



MEETING

WEST LONDON ECONOMIC PROSPERITY BOARD

DATE AND TIME

TUESDAY 21ST MARCH, 2017

AT 3.00 PM

VENUE

ROOM 1 - LONDON COUNCILS

| Item No | Title of Report | Pages |
|---------|--|--------|
| 5. | HEATHROW AIRPORT PLANNING MATTERS A presentation delivered by Heathrow Airport is enclosed. | 3 - 16 |

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The Opportunity of Heathrow Expansion

Emma Gilthorpe, Executive Director, Expansion, Heathrow Airport



Expansion will connect West London businesses with the world...

+55 million

incremental passengers per annum



£211 billion

in economic benefits across the UK

+260,000 ATMs

serving 40 new long haul & 13 new regional routes



Doubling freight

capacity for exporters

10,000
apprentice
ships



Up to
40,000
new local
jobs



Up to **£2.6 billion**
community compensation package

Heathrow
The right choice ²

... but it is also a once in a generation opportunity for residents in West London

- Today, **76,000 people** work at Heathrow and **1 in 5 local jobs** are supported by the airport
- Expansion will create **10,000 apprenticeships** and **40,000 new jobs** on site
- Heathrow **Skills Task Force**, chaired by Rt Hon Lord Blunkett, will ensure that expansion leaves a **real legacy**



“Too often in the UK we make large-scale investments in projects that deliver short-term results which do not benefit and include the wider population, or the long term needs of the country. There is no more room for lost opportunities. Our national infrastructure projects must go hand-in-hand with learning and training opportunities for the workforce of the future.”

- Rt Hon Lord David Blunkett (2016)

Heathrow

There is a planning process designed for Heathrow's expansion

2008 Planning Act

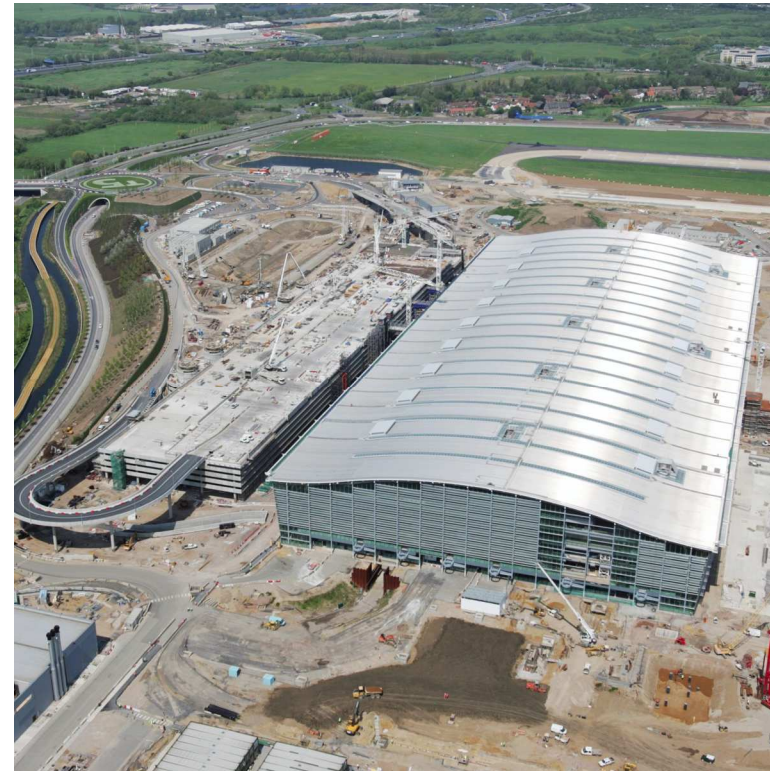
- Nationally Significant Infrastructure projects
- National Policy Statements
- Development Consent Orders

National Policy Statements (NPSs)

- Decision making framework for the DCO
- Establish need

Development Consent Orders (DCOs)

