



WOODLAND
TRUST

Flight path to destruction

The impact of UK airport expansion plans on ancient woodland



The Woodland Trust

Campaigning to keep woodland alive

“...huge terminals and three runways would destroy about 1,600 hectares of Warwickshire’s unspoilt, rolling countryside.”



△ The proposed Midlands airport layout plan



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Front cover top: View from Eastend Wood, Essex

Front cover bottom: Hampton Coppice, near Birmingham Airport

Opposite: Hampton Coppice, near Birmingham Airport

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The importance of ancient woodland

“...nearly half of our remaining ancient woodland has been cleared and replanted... or lost forever to agriculture or development.”

Ancient woodland is land that has been continually wooded for at least 400 years and often much longer. It is home to more threatened species than any other habitat in the UK and has great cultural and environmental importance. Yet, since the 1920s, nearly half of our remaining ancient semi-natural woodland has been cleared and replanted with commercial conifers, or lost forever to agriculture or development. This irreplaceable habitat now covers only two per cent of the UK and is under increasing pressure from housing, industry, overgrazing, leisure

developments, and related infrastructure.

The Government is proposing large-scale expansion of airports, which are often surrounded by significant areas of ancient woodland. If the proposals were to go ahead in areas such as Stansted, Manchester, Rugby or Swansea then we would be facing the biggest wholesale loss of ancient woodland since the Channel Tunnel Rail Link was built.

This is despite local, regional and national government commitments to improve protection of the UK's equivalent of the tropical rainforest.

Government commitments to protect ancient woodland

- **A Better Quality of Life** the UK strategy for sustainable development notes the particular value for biodiversity of ancient woodland and the trend towards its decline and fragmentation. The document goes on to state that: “the Government aims to halt these trends”.¹
- The UK Government's **Quality of Life Counts** which measures sustainable development includes the “area of ancient woodland in Great Britain” as an indicator.²
- The **UK Forestry Standard** sets out the UK Government's approach to sustainable forestry. It states: “ancient semi-natural woods... are of special value”. The Standard has a series of UK-wide aims for semi-natural woodland and says: “the area occupied by semi-natural woodland should not be reduced.”³
- The Department for Environment Food and Rural Affairs, Forestry Commission, Scottish Executive, National Assembly for Wales, Forest Service Northern Ireland and several other partners, including the Woodland Trust, recently launched the **UK Forest Partnership for Action** at the World Summit on Sustainable Development. This states that joined-up approaches should be developed “to ensure that all ancient woodland is adequately protected.”⁴
- The recently launched **biodiversity strategy for England** clearly states that the Government will “take measures to prevent loss or damage to ancient woodland and trees, and their uniquely rich biodiversity, from development.”⁵
- In **Scotland national planning guidance** states that “planning authorities should seek to protect... ancient and semi-natural woodlands [which] have the greatest value for nature conservation.”⁶
- **Wales' national planning policy** states: “Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected from development that would result in significant damage.”⁷
- **Regional Planning Guidance (RPG)** in some regions is supposed to provide protection for ancient woodland. The South East RPG states, for example, that “woodland habitats in the Region should be increased whilst protecting the biodiversity and character of existing woodland resources”.⁸
- **Local plans** in several of the areas proposed for expansion contain policies designed to protect ancient woodland from development. Solihull Council, for example which has Birmingham airport within its boundaries, has a policy that states: “the Council will protect and seek to enhance those woodlands identified by English Nature as ancient or semi-natural because of their variety and important natural characteristics.”⁹



Ancient woodland – home to more threatened species than any other habitat.

Steven Kind

¹ DETR (1999) *A Better Quality of Life*, p.85

² DETR (1999) *Quality of Life Counts*, Indicator S11

³ Forestry Authority (1998) *UK Forestry Standard: Standard Note 5*, pp.41-43

⁴ UK Forest Partnership for Action (2002) *UK Forest Partnership for Action*, p.6

⁵ DEFRA (2002) *Working with the grain of nature. A biodiversity strategy for England*, para 6.9

⁶ Scottish Executive (1999) *NPPG4*, para 51

⁷ Welsh Assembly Government (2002) *Planning Policy Wales*, para 5.2.8

The problem



Land take at Stansted will be huge.

