

Report for:
ACTION/INFORMATION – *delete*
as appropriate

Item Number:



Contains Confidential or Exempt Information	NO
Title	Heathrow Airport Submission To The Airports Commission: 'A New Approach – Heathrow's options for connecting the UK to growth'
Responsible Officer(s)	Terry Gould
Contact officer, job title and phone number	Terry Gould – Head of Public Protection 01628 683501
Member reporting	Councillor Carwyn Cox – Lead member for Environment
For Consideration By	Cabinet
Date to be Considered	26 September 2013
Implementation Date if Not Called In	Immediately
Affected Wards	All
Keywords/Index	Heathrow Airport; Airports Commission; Runways

Report Summary

1. This report deals with Heathrow Airport's submission (July 2013) to the Airport Commission, the body of Enquiry set up by the government and charged with making recommendations on how to maintain the UK's global aviation hub status.
2. The report recommends that the Borough responds proactively to the submission recently made by Heathrow Airport for the addition of 1 or more runways as detailed in the three conceptual options being proposed.
3. These recommendations are being made because any additional runways at Heathrow Airport are predicted to have a detrimental impact upon the environment and quality of life of a number of communities situated within the Borough. The Borough has hitherto objected vigorously to any further runway development at the Airport for such reasons.
4. If the recommendations of this report are adopted, the key financial implications for the Council are minimal. Conversely, if the Borough decides not to respond on behalf of its residents it would inevitably leave the Council open to criticism for its lack of community leadership, particularly if the proposals go ahead in their present form and the predicted impacts are realised.
5. An additional point to note is this report was requested by the Borough's Aviation Forum at its meeting held on 27 August 2013 in view of the significant potential impacts that any one of the three proposals would have upon local communities.

6. The deadline for any further submissions to this element of the Airports Commission programme is 27 September 2013.

If recommendations are adopted, how will residents benefit?	
Benefits to residents and reasons why they will benefit	Dates by which residents can expect to notice a difference
1. Responding to Airports Commission will ensure the Borough's views in respect of the Heathrow Airport submission are made known so they may be duly considered as part of the Airport Commission's deliberations and recommendations to government in the formulation of future aviation policy, particularly in respect of the pressures for additional runway capacity in the south east.	This will depend ultimately on the government's acceptance and programme for taking forward any recommendations made by the Airports Commission.
2. Comments made by the Borough will contribute to a greater understanding and opinion of local issues relating to Heathrow Airport.	Through raising existing issues, whilst there is no guarantee of success, it is more likely to result in earlier intervention and mitigation of more local concerns in the short term that will be of benefit to local residents.

1. Details of Recommendations

RECOMMENDATION: That:

- a. **The subject matter and implications arising out of the Heathrow Airport submission to the Airports Commission *entitled: 'A New Approach – Heathrow's options for connecting the UK to growth' (July 2013)* be noted;**
- b. **The Borough continues to object and resist the latest proposals on the grounds of the likely severe impacts upon the quality of life of local residents and the significant negative and irreversible impacts upon the local environment;**
- c. **The Head of Public Protection, in consultation with the Lead Member for Environmental Services and Chairman of the Aviation Forum, be authorised to submit a response to the Davies Airports Commission and copied to the DfT on behalf of the Council based on the issues identified and set out throughout this report, together with any specific comments or additional concerns highlighted by Cabinet;**
- d. **The Lead Member for Environmental Services in conjunction with the Chairman of the Aviation Forum and Ward members issue a series of press releases at the appropriate times**

advising residents of the action being taken by the Council in support of local concerns.

2. Reason for Recommendation(s) and Options Considered

Option	Comments
1. Confidence that the Borough is adequately representing the views of local residents and communities to Government so they may be included in the formulation of future aviation policy.	This will depend ultimately on the government's programme for taking forward a future long term aviation policy.
2. Additional information will contribute to a greater understanding of local opinion about a number of issues relevant to the emerging UK Aviation Policy Framework and future development proposals	Through raising existing issues, whilst there is no guarantee of success, it is more likely to result in earlier intervention and mitigation of more local concerns in the short term that will be of benefit to local residents.

3 Key Implications

3.1 Background

3.1.1 Cabinet will recall from previous reports that following a two-stage consultation process in producing its Aviation Policy Framework the Government set up the Davies Airports Commission in September 2012 with the remit of reviewing evidence and making recommendations to Government on how the UK can maintain both its status as a global aviation hub and maintain the UK's international connectivity for the future. The Airports Commission is charged with producing an interim report to Government by the end of 2013 setting out its assessment of the evidence on the nature, scale and timing of the steps needed to maintain the UK's global hub status and its recommendations for immediate actions to improve the use of existing runway capacity in the next 5 years i.e. the potential use and development of local airports and airfields.

