

BAA: CAN WE BELIEVE THEM?

BAA would like us to believe that any new road from the Third Runway would not now go through Cherry Lane Cemetery. But why should we believe what they say when in the past they promised that there will be NO:

1. increase in the number of air movements
2. further Terminal capacity
3. further Runway capacity

Each has been broken within 5 years of the promises being made.

Here are a few instances:-

1978: The T4 Public Inquiry Inspector recommends approval subject to "NO FURTHER MAJOR EXPANSION AND IN PARTICULAR, NO FIFTH TERMINAL".

The Government approves T4 with a flight capacity of 275,000. BUT...

1980: BAA recorded 287,000 flight movements i.e. broken promise within five years and

1984: There were 100,000 movements recorded ABOVE the approved number

1993: BAA submitted a planning application for T5 i.e. extending Terminal capacity. At the same time, RUCATSE (study into runway capacity in South East England) states the need for a Third Runway. BUT

1994: BAA, which was involved in the RUCATSE study, distances itself from the report by saying "WE MUST STRESS THAT THIS COMPANY IS NOT PLANNING OR PROPOSING TO BUILD A THIRD RUNWAY AT HEATHROW. THE AIRPORT REQUIRES EXTRA TERMINAL CAPACITY RATHER THAN RUNWAY CAPACITY" (BAA quoted in the Uxbridge Gazette, 25/03/1994)

1995: RUCATSE runway options ruled out for Heathrow because of environmental impacts. BAA Chief Executive, Sir John Egan, sends out letters to residents around Heathrow beginning "Dear Neighbour..." and going on to say "T5 does not call for a Third Runway".

In the same year, the Public Inquiry into T5 begins. BAA contradicts their letter to residents six months earlier by saying "WE COULD NOT RULE OUT THE OPTION OF CONSIDERING HEATHROW WHEN ANOTHER RUNWAY IS REQUIRED. WE COULD NOT GIVE A GUARANTEE ABOUT SEEKING FURTHER EXPANSION" (Michael Maine, BAA Technical Director, November 1995)

1997: BAA suggests within the inquiry that "... SOME LEGITIMATE FEARS HAVE BEEN PUT TO REST. WE NOW KNOW FOR EXAMPLE THAT THERE WILL BE NO THIRD RUNWAY AT HEATHROW - A WIDESPREAD CONCERN BEFORE THE INQUIRY STARTED" ('Heathrow News, Produced for Local Residents by BAA Heathrow', May 1997)

1999: When the Public Inquiry for T5 ended, Inspector Vandermeer agreed with BAA that "A THIRD RUNWAY AT HEATHROW WOULD HAVE SUCH SEVERE AND WIDESPREAD IMPACTS ON THE ENVIRONMENT AS TO BE TOTALLY UNACCEPTABLE."

No sooner than T5 was underway, BAA (like a drug addict who needs a bigger and bigger fix) published their "Adding Capacity at Heathrow Airport". Of course, with foreseen traffic congestion new roads will be needed and hence, the Cherry Lane Cemetery option.

BAA's promises could not be trusted in the past, and not now. This month in the Parliamentary debates on Heathrow (11/11/2008), Geoff Hoon, Secretary of State for Transport, refused to rule out "unlimited expansion at Heathrow". Who is to say that further expansion beyond T6 and the Third Runway won't be needed in the future, and then their case for using the cemetery will be revisited? NOW IS THE TIME to say "No" to further Heathrow expansion and "SAVE CHERRY LANE CEMETERY".