The UK Government and devolved administrations are consulting on the future development of air transport in the UK over the next 30 years. The proposals are divided into seven consultation areas: South East England; South West England; the English Midlands; Northern England; Scotland; Wales and Northern Ireland. The emphasis of the consultation is on the need to expand air travel to meet demand as forecasted by the Government.

Despite government statements on protection (see opposite), ancient woodland is still being lost at an alarming rate. Only 15 per cent of our ancient woods are protected by national designations such as Site of Special Scientific Interest (SSSI). Increased fragmentation of the habitat causes problems for species that are unable to move from one area to another, resulting in an inevitable loss of biodiversity. The Woodland Trust is currently aware of almost 200 ancient woods under threat from other forms of development, but the list of woods threatened by airport expansion proposals would add more than 60 to this number.

“Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”¹⁰

It is clearly unsustainable to destroy a habitat that cannot be replaced, leaving future generations of both people and wildlife without a vital part of their natural heritage. A recent Government survey indicates that the public is becoming increasingly worried about the loss of trees and hedgerows in the countryside, with nearly half the population expressing concern.¹¹

The UK Government has stated in its own climate change strategy that in terms of aviation it is “keen to ensure best use is made of existing capacity.”¹² Yet, it seems to be intent on promoting the

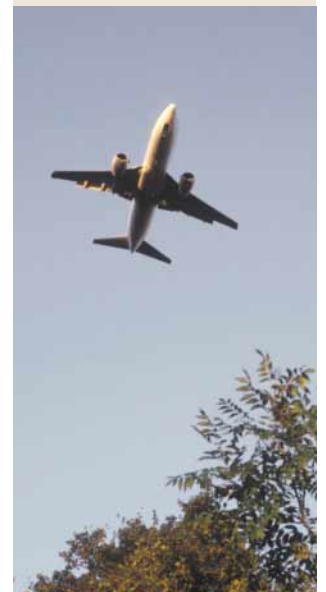
growth of airports, giving short shrift to the “maximum use” option which envisages using existing airports to their full potential. Given that air travel contributes to the levels of greenhouse gases in the atmosphere, and these have the potential to change the climate, expansion will undoubtedly add to the pressure on ancient woodland.

Paradoxically, at a time when other modes of transport are the subject of Government incentives and regulations designed to bring about reductions in harmful emissions, there is an absence of similar measures for aviation. A sustainable transport policy should seek to reduce pollution and congestion. The Government is dealing with this challenge in a simplistic way by using a predict and provide approach rather than managing demand.

Sustainable development involves siting workplaces and housing where the impact on the environment is minimised. The Government should take notice of its own guidance and ensure that ancient woodland is not further damaged by the needs of the aviation industry.

It would be an unacceptable price to pay were these airports to be expanded in such a way that caused loss or damage to ancient woodland.

“It is clearly unsustainable to destroy a habitat that cannot be replaced...”



Aircraft landing at Stansted Airport.

⁸ Government Office for the South East (2001) *Regional Planning Guidance for the South East*, Policy E5

⁹ Solihull Metropolitan B.C. (2001) *Unitary Development Plan*, Policy ENV15

¹⁰ World Commission on Environment and Development (1987) *Our common future*, p.43

¹¹ DEFRA (2002) *Survey of Public Attitudes to Quality of Life and to the Environment 2001*, Chapter 4

¹² DETR (2000) *Climate Change: the UK Programme*, Section 2, Chapter 5, para 84

“...proposals for expansion will harm more than the few ancient woodland sites identified...”

The threat to ancient woodland



Road developments near High Wood – Stansted

The threat to woodland from the proposed airport expansion plans comes primarily from two sources:

- Clearance for the construction of runways, aircraft pavements, terminal facilities or associated new road and rail links.
- Attendant infrastructure, such as housing, roads and supporting service industries that the developments will spawn.

At Stansted, for example, Philipland Wood, an ancient semi-natural woodland, would be destroyed to make way for a new runway, even if the Government only decided to go for the most limited expansion option. Other woods directly affected by rail and road links for the airport at Stansted include: Round Coppice, Eastend Wood, Runnels Hay, and High Wood. This would involve direct loss or damage to over 85 hectares of ancient woodland.