3.1.2 The Commission is charged with publishing a final report in Summer 2015 that contains an assessment of the options for meeting the UK's international connectivity needs, including:

- economic, social and environmental impact;
- recommendations for the optimum approach to meeting any need;
- recommendations for ensuring any needs are met as quickly as possible with required timescales; and
- evidence based material to support a National Policy Statement to accelerate the resolution of any future planning applications.

3.3.3 In March 2013, the Department for Transport (DfT) published the Government's final Aviation Policy Framework, effectively replacing the previous Aviation White Paper (2003), with the objective of initiating fresh thinking on the development of a new sustainable aviation policy for the UK.

3.1.4 To date the Borough has submitted several responses to the Airports Commission and/or the Department for Transport (DfT) in respect of the aviation debate, consultation and Guidance documents. Indeed, Cabinet has received a string of reports relating to aviation matters in recent months and the Borough's

Aviation Forum has been inundated with successive reports from the Commission and/or the DfT to consider.

- 3.1.5 In July 2013 the Borough responded to the Airport Commission's document Discussion Paper 04 '*Airport Operational Models*' in which it set out both its support for improving connectivity to emerging global markets and also a detailed treatise of its concerns relating specifically to Heathrow Airport and its general concerns with the government's Aviation Policy Framework published in May 2013, specifically in relation to the variances between Government and RBWM positions.
- 3.1.6 At that time a significant number of proposals were received by the Airport Commission in response to an invitation to submit proposals for longer-term options for securing additional capacity and views on UK airport hub status. It was under this element of the process that Heathrow Airport submitted the options that are the subject of this report.
- 3.1.7 It is perhaps unusual for the Borough to respond directly to another parties' response during a consultation process. However, having examined the proposals, members of the Borough's Aviation Forum held on 27th August 2013 requested that Cabinet also considers the Heathrow options given the potential economic, environmental and social impacts upon the Borough should they be pursued.
- 3.1.8 Historically, the Borough has always adopted a robust position on the more negative aspects arising from local operations at Heathrow Airport, taking up a strong community advocacy and leadership role and adopting influential positions on several inter-local authority consortia that are committed to balancing the competing interests in seeking to secure sustainable airport development and operations. It is being recommended that the Borough adopts a similar line to previous responses. However, Cabinet's views are invited on the latest set of proposals and the nature and tenor of any Borough's response to the Airports Commission.
- 3.1.9 Cabinet considered and responded to a similar DfT consultation (*Adding Capacity At Heathrow*) in 2008 objecting strongly to proposals seeking a third runway and sixth terminal at Heathrow, together with operational changes to increase runway capacity at Heathrow. Following widespread condemnation and objections the current government rejected the proposals. There are strong similarities between the current options and those previously considered.
- 3.1.10 On the 9th September 2013 Heathrow launched a self funded campaign to begin the process of identifying and recruiting local support. A new, website backheathrow.org, went live and 400,000 local tabloid-style newspapers are being delivered to local communities surrounding the airport. Heathrow believes local residents who support Heathrow have been the silent majority in the debate on the airport's future. Clearly the determination to continue to develop Heathrow continues unabated despite the scale of the potential impacts upon local communities.
- 3.2 [Heathrow Airport's Submission – 'A New Approach'](http://www.heathrow.com/airportscommission.)
(www.heathrow.com/airportscommission.)

- 3.2.1 This document essentially puts forward three conceptual options for the development of one or more runways at Heathrow. It comprises Heathrow's case for maintaining a dominant global aviation hub with the size and scale to provide the long-haul connectivity in the longer term as new markets open up in developing countries.
- 3.2.2 Heathrow's submission is predicated upon their belief there is choice between one of the world's most successful hub airports in Heathrow and a compelling need to build upon its strength, or 'we can start again from scratch'. They argue their proposals 'offer a new approach to an old problem' and will connect the UK to growth more quickly and at lower cost whereas building from scratch will cost more, take longer and will not deliver an airport that's in the right location to help the UK win the global race.
- 3.2.3 **Appendix 1** reproduces the Executive Summary contained within the document.

3.3 Options for Additional Runways At Heathrow

- 3.3.1 The Heathrow submission puts forward three geographical options for a third/Fourth runway:

1. North-west;
2. South-west; and
3. North

Appendix 2 contains illustrative site plans of the three options that are proposed together with a summary of the key elements of each of the 'conceptual' options.

