS, which suggested: *“Remove the support given to airport and related development. We are well aware that it is national policy to provide for air travel growth. However, this does not refute the clear evidence that this is not compatible with climate security”*

And: *“From a sustainability perspective reliance on the airport to underpin growth has the potential to cause significant negative consequences, including the likelihood that further car travel will be generated along with congestion to the south of Bristol, and that transport problems in and around the city will be exacerbated as people from within and outside the region seek to access the airport.”* [3]

Hilary Burn continued:

“The evidence is clear that alternatives to flying such as video and web conferencing for meetings are the future for sustainable business. The authorities must wake up to the realities of living in a carbon-constrained world and act to protect Bristol’s greenbelt.”

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For more information about Stop Bristol Airport Expansion campaign, see <http://www.nobristolairportexpansion.co.uk/>

Notes:

[1] The Secretary of State for Communities and Local Government, Hazel Blears, published the Proposed Changes to South West’s long term plan the draft RSS on 22 July 2008. It can be viewed at [www.southwest-ra.gov.uk](http://www.southwest-ra.gov.uk)

[2] See:

[http://www.foe.co.uk/resource/press\\_releases/heathrow\\_economic\\_critique\\_23072008.html](http://www.foe.co.uk/resource/press_releases/heathrow_economic_critique_23072008.html)

[3] Proposed Changes to South West RSS Sustainability Appraisal Final Report July 2008, Land Use Consultants in association with Collingwood Environmental Planning and Levett-Therivel, p10 + p 90

See: [http://gosw.limehouse.co.uk/portal/regional\\_strategies/drss?tab=](http://gosw.limehouse.co.uk/portal/regional_strategies/drss?tab=)