The huge proposed new Midlands airport between Rugby and Coventry would also be extremely damaging. The Government's own document states that “two ancient woodland sites,

*Fulham Wood and Chapel Wood, would be lost (around 6 hectares) together with part of All Oaks Wood located directly to the north of the site. Five additional areas of woodland located on the new site would also be lost.”*¹³ Surprisingly, this is one of the few occasions in the Government's consultation documents where clearance of ancient woodland is recognised as an issue when considering expansion plans.

It is extremely disappointing that the consultation documents do not adequately recognise the impact on ancient woods and other important wildlife habitats. Each proposal does include a section on “ecology” but only once in the main consultation documents is there recognition that ancient woodland even exists in the area let alone that it would be damaged by the development. This cavalier approach to irreplaceable natural resources is extremely worrying. **The Government must recognise that the proposals for expansion throughout the UK will harm more than the few ancient woodland sites identified in the consultation documents.**

Wider threats



There is also the very serious risk that increased airport expansion and new airport building will lead to further encroaching urbanisation into what is currently countryside. This would mean that more ancient woods could be put at risk. For example, the proposals to expand Stansted would lead to a vast demand for new housing

in the area to support the new jobs created. The effect on ancient woodland and other semi-natural habitats that are used by woodland species is potentially devastating with a further 61 hectares potentially threatened.

Another indirect effect on ancient woodland would be increased pollution from aircraft emissions, which could damage the ecosystem of the habitat. Commenting on the prospect of additional pollution due to increased passenger numbers at Stansted for example, respected woodland historian Oliver Rackham has predicted that Hatfield Forest “*may get soaked with short blasts of nitrous acid whenever planes take off in heavy drizzle. The prospects for lichens and other sensitive plants are not good.*”¹⁴ The Woodland Trust calls on the Government to recognise the true impact of these proposals.

Climate change

Climate change is one of the greatest threats to biodiversity in the UK and aviation makes a significant contribution to greenhouse gas emissions. The Government’s own consultation on **The Future of Aviation** stated, “*the contribution of aviation to climate change was 3.5 per cent of the global total from all human activities. By comparison, the UK’s total contribution is 2.5 per cent.*”¹⁵ The transport lobby group Transport 2000 has predicted that “*aviation’s very rapid rate of growth means that it is forecast by 2050 to become one of the single biggest contributors to climate change.*”¹⁶

Ancient woodland is especially vulnerable to climate change. Many immobile species will be unable to keep up with the pace of change. Some may be able to respond quickly but habitats will not be able to move en masse.

As aviation is a major emitter of greenhouse gases we believe that it is essential that growth of the sector be regulated and that stringent controls be placed on emissions from aircraft. Large-scale expansion could jeopardise the chances of the UK meeting its

commitments to reduce greenhouse gas emissions in line with international agreements such as the Kyoto Protocol.

Targets for reduction of emissions from aircraft should be imposed nationally and internationally. This will require negotiation between the UK and other countries, and we would like to see the UK take the lead in this area, ensuring that emissions from aviation are limited as far as possible. Regulation should also be undertaken alongside incentives for airlines to take a more environmentally responsible attitude towards the environment.

We therefore hope that the Government will continue the policy set out in the integrated transport White Paper to “*pursue in ICAO [International Civil Aviation Organization] the potential for environmental levies and to press for removal of the exemption from tax on aviation fuel, to encourage fuel efficiency.*”¹⁷ It is also important that a way is found of internalising the environmental cost that is acceptable to consumers, so that the true cost of flying is recognised.



“...aviation’s very rapid rate of growth means that it is forecast by 2050 to become one of the single biggest contributors to climate change.”

¹⁴ Rackham, O. (1998) *The Last Forest*, p.264

¹⁵ DETR (2001) *The Future of Aviation*, para 131

¹⁶ Transport 2000 & The Ashden Trust (2000) *The Plane Truth: Aviation and the Environment*, p.22

¹⁷ DETR (1998) *A New Deal for Transport: Better for Everyone. The Government’s White Paper on the future of Transport*, para 4.155

What about making good the damage?

“...the Government proposals have high environmental costs that cannot be compensated for...”



The aviation industry has a poor record of protecting ancient woods from airport expansion. The new second runway at Manchester, for example, recently destroyed around four hectares of ancient woodland.

It is often suggested that airports could “mitigate” for the damage caused to valuable habitats by creating new reserves elsewhere.