- 3.3.2 All options would deliver a projected capacity of up to 740,000 flights per annum (pa), an increase of some 260,000 pa above the T5 capped level of 480,000 pa and serving 130 million passengers per year in 2040. Heathrow argue this would provide 'sufficient' capacity, for the foreseeable future and could be further developed into four runways as/when required.
- 3.3.3 Table 1 below provides a comparative overview of the various options with present day Heathrow.

Table 1: Heathrow Options -Comparative Summary

Element	Heathrow today	North-west	South-west	North
Passenger capacity	80m	130m	130m	123m
Max.flights	480k	740k	740k	702k
Cost	-	£17bn	£18bn	£14bn
Length of new runway	-	3,500m	3,500m	2,800m
Noise (population within 57dBA Leq contour)	243k	-15%	-20%	-10%
Residential properties lost	-	950	850	2,700
Opening date	-	2026	2029	2025
Ecology impact (hectares)	0	0	716	0
Volume of flood zone 3 storage	-	116k	1,416k	6k

lost (m ³)				
Grade I/II listed buildings lost	-	2	0	0
Construction complexity	-	Medium	High	Low

[The table above is that supplied by Heathrow and is not considered by RBWM to be definitive]

3.3.4 The document seeks to justify the benefits of building a third/fourth runway at Heathrow. The proposer's justification is summarised below under the themed headings:

- Passenger benefits:
 - Greater choice of destinations
 - Greater choice of airlines
 - Lower fares than a new hub
 - Greater choice of flights from UK regions
 - Closer to passengers' homes or business
- Economic benefits:
 - Preservation (114k) and creation of between 70k-150k new local jobs
 - Facilitate international trade
 - Boost spending in the wider economy
 - Improve public finances Good for London and the region
- Surface access:
 - New public service transport links
 - Crossrail (2019)
 - Piccadilly Line improvements
 - Western Rail Access (2021)
 - High Speed 2 (2026)
 - Southern Rail Access new direct connections to south and south-west
 - New bus services
 - Employee car sharing from current 40% to 50% by 2030
 - *'To deliver a third runway without increasing airport-related traffic on the road'*.
- Noise:
 - *'More flights but less noise'*
 - New runway locations further west . Every mile west equates to 300 feet higher over london
 - New operating procedures e.g. noise preferential routes; steeper descents
 - 'Green slots' for newer aircraft
 - New noise respite
 - New noise insulation schemes
 - Night flight respite by operating only one runway at night.
- Climate change and the environment:
 - Achieving UK's legally binding climate change targets
 - New aircraft technology i.e. doubling of air traffic by 2050 without a substantial increase in gross emission

- Reliance on carbon trading
 - Compliance with European vehicle (new) emission standards
 - No new Heathrow-related vehicles on the road
 - New wildlife habitats, water storage and flood plain storage to be re-provided with the south-west option due to configuration of runway.
- Community impacts:
 - Demolition of residential homes
 - Provision of compensation to cover blight, compulsory purchase at greater than market value and relocation schemes
 - Early community engagement
 - Loss of some conservation areas and Grade I/II buildings heritage sites

3.4 Discussion

- 3.4.1 Cabinet considered similar proposals (in principle) following a major DfT consultation in 2007 for a third runway and Terminal 6. At that time the Borough was both robust and resolute in its outright objections to the proposals based on the *'expansion (having) an immense effect on everyone living in our borough and other communities around Heathrow'*. The government subsequently rejected the proposals for a third runway and sixth terminal at Heathrow.
- 3.4.2 This latest set of proposals, whilst currently 'outline and conceptual' are perhaps of even greater concern given the totality of potential negative impacts that are likely to ensue and particularly in view of the previous re-assurances given to local communities that there would be no further significant development at Heathrow. The full impacts of the current proposals will clearly not be known prior to any approval decision relating to the viability of Heathrow's submission and the necessary detailed impact assessments are carried out and made public.
- 3.4.3 Locally, the Borough has continued to re-state its position relating to the adverse impacts of Heathrow's current operations spanning a range of issues. It has also submitted a number of responses to the various stages of the formulation of the Aviation Policy Framework. Cabinet considered a report as recently as July 2013 and responded on behalf of local residents to the issues of additional capacity and connectivity, arguing strongly that there should be no further unsustainable expansion at Heathrow given alternative options throughout the south-east and UK. A further response was submitted to the Airports Commission on 6 September 2013 specifically relating to the Aviation Noise matters, the gravity of local impacts and making recommendations on options for addressing the local concerns.
- 3.4.4 In addition, a number of local communities have been voicing opposition to these latest proposals. Wraysbury Parish Council have recently put in a submission to the Davies Airports Commission detailing their outright objections to the proposals given the *'catastrophic damage to the historic parish of Wraysbury'* in respect of the South-west option. The Parish Council also considers that the engineering problems are seriously underestimated. Old Windsor and West Windsor are of a similar view.
- 3.4.5 It is understood the Airports Commission has now received over 50 submissions for alternative airport expansion proposals in the UK, all of whom are seeking to justify their own expansion aspirations. It is the task of the Airports Commission to short-list a number of options and make recommendations to government on the

short- and longer-term solutions. A final decision is not expected until 2015 and will be made by the next government.

