

Press release

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Heathrow revises third runway plans following local consultation. Over 50,000 new local jobs will be created. Less noise and air pollution.

Updated expansion proposals published by Heathrow today will provide a boost to local economy with less noise and air pollution.

Heathrow today announced an improved third runway proposal that has been shaped by feedback from local residents and businesses.

Since Heathrow's proposal for a new runway to the north-west of the current site was short-listed by the Commission in December, the airport has consulted with local communities. The feedback identified aircraft noise, air pollution, safety, road-traffic congestion and jobs as the top five concerns. As well as addressing these concerns in the new plans, Heathrow has put forward proposals which aim to bring maximum benefit to the local and UK economy, adding £100bn of economic benefit to the UK as a whole and creating 50,000 new local jobs.

Key elements of Heathrow's proposals which reflect the input from local residents and businesses include:

- **Protecting more than 100,000 existing local jobs and creating 50,000 new jobs in the area**
 - By benefitting local businesses through providing direct links to emerging markets around the world improving opportunities for exports and inward investment
 - By developing existing local employment, apprenticeships and skills programmes through initiatives like the Heathrow Academy
 - By safeguarding land for commercial developments such as office, hotel and conference facilities

- **Treating those most affected by a third runway fairly**
 - By proposing compensation of 25% above market value, all legal fees and stamp duty costs for a new home for anyone whose home needs to be purchased
 - By working with a panel of local community representatives to develop detailed compensation proposals and consulting this summer on them
 - By allocating £550m to noise insulation & residential property compensation
 - By developing new green spaces and flood protection and providing the option of preserving the Grade I listed Great Barn at Harmondsworth and the Grade II* listed St Mary's Church in their current locations

- **Reducing aircraft noise, lessening impacts for people under flight paths and meeting local air quality limits**
 - By encouraging quieter aircraft and routing them higher over London resulting in at least 30% fewer people being affected by significant aircraft noise compared to today
 - By maintaining the principle of runway alternation which provides significant periods of relief from noise for all communities around Heathrow
 - By increasing public transport use through the provision of new rail and bus options as an alternative to travelling to Heathrow by road and by considering the case for introducing a new congestion charge

John Holland-Kaye, Chief Executive Designate of Heathrow said:

“We know that opinion is divided locally about whether a third runway should go ahead or not, but everyone has an interest in making sure that if a third runway does happen it is developed in the best way possible. This is why we have gone to lengths to ensure that local residents’ and businesses’ views have been reflected in our submission. We would like to thank those who participated in the consultation process and have helped shape our plans for a third runway.”

“We believe our submission addresses the top local concerns. Our submission