But it is impossible to mitigate for destruction of the irreplaceable.

“Translocation” of habitats where trees and even soil are moved from one position to another is often held up as a way of mitigating the impacts. However, ancient woodland contains many thousands of species of plants, animals and fungi, and any success in ensuring the survival of one or two charismatic species should not be seen as in any way representing translocation of a complete habitat. The stability of an ecosystem is related to its diversity,¹⁸ and a serious reduction of that diversity is likely to lead to the ecosystem collapsing.

Many of the Government’s proposals have high environmental costs that cannot be compensated for and often the consultation does not even recognise these costs exist.

The Woodland Trust wants to see the following actions:

- Proposals for airport expansion that would damage irreplaceable natural habitats such as ancient woodland should be dropped immediately.
- The principle of sustainable development should be at the heart of aviation policy over the next 30 years. This means that demand should be managed to ensure that environmental impacts are minimised.
- The Government must recognise that the proposals would have much wider effects than clearing space for runways and buildings. They have the potential to further the development creep that is eating away at valuable and irreplaceable habitats such as ancient woods.

If you share the Woodland Trust’s concerns about the proposals, you can go online to sign our petition against aviation expansion that would damage ancient woodland at:

www.woodland-trust.org.uk/policy/petition/index.htm



Rare oxlips are present in many of the sites surrounding Stansted.
WTPL/Beverley Trowbridge

The Government is proposing many sites for airport expansion that would seriously affect ancient woodland. The case studies below highlight only a few of these, but the Woodland Trust will continue to oppose all threats to ancient woods from the proposals.



Stansted Airport

Stansted could be expanded with up to three new runways. The throughput of passengers would be twice as many as currently use Heathrow. New roads and a rail link would be built.

At the original 1981 public inquiry into Stansted's development as London's third airport, the inspector said that a second runway "would so affect the character of the local communities and the ecology of the area...as to be wholly unacceptable."¹⁹ The airport was recently given permission to increase its annual passenger load from 15 to 25 million. The area round the existing development is rich in ancient woodland, including the internationally important Hatfield Forest. Three other woods are within areas designated as SSSI. The Department for Transport secondary consultation document²⁰ says that the Stansted proposals would have the following "high adverse" effects on woods in the area:

- Loss of "more than 50%" of Elsenham SSSI, which includes Eastend Wood.
- Loss of other areas of ancient woodland of "low ecological value".
- Loss of four kilometres of species rich ancient hedgerows.

In fact, the Woodland Trust has identified a much larger number of ancient woods

which would be both directly and indirectly affected by the proposals.

These include:

- **Philipland Wood (3.05ha)** – destroyed by new runway.
- **Eastend Wood (32.99ha)** – half lost to expanded airport, part affected by new rail link. Part of the Elsenham Woods SSSI.
- **High Wood, Dunmow (40.13ha)** – affected by new road. SSSI with a rich and varied flora. Part of the wood has already been lost to development of the A120 main road.
- **Runnels Hey** – affected by new rail link.
- **Pledgdon Wood/Lady Wood, Round Coppice, Priory Wood, Stocking Wood, Eseley Wood, Home Wood, Little Easton Airfield Woods, Hawland Wood, Prior's Wood and the nationally important Hatfield Forest** would all be affected by increased pollution due to increased air and road traffic. They would also come under increasing pressure from associated developments such as new housing.



Eastend Wood

“These areas would be gone forever and never replaced”



Local voices

Trevor Allen, chairman of Takeley Parish Council and conservation volunteer in Eastend Wood:

“We try very hard to work for the good of the wood, but what's the point if at somebody's whim it will be taken away? The result would be that all these areas would be gone forever and never be replaced. These are what are left of the great woods that once covered this area centuries ago. That's the most tragic part about it all.”

James Willoughby, local resident, on Eseley Wood:

“There are badgers there. Its history is tied to the neighbouring Tilty Abbey, dissolved in 1536. The wood was written about by the poet Louis MacNeice when he was living at Tilty Hill Farm in the 1940s, and painted some years earlier by Lucien Pissarro, son of the French impressionist Camille Pissarro.”