3.4.6 The extended deadline for submissions is 27 September 2013. Whilst clearly the Borough is not in a position to submit specific alternative proposals, the Aviation Forum is requesting that Cabinet may nevertheless wish to consider the Heathrow proposals given their direct significance and submit a counter response to the Airport Commission before the response deadline setting out its objections to the Heathrow proposals as set out in this report.

3.4.7 Officers are recommending the Borough continues to object and resist the latest proposals on the grounds of the likely severe impact upon the quality of life of local residents and the significant negative and irreversible adverse impacts upon the local environment.

What does success look like, how is it measured, what are the stretch targets?

Defined Outcomes	Unmet	Met	Exceeded	Significantly Exceeded	Date they should be delivered by
No further runway expansion is permitted at Heathrow Airport; and local resident's views and concerns regarding existing operations at Heathrow Airport are addressed as part of the new national Aviation Policy Framework	The Airports Commission supports further runway expansion at Heathrow Airport and/or local concerns regarding existing operations are disregarded with no firm commitments or timescales for delivery.	100% of the Heathrow runway options are rejected by the Airports Commission in their final report to government in 2015.	100% of the Heathrow runway options are rejected by the Airports Commission in their final report to government in 2015; and abandonment of the Cranford Agreement takes effect by 2016; a revised noise mitigation package is enacted by 2016; curb on night flights as from 2015.	100% of the Heathrow runway options are rejected by the Airports Commission in their final report to government in 2015; and 100% of the Borough's key local concerns associated with the negative impacts arising from Heathrow operations are addressed specifically within the new strategy by 2018.	Commencing as from 2015 <i>(N.B. Whilst the Airports Commission has a programmed timetable, DfT timescales are variable and currently not so well defined)..</i>

4. Financial Details

There are no anticipated financial implications/impacts on the budget rising directly out of this report.

5. Legal Implications

There are no direct legal implications arising from this report. Further legal advice may be required depending on the proposal adopted.

6. Value for Money

Not applicable.

7. Sustainability Impact Appraisal

The matter of sustainability is implicit throughout the development of the UK's Aviation Policy Framework and the proposals and responses to issues that arise.

This particular subject matter spans all elements i.e. economic, social and environmental dimensions of sustainability. Core arguments revolve around seeking to achieve an equitable balance between often competing elements

8. Risk Management

Risks	Uncontrolled Risk	Controls	Controlled Risk
Do Nothing.	High probability of reputational damage.	Adopt a proactive, Community Leadership role supporting local residents' concerns.	Minor/reduced, accepting there will always be variances in opinion and levels of support.
Adoption of a robust stance against further development at Heathrow.	Medium risk of reputational damage arising from criticism via business community regarding lack of support for economic impacts.	Remain focused solely on those issues likely to have adverse impact on local residents.	Lower residual risk of antagonising business community.
Adoption of a robust stance supporting further development at Heathrow.	Significant risk of community backlash given severity of existing and newly created environmental impacts of any further expansion at Heathrow e.g. new runways.	Limited.	High risk of significant community dissatisfaction from those immediately impacted by current operations at Heathrow.

9. Links to Strategic Objectives

This report touches upon the following strategic objectives:

Residents First

- Improve the Environment, Economy and Transport
- Work for safer and stronger communities

Value for Money

- Invest in the future

Delivering Together

- Enhanced Customer Services
- Deliver Effective Services
- Strengthen Partnerships

10. Equalities, Human Rights and Community Cohesion

The Borough's proposed response to this consultation has a predominantly positive impact upon equality, human rights and community cohesion issues. A first stage Equality Impact Assessment has been conducted. This has indicated a second stage is not required.

11. Staffing/Workforce and Accommodation implications:

There are no staffing /workforce accommodation implications arising out of this report other than officer time in preparing a response to the Airports Commission.