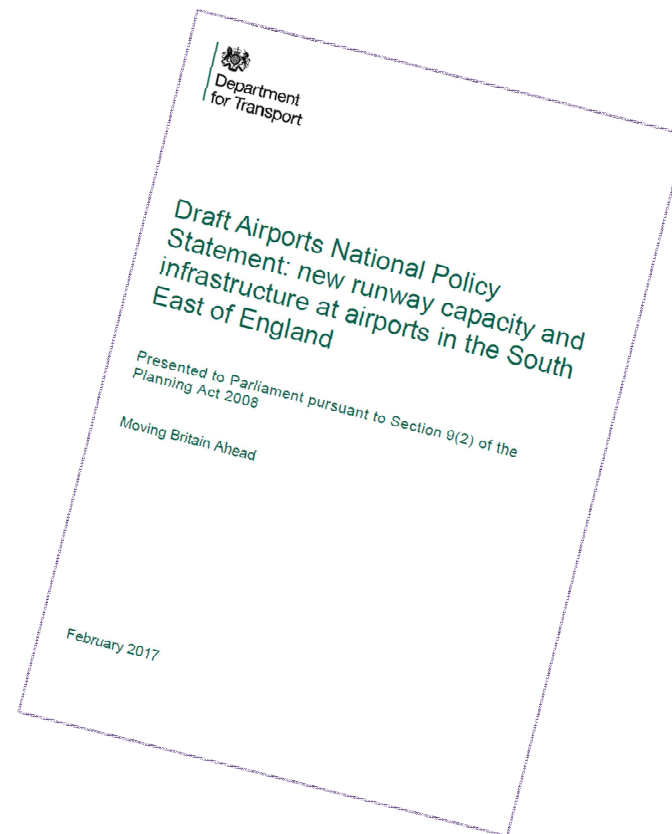
- Single consent (but primarily planning)
- Quicker than Hybrid Bills
- Compulsory acquisition
- Fixed timescales = more certainty
- Front-loaded process + consultation



Heathrow

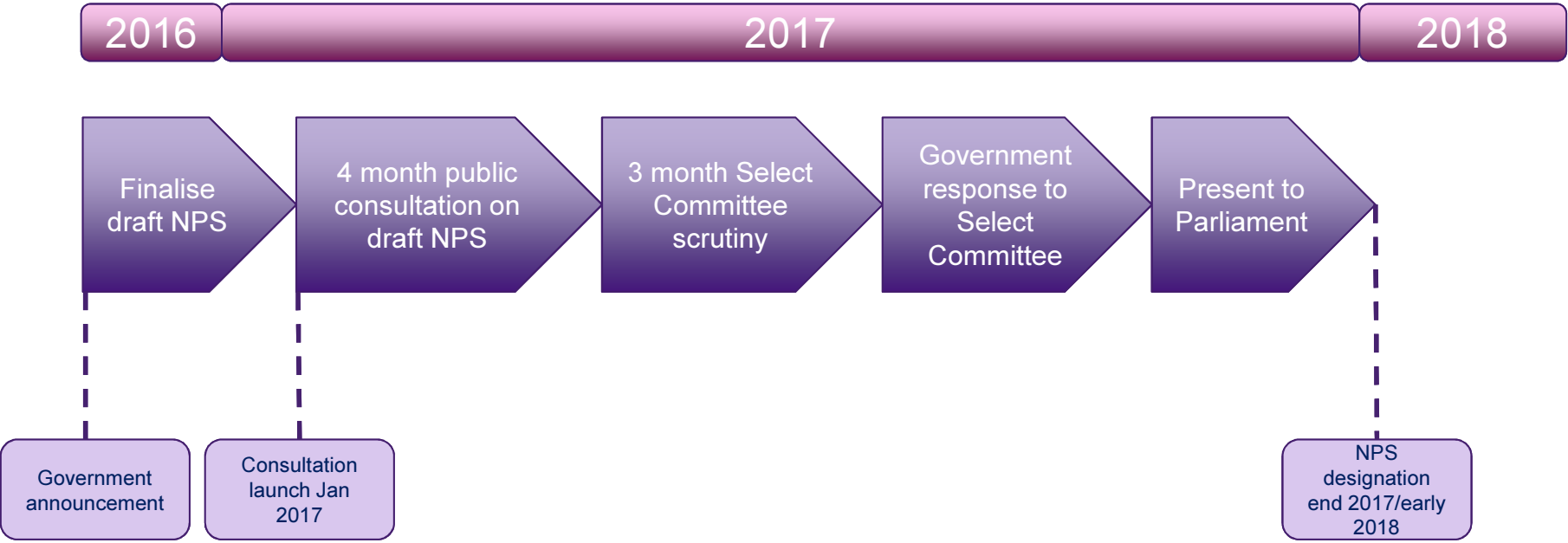
The National Policy Statement makes the case for growth