Trevor Allen – conservation volunteer, Eastend Wood

¹⁹ Graham Eyre (Inspector) *The Airports Inquiries*, Chapter 54, section 2.1

²⁰ Department of Transport (2002) *Stage 2 Appraisal Survey Tables*



Owl in Fulham Wood



A new Midlands airport between Rugby and Coventry

With a passenger capacity larger than Heathrow, the proposed new airport between Rugby and Coventry would see massive development in the middle of a rural area (see inside cover). The villages of Church Lawford and Kings Newnham would completely disappear, and huge terminals and three runways would destroy about 1,600 hectares of Warwickshire's unspoilt, rolling countryside. A further concern is that the development would encourage Coventry and Rugby to coalesce into one conurbation.

Apart from the woodland, a major ecological issue raised by the Rugby/Coventry proposal is the River Avon, which flows right through the middle of the site, and would have to be channelled underground. The Fosse Way Roman road also runs nearby.

The Government's consultation document says: *"Two ancient woodland sites, Fulham Wood and Chapel Wood, totalling 5.7ha, are located within the proposed footprint of the new airport and would be lost to the development. The All Oaks Ancient Woodland site is located directly to the north of the new airport site. There may be a need to remove part of this woodland to accommodate off-site navigational aids and lighting and ensure that aircraft flight paths are free of obstructions.*

*Removal of ancient woodland from within and immediately surrounding the site (ie within flight paths corridors) would impact on the natural setting of these woodland features and reduce species assemblages and floristic interest. Additional areas of woodland, ie Barnaby's Spinney, Rose's Spinney, The Thicket, Wilcox's Gorse, and part of Brown's Spinney would also be removed."*²¹



Fulham Wood, Warwickshire

Ancient woods affected:

- All Oaks Wood (29.6ha) – partly lost
- Fulham Wood (2.29ha) – totally destroyed by terminal buildings
- Chapel Wood (2.22ha) – totally destroyed by support garage
- Hundreds of hectares of ancient woodland would come under wider development pressures – areas such as Brandon Wood, Acton and Shrub Woods, Lemons Wood and Bog Spinney.

"In recent years it's been kept for conservation, to provide a haven for wildlife."



Heather and Ted Pearson



Local voices

Heather Pearson, retired farmer, Church Lawford on Fulham Wood

"In recent years it's been kept for conservation, to provide a haven for wildlife. We've seen it as our nature reserve on a busy working farm. We've got banners right across the farm saying "Save Our Villages" and "Stop The Airport Before It's Too Late". The whole village is solidly against it. It's not just our family's livelihood, if you've lived all your life in the same place it's a horrendous thought to have to move."

Jane Bagshaw, farmer, Church Lawford on Chapel Wood

"It's very sad. This is our family farm and we thought we would be here forever. What's keeping us going is the thought that we may be able to stop it. It's a lovely wood, we used to have a special bluebell Sunday for the local hospital. Children from local schools also visited the wood at lambing time. It's very special to me because I have always scattered our relatives' ashes there. It all adds to the anguish of thinking what might happen."



A new airport at Cliffe, Kent



Northward Hill Wood. RSPB

The proposal for Cliffe would see a giant “hub” airport built across undisturbed countryside on the Hoo Peninsula in rural Kent. With up to five runways, large jumbo jets would land there and transfer their passengers to smaller planes flying to other destinations. The hub would request permission to operate 24 hours per day.

New roads and a rail link would be built, and 1,000 homes demolished in three villages. The proposal would also destroy large areas of wetlands and other important wildlife habitats along the Thames estuary protected under national and international legislation.

Ancient woods affected:

- **Northward Hill (18.52ha) – destroyed by new runway.** Part of an SSSI and National Nature Reserve, this ancient woodland is best known for hosting the largest heronry in Britain. The proposal is vigorously opposed by the Royal Society for the Protection of Birds which owns and manages Northward Hill.
- **Bell Wood (6.49ha) – destroyed by runway/rail link.**

“As a piece of woodland to walk through it’s superb, the heronry is unique...”



Local voices

Rod Moore, retired shepherd, has lived and worked around Northward Hill since 1959:

“I’ve been a country person all my life. I just enjoy walking around the woods, watching what’s going on and listening to the different sounds. It’s the tranquillity and all the variety of birds you can see that makes it special. I love this area and I don’t want see an airport here. It’s going to be a great shame if it ever comes.”