12. Property and Assets

None

13. Any other implications:

None

14. Consultation

- At the time of writing, this report is being considered by Overview and Scrutiny Panel. Any comments will be reported to Cabinet for Member's consideration
- The report has been considered by members of the Aviation Technical Forum for the purposes of drafting a suitable reply to the Davies Airports Commission. A draft letter will be available for Cabinet for consideration.

15. Timetable for Implementation

Subject to government decision and programming. Decision not expected before 2015.

16. Appendices

- **Appendix 1:** Executive Summary from 'A New Approach - Heathrow's Options for Connecting the UK to Growth' (July 2013).
- **Appendix 2:** Illustrative site plans of the three options taken from 'A New Approach - Heathrow's Options for Connecting the UK to Growth' (July 2013).

17. Background Information

- 'A New Approach - Heathrow's Options for Connecting the UK to Growth' (July 2013).
- RBWM Submissions to the Davies Airports Commission – July 2013 & September 2013.
- Cabinet Report: 'Developing a Sustainable Framework for UK Aviation Scoping Document – A Department for Transport Consultation' (October 2011).
- Draft Aviation Policy Framework (July 2012) – DfT
- Cabinet Report: Draft Aviation Policy Framework – (October 2012)
- Cabinet Report Feb 2008 'Adding Capacity At Heathrow'- DfT Consultation

18. Consultation (Mandatory)

Name of consultee	Post held and Department	Date sent	Date received	See comments in paragraph:
Internal				
Cllr Burbage	Leader of the Council	09/09/13	09/09/13	Para 3.4.6 SMART targets – amendments made
Cllr Cox	Lead Member for Environmental Services	09/09/13	12/09/13	Agreed
Cllr Lenton	Chairman Aviation Forum	09/09/13	09/09/13	Insert caveat Para. 3.3.3
Mike McGaughrin	Managing Director	09/09/13		
Cathryn James	Strategic Director of Operations	09/09/13	09/09/13	Recommendations – (b) inserted

Maria Lucas	Head of Legal Services	10/09/13	12/09/13	Throughout report and paragraph 5
Simon Hurrell	Head of Planning and Property Services	10/09/13	11/09/13	Comments noted
Mark Lampard	Finance Partner	10/09/13		
External				
Aviation Forum members		09/09/13	13/09/13	Agreed headings for letter of response to AC
Police, voluntary Organisation, AN Other etc				

Report History

Decision type:	Urgency item?
OR Non-key decision	Non-Key decision

Full name of report author	Job title	Full contact no:
Terry Gould	Head of Public Protection	01628 683501

APPENDIX 1: EXECUTIVE SUMMARY – ‘A New Approach – Heathrow’s Options For Connecting The UK to Growth’ (July 2013)

Insert PDF's here

APPENDIX 2: PROPOSALS FOR ADDITIONAL RUNWAYS (Illustrative plans)

Insert PDFs here

2

Executive summary

The UK is in a global race for trade, jobs and economic growth. The international economy is changing with the rise of emerging markets like Brazil, Russia, India and China. UK businesses trade 20 times more with emerging markets that have daily flights than those with less frequent or no direct service. But Heathrow is slipping out of the Premier League of Europe's international hub airports. This is bad for Britain's future as a world economic power.

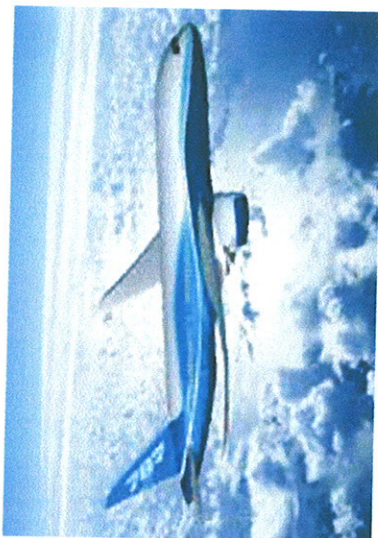
Heathrow is the UK's only hub airport. A hub airport is uniquely important to establishing flights to growth destinations. It is an airport where local passengers combine with transfer passengers to allow airlines to fly to more destinations more frequently than could be supported by local demand alone. Transfer passengers allow the UK to connect to countries where it couldn't sustain a direct daily flight itself. Many routes would not exist without transfer passengers. Passengers can fly to 75 destinations from Heathrow that aren't served by any other UK airport.

It is not possible to have two successful hubs in London because splitting the hub halves the pool of transfer passengers. Attempts to create a dual hub between Heathrow and Gatwick were tried in the 1970s and 1990s but both ended in failure because airlines could only achieve transfer benefits at the Heathrow hub. Gatwick's proposal for three competing two-runway airports in the south east would not deliver a UK hub with the size and scale to compete internationally or provide the long-haul connectivity on which future jobs and growth depend. The UK needs one Premier League airport to compete, not three second-tier airports.