- Produced by Government
- Primary decision making framework
- Establish “need” case
- Set environmental tests/expectations
- Policy certainty
- Establishing baseline for project assessment
- Planning Inspectorate make recommendation in accordance with the NPS
- Subject to public consultation & parliamentary scrutiny



Heathrow

DfT have set a clear timetable for preparation and designation of the NPS

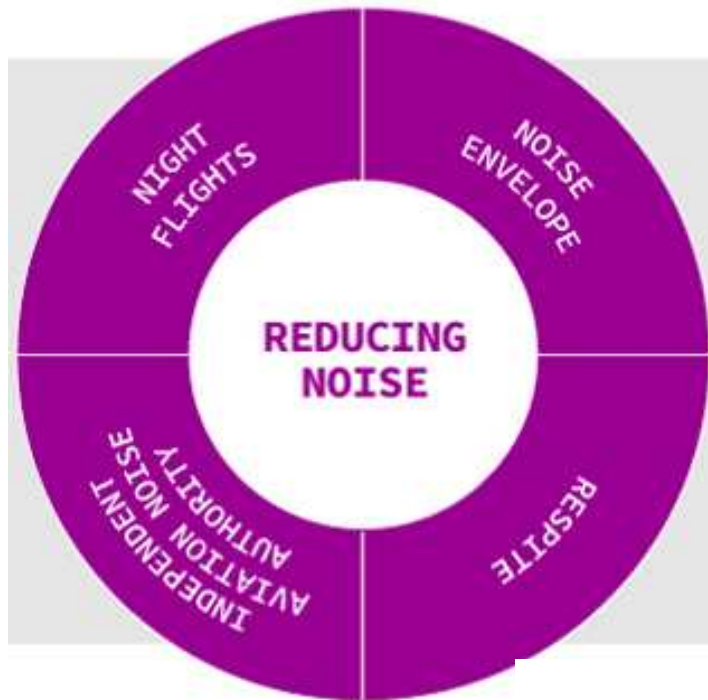


We have developed our schedule to deliver capacity in 2025



Heathrow

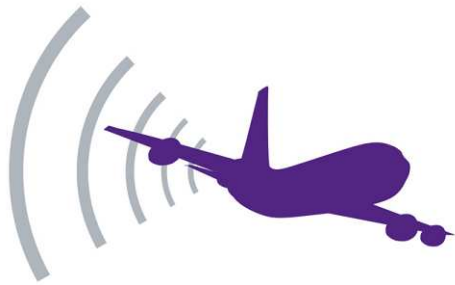
Heathrow has agreed to meet and in most cases exceed conditions set by the Airports Commission



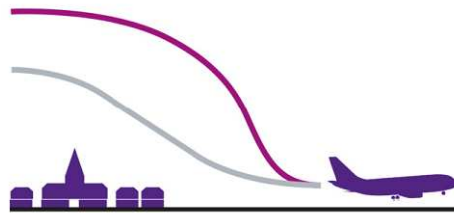
Heathrow

Reducing noise impacts

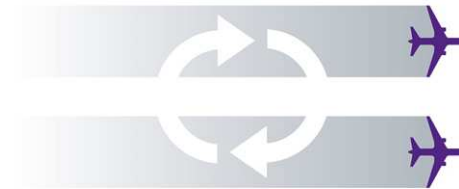
Airports Commission work confirms there will be less noise in 2030 than today.