Jim Flegg, president of Kent Ornithological Society, on Northward Hill:

“There was a time when I went there two days a week. As a piece of woodland to walk through it’s superb, the heronry is unique and it’s got few equals in terms of birds and butterflies.”

“...they should stop any further airport development...”



Birmingham



Dutton's Pond , Elmdon Coppice

The existing airport would be expanded with an extra runway to handle six times the current number of passengers. Two alternative proposals have been put forward. The larger proposal involves a “wide-spaced” runway, sited one kilometre south-west of the existing runway. It would wipe out a large area of the already pressured green belt between Birmingham and Coventry, with widened motorways, other roads and associated developments.

Ancient woods affected:

- **Hampton and Elmdon Coppices (15ha) – partial loss**
The new runway would clip the edge of Hampton Coppice. The adjacent Elmdon Coppice is well used by local people for recreation. The local authority is planning to designate both woods as Nature Reserves.
- **Barber's Coppice (74ha) – destroyed**
by a new aircraft “pavement” associated with the expanded airport.



Hampton Coppice.



Local voices

Tracy Jones, Save Elmdon Action Group

“The whole of the new runway will be on green belt land, including an area we've already saved from building development, and is now planted up with coppices and a wild flower meadow as a nature park. This is about the community, the noise and the pollution. I think they should stop any further airport development and make people pay the full environmental cost of air travel.”





Manchester

Manchester has already seen construction of a second runway in 2000 after one of the biggest protests ever seen to airport proposals in the UK. A third runway, now under consideration, would mean more destruction, as would associated proposals for a western rail link and a new terminal. The latter would be constructed in about 2015 as passenger numbers reached the 40-45 million per annum level. Up to 65 million passengers could be expected annually by 2030.

Ancient woods affected:

Construction of the second runway at Manchester saw the lopping or thinning of many trees in Oversley Farm Wood, despite strong opposition from its owners, the National Trust. Partly in response to this, the airport authorities agreed to spend £17 million on “mitigating” environmental work, including the translocation of part of Hooksbank Wood and a 15 year management plan. A further runway would destroy areas covered by this scheme.

- **Cotterill Clough (SSSI) (11.32ha) – affected by new terminal**

English Nature’s SSSI designation describes Cotterill Clough as “the most diverse clough woodland on base rich soils in Greater Manchester. Divided by a main road, over half of Cotterill

Clough is now owned by Cheshire Wildlife Trust. A proposal by the airport authorities to cut down trees on the edge of the wood to aid existing activity has not so far succeeded.

- **Oversley Farm Wood (3.4ha) – affected by new taxiway**

Known as Arthur’s Wood, and already damaged by runway two, this wood could be further degraded by construction of a parallel taxiway. Owned by the National Trust and designated a Cheshire Site of Biological Importance. Up to 350 trees were either lopped or crown thinned in Arthur’s Wood in order to satisfy the demands of the “Obstacle Limitation Surface” around the 2nd runway. What is left is a mixture of oak, beech, ash and yew, with some more “exotic” species planted close to the river Bollin.

- **Hooksbank Wood (c. 4ha) – affected by new taxiway**

About half was lost when runway two was built, reducing ancient woodland to less than four hectares. This could be further degraded by construction of a parallel taxiway. A Cheshire Site of Biological Importance, it is now owned by Manchester Airport.

“The second runway had a dramatic effect...”



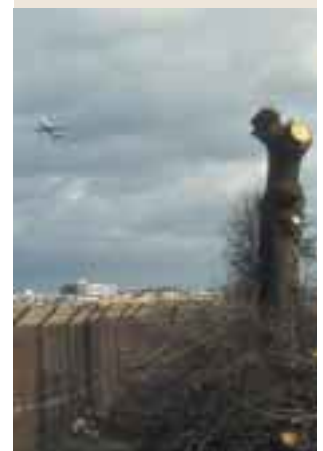
Local voices

Jackie Hulse, Warden, Cheshire Wildlife Trust

“Cotterill Clough is one of the oldest woods we own. We’ve done quite a lot of management, including removing sycamore re-growth and keeping pathways clear. We take regular parties round. It’s very quiet in there except for the aeroplanes. I’d be devastated if the wood was lost. We’d be fighting it with everything we could.”

Chris Widger, Head Warden, Quarry Bank Mill and Styal Estate, National Trust on Arthur’s Wood

“The second runway had a dramatic effect – wonderful mature specimens of beech and oak up to 90 feet high had to be dealt with as best we could. It was like the woods in the south of England after the gales. I think it has taken all it can take; anything more would mean the effective loss of the whole woodland. It would be absolutely catastrophic.”



Obstacle obstruction work at Manchester Airport.
National Trust



Swansea Airport – possible expansion of runways

The proposed expansion of Swansea airport would have severe consequences for wildlife in the hinterland. The airport is surrounded on three sides by land designated as Sites of Special Scientific Interest that has been recommended to the European Commission as a Special Area of Conservation. Any expansion within these areas would be likely

to breach European law.

The remaining side of the site borders onto Moorlakes Wood a part ancient semi-natural woodland. There are also other ancient woods in the vicinity that could be directly or indirectly affected by any lengthening of runways to the east or south or the present site.

Where are the woods under threat?

| Region/country | Airport | Area under threat from airport development: ha (acres) | Area subject to wider threats: ha (acres) | Total: ha (acres) |
|-------------------|--------------------|--|---|-------------------------|
| South East | | 177.97 (439.59) | 84.21 (208) | 262.18 (647.58) |
| | Stansted | 86.18 (212.86) | 61.48 (151.86) | |
| | Luton | 0 | 10.63 (26.26) | |
| | Cliffe | 25.01 (61.77) | 0 | |
| | RAF Alconbury | 22.02 (54.39) | 12.1 (29.89) | |
| | Biggin Hill | 44.76 (110.56) | 0 | |
| Midlands | | 70.12 (173.2) | >400 (988) | 470.12 (1161.2) |
| | Birmingham | 22.4 (55.33) | 0 | |
| | East Midlands | 4.05 (10) | 0 | |
| | New Rugby/Coventry | 34.12 (84.28) | >400 (988) | |
| | Coventry | 9.55 (23.59) | 0 | |
| South West | | 33 (51.51) | 0 | 33 (51.51) |
| | Plymouth | 33 (51.51) | 0 | |
| North | | 45.46 (112.29) | 7.6 (18.77) | 53.06 (131.06) |
| | Manchester | 22.5 (55.58) | 0 | |
| | Liverpool | 11.32 (27.96) | 7.6 (18.77) | |
| | Sheffield | 11.64 (28.75) | 0 | |
| Scotland | | 9.58 (23.66) | 69.94 (172.75) | 79.52 (196.41) |
| | Edinburgh | 0 | 9.07 (22.4) | |
| | Aberdeen | 9.58 (23.66) | 0 | |
| | Inverness | 0 | 60.87 (150.35) | |
| Wales | | 14.41 (35.59) | 78.33 (193.48) | 92.74 (229.07) |
| | Swansea | 14.41 (35.59) | 0 | |
| | Hawarden | 0 | 78.33 (193.48) | |
| | Aberystwyth* | unknown | unknown | |
| Totals | | 350.54 (865.83) | 640.08 (840) | 990.62 (2446.83) |

Further Information



- More detailed information on each of these proposals can be found on the Woodland Trust's website:

www.woodland-trust.org.uk/policy/petition/index.htm

- Details of the Government proposals can be found at:

www.airconsult.gov.uk

- Airport Watch is a coalition of local and national groups opposed to unsustainable airport expansion across the UK. Their website has more information on air travel and links to local groups:

www.airportwatch.org.uk



Where to find out more

The Woodland Trust is the UK's leading woodland conservation charity. We are committed to:

- No further loss of ancient woodland
- Restoring and improving the biodiversity of woods
- Increasing new native woodland
- Increasing people's awareness and enjoyment of woods

Established in 1972, the Woodland Trust now has over 1,100 sites in its care covering over 19,000 hectares (47,000 acres) of woodland. It offers free access to nearly all of its sites.

The Woodland Trust aims to conserve, restore and re-establish the UK's woodland. To carry out our work, we rely on the generosity of the public, industry, commerce, and agencies. If you would like to support us or would like more information about our work and membership details, please contact your nearest Woodland Trust office.

The Woodland Trust

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The Woodland Trust
Campaigning to keep woodland alive