Heathrow is currently one of the few Premier League hubs in the world. It has the scale, the geographic location, the local market and the capability to be the winner in a tight race to be Europe's leading hub and support the UK's economic competitiveness.

Heathrow is the best location for the UK's hub and for additional runway capacity. Compared to a new hub at Stansted or in the Thames Estuary, Heathrow is best placed for passengers, business, and jobs. For most UK passengers, a hub airport to the east of London would be in the wrong place. Travel times would increase for almost 90% of hub passengers³. The current centre of UK economic gravity is to the west of London.





Moving the hub airport east would be extremely difficult and risk doubling unemployment in some of Heathrow's local boroughs⁴. A new runway at Heathrow could be delivered more quickly and at lower cost than building a new hub airport.

We have thought afresh about how a new runway at Heathrow can deliver the flights Britain needs to connect to growth markets with less impact for local communities. Today we are rejecting the previous options for a short third-runway. We are offering new options for a third runway to the north-west, south-west or north of the existing airport.

While we recognise that determining the right balance between the economic and environmental impacts of additional flights is ultimately a decision for Government, we believe the westerly options offer clear advantages. They result in fewer residential properties being demolished and because these options are located further west than Heathrow's existing runways, aircraft would be higher over London, reducing the number of people exposed to aircraft noise.

Passenger benefits

Passengers will benefit from a third runway by having a greater choice of destinations, greater choice of airlines, greater choice of flights from UK regions, greater choice of onward transport and lower fares than at a new hub airport.

Economic benefits

A third runway at Heathrow would deliver greater economic benefits to the UK than any other option for new runway capacity. It will create jobs, facilitate trade, boost spending in the wider economy and improve public finances. We estimate that benefits of £100 billion present value (PV) would accrue to the UK from expanding Heathrow the majority of which accrues to the wider economy⁵.

Surface access

By the time a third runway opens public transport infrastructure including Crossrail, the Piccadilly Line upgrade, Western Rail Access, High Speed 2 and Southern Rail Access could link Heathrow to the whole of the UK and allow more passengers to access Heathrow on public transport than ever before. 15 million more passengers could use public transport to access Heathrow by 2030

which would increase Heathrow's public transport mode share from 40% to more than 50% even with more passengers. Heathrow will be able to deliver more flights without increasing the traffic on the road due to the airport.

Noise

Quieter planes, quieter operating procedures, noise mitigation, and operating restrictions will continue to reduce the impact of aircraft noise at Heathrow even with a third runway. Two of our options site runways further to the west than previous proposals which means aircraft will be flying higher over London. Even with a third runway, in 2030 there will be around 10-20% fewer people in total within Heathrow's noise footprint than today⁶. Improving on the previous proposal for a third runway, all of our options will use runway alternation in order to provide periods of respite from noise with no aircraft overhead. We believe residents should receive free insulation in high noise areas or where there is a significant increase in noise, and that there should be support for residents in the highest noise areas to move house should they wish.

2 Executive summary

Climate change and air pollution

A third runway at Heathrow is consistent with meeting the UK's legally binding climate change targets. New aircraft and engine technology, operational efficiencies and sustainable biofuels will allow the UK to more than double air traffic by 2050 without increasing emissions⁷. We can add capacity at Heathrow without exceeding air pollution limits. Cleaner vehicles, an increased proportion of passengers travelling by public transport and new aircraft technology will mean that levels of nitrogen dioxide would be within EU limits. Concentrations of fine particles are already within EU limits.

Community impacts

We will ensure that compensation greater than market value is offered to anyone whose home needs to be purchased. If Government policy supports a third runway then a property market support bond scheme will also be put in place to guarantee the value of property until a new runway is constructed and address property blight resulting from exposure to new aircraft noise. We will also develop new noise mitigation

schemes if a third runway is supported by Government. We will be proactively engaging with local communities on our proposals.

Cost and deliverability

A third runway at Heathrow is the fastest, most cost effective and most practical route to meeting the UK's international connectivity needs. A third runway can be delivered at less cost to the taxpayer than building a new hub airport. The options that we are putting forward could be delivered from 2025-2029 for £14-18 billion. This compares favourably with a new Thames Estuary airport which we do not believe could be operational before 2034 and which its promoters admit could cost £70-80 billion, of which at least £25 billion would need to be funded by the taxpayer⁸. Adding capacity at Heathrow avoids the transition costs and risk of moving to a new airport.