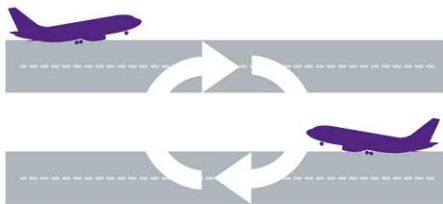
Quieter aircraft



Steeper approaches



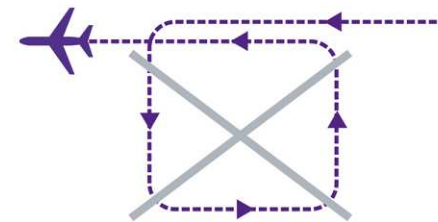
Respite through alternated flight paths



Runway alternation



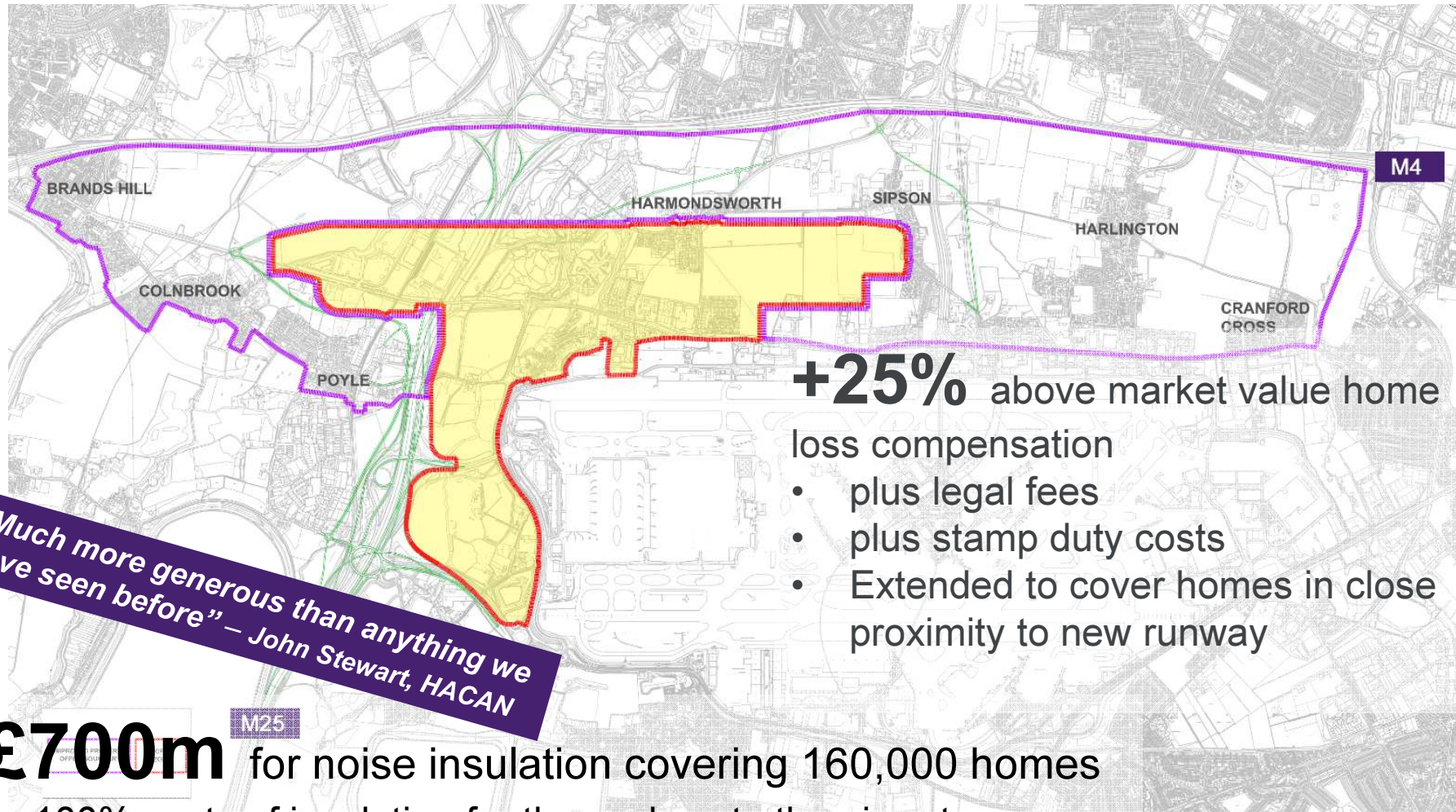
Increased time without night flights



End of routine stacking

Heathrow

A world class compensation programme for local communities of up to £2.6bn



+25% above market value home loss compensation

- plus legal fees
- plus stamp duty costs
- Extended to cover homes in close proximity to new runway

“Much more generous than anything we have seen before” – John Stewart, HACAN

£700m for noise insulation covering 160,000 homes

- 100% costs of insulation for those close to the airport
- Up to £3000 towards insulation to other eligible properties further away



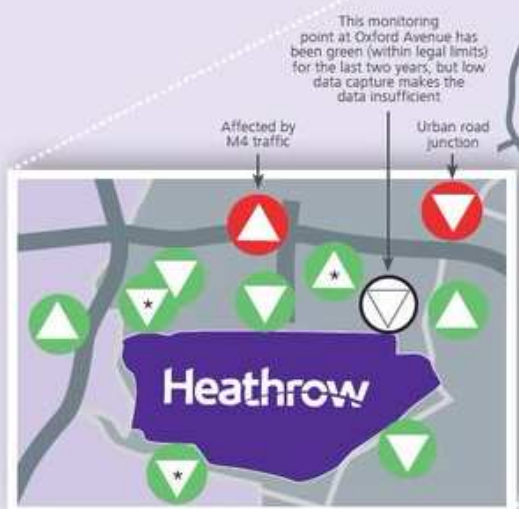
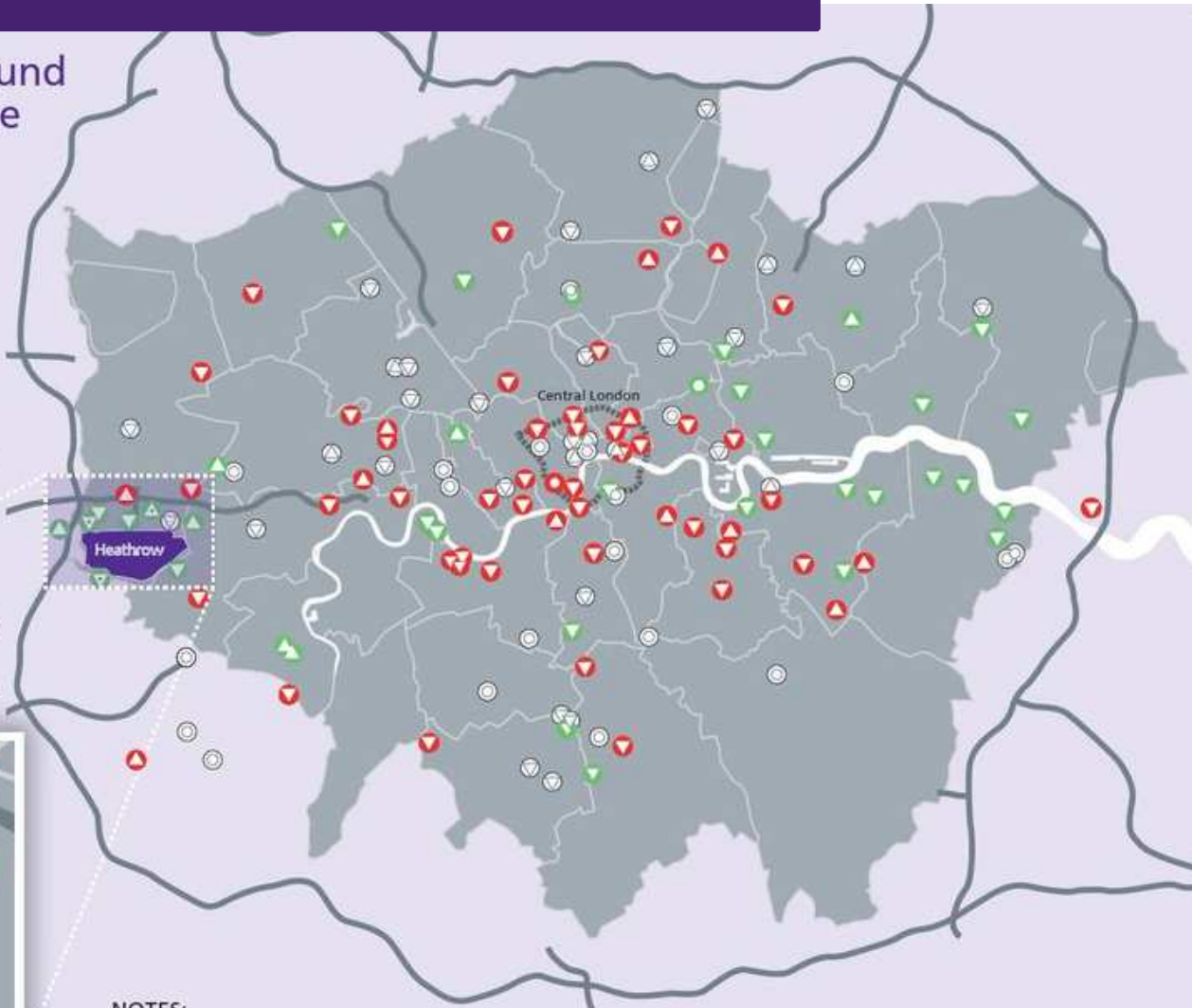
Air Quality today

How does air quality around Heathrow compare to the rest of London?

KEY:

Concentrations measured in micrograms per cubic metre of air ($\mu\text{g}/\text{m}^3$)

- Above legal limit ($\geq 40 \mu\text{g}/\text{m}^3$)
 - Below legal limit ($< 40 \mu\text{g}/\text{m}^3$)
 - Insufficient data
 - △ NO_2 increasing (worsening trend)
 - Flat/insufficient data
 - ▽ NO_2 reducing (improving trend)
 - * Owned and operated by Heathrow
- } 2013/2014
- } 2009 to 2014



NOTES:

Data from Defra, Kings College London and Ricardo.

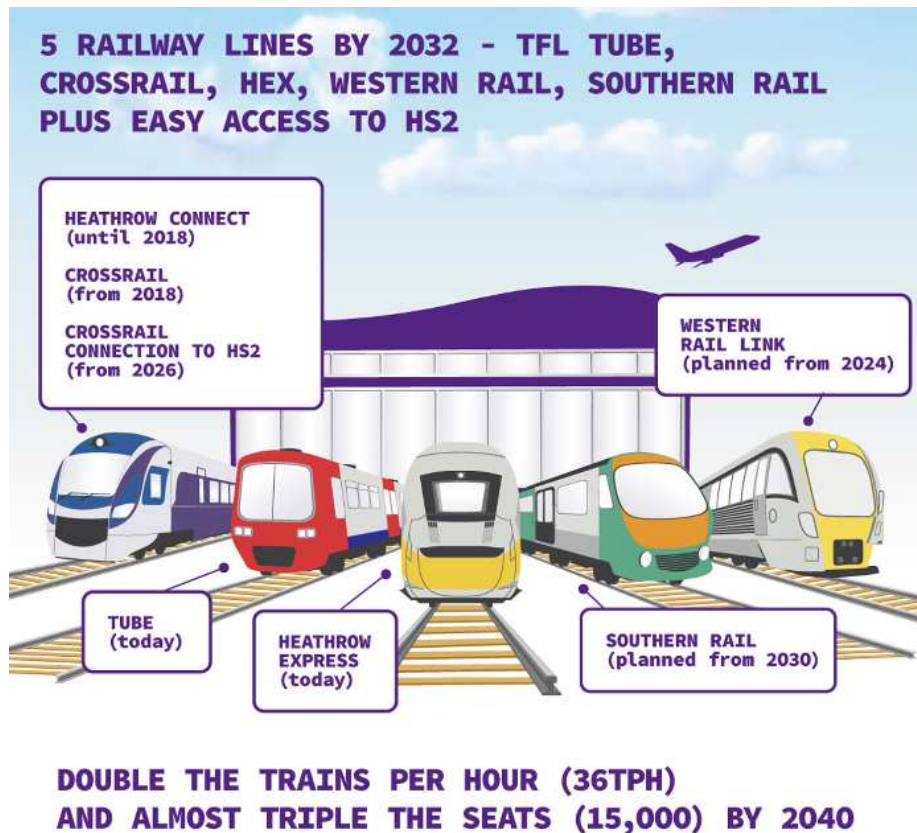
The graphic shows the results of recent nitrogen dioxide (NO_2) monitoring. For each monitor, the colour (red/green) was assigned based on the annual mean concentration in 2014, as long as data is available for at least 90% of the hours of the year. Failing that, the annual mean for 2013 was used, with the same 90% test. If neither year meets the 90% test, the monitor is shown as white ("insufficient data").

For each monitor, the slope of the regression line (annual mean NO_2 vs. year) was calculated to determine whether the trend is improving, worsening or flat. To obtain sufficient data to identify trends, years from 2009 to 2014 with at least 75% data capture were used. Where there is only usable data for a single year, it is described as "insufficient data".

The Government forecasts that major roadways near Heathrow including the M4 will be compliant by 2020; other areas closer to the airport are already compliant.



Better surface access



- **New rail links** to every part of the UK
- **5 railway lines** by 2032: **Tube, Crossrail, HEX, Western Rail, Southern Rail** plus easy access to HS2
- **Double** the trains per hour (36tph) and almost triple the seats (15,000)
- **Improved** bus and coach links
- Encouraging **sustainable transport options** by colleagues

Heathrow

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