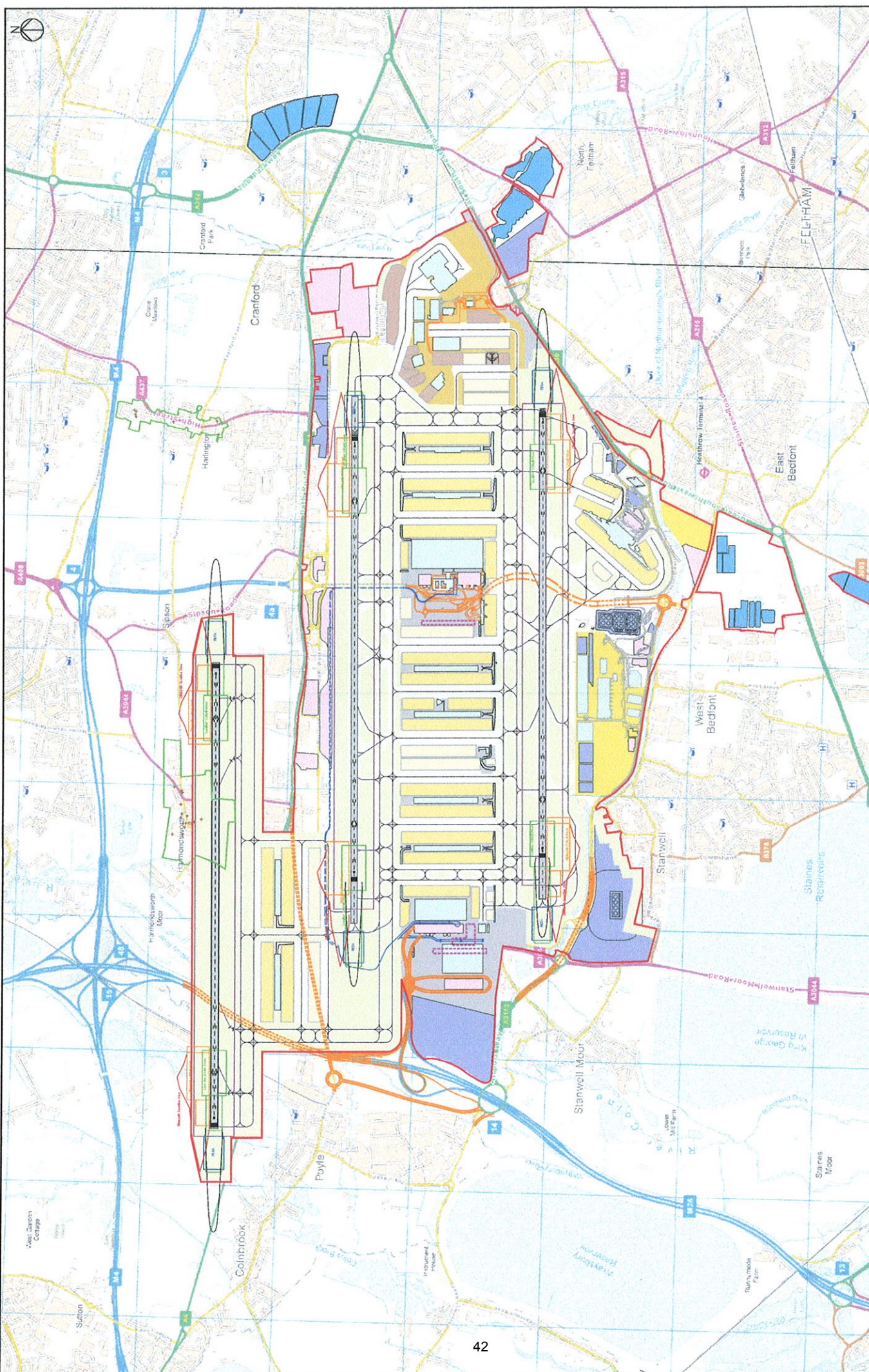
Not just a short-term fix

All of the options we are putting forward for three runways have been designed so that they are capable of evolving to four runways if ever required to do so. We believe that a third runway provides sufficient capacity until at least 2040

and demand beyond this point is very difficult to predict now. One of the advantages of the Heathrow option is that additional capacity could be added gradually as demand requires whereas a new hub airport would require most investment upfront based on uncertain future demand.

We believe there is a compelling case for growth at Heathrow. Britain faces a choice. We have one of the world's most successful hub airports in Heathrow. We can decide to build on this strength. Or we can start again from scratch. Building from our existing strength can connect the UK to growth more quickly and at lower cost. Starting again from scratch will cost the taxpayer more, take longer and will not deliver an airport that's in the right location to help the UK win the global race. Growth won't wait. With every passing year, Britain is cutting itself off from trade and jobs.

It's time for a third runway at Heathrow.



3R Masterplan
 North West
 (Showing Potential Optimisation)

Scale: 1:25,000
 Date: 14.0

Scale: 1:25,000
 Date: 14.0

Scale: 1:25,000
 Date: 14.0

Scale: 1:25,000
 Date: 14.0



5 Proposals for additional runways at Heathrow

Option 1: Third Runway North West

This option is to the west of the previous proposal for a short third runway at Heathrow. It performs better on noise and residential property impact than a runway to the north and can be delivered comparatively quickly and cost-effectively and without some of the wider construction challenges presented by the south-west option.

The third runway would be constructed on the site of Old Slade sewage works, Harmondsworth Moor, Harmondsworth, and Longford. The runway would be just south of the M25/M4 junction and part of the M25 would need to be reconfigured.

We have maintained the principle of runway alternation to provide periods of respite from noise for all communities around Heathrow. The runway is 3,500 metres, which is 1,500 metres longer than the 2003 proposal. This is a full-length runway and every type of aircraft operating from Heathrow could use it for take-offs and landings.

Passengers would travel through a new Terminal 6 and an extended Terminal 2 with satellite piers serving the new runway.

The location to the west limits the number of properties that would have to be demolished compared to building a full-length runway on the previously proposed site. Properties in Longford and Harmondsworth would be subject to compulsory purchase, but the communities of Sipson, Harlington, Cranford Cross, Colnbrook and Poyle would be preserved. In total around 950 residential properties would face demolition. We are working to see whether this option could be developed so that the Tithe Barn and St Mary's Church in Harmondsworth, which are both sites of significant heritage value, could be preserved in their current location.

Construction of the new runway could be completed in six years with an estimated operational date of 2026. Total costs are estimated to be £17bn.

The population within Heathrow's noise footprint would be around 15% lower with three runways in 2030 than with two runways in 2011, in part because of the runway's location further to the west.

5 Proposals for additional runways at Heathrow

Option 2: **Third Runway South West**

This option performs better on noise and residential property loss but takes longer to deliver and comes at a higher construction cost.

The third runway would be constructed over the King George VI and Wraybury reservoirs with new apron and terminal facilities on the site of Stanwell Moor.

The location to the south-west results in around 850 residential properties being demolished. Properties in Stanwell Moor would be subject to compulsory purchase.

This option presents a more complex construction challenge due to the runway being constructed over a reservoir. This results in the need to re-provide wildlife habitat and flood zone storage. A larger section of the M25 would need to be tunnelled than with the north-west option and Junction 13 would need to be reconstructed.

This complex construction challenge means costs increase to £18bn and a third runway could not be operational until 2029.

We have maintained the principle of runway alternation to provide periods of respite from noise for all communities around Heathrow. The runway is 3,500 metres, which is 1,500 metres longer than the 2003 proposal. This is a full-length runway and every type of aircraft operating from Heathrow could use it for take-offs and landings.

Passengers would travel through a new Terminal 6 and an extended Terminal 2 with satellite piers serving the new runway.

The population within Heathrow's noise footprint would be around 20% lower with three runways in 2030 than with two runways in 2011, in part because of the runway's location further to the west.

5 Proposals for additional runways at Heathrow

Option 3: Third Runway North

This option is the quickest and cheapest option for delivering a third runway at Heathrow but has a comparatively high noise and property impact.

We have maintained the principle of runway alternation to provide periods of respite from noise for all communities around Heathrow. The runway is 2,800 metres in length, which is 800 metres longer than the previous proposal for a third runway but around 1,000 metres shorter than Heathrow's existing runways. This would allow any aircraft to land on the new runway, but four-engined aircraft such as the A380 could not routinely use it for take-off. This would reduce operational flexibility and limit the maximum capacity of Heathrow with a third runway to around 700,000 flights a year.

The third runway and associated facilities would be constructed over the villages of Sipson, Harlington, and Cranford Cross. Harmondsworth conservation area including the Tithe Barn and St Mary's church would be preserved in their current location. A total of around 2,700 residential properties would need to be demolished.

Construction would take five years from planning consent with an estimated operational date of 2025. Total costs are estimated to be around £14bn.

Passengers would travel through an extended Terminal 5 and an extended Terminal 2, with satellite piers serving the new runway.

The population within Heathrow's noise footprint would be around 10% lower with three runways in 2030 than with two runways in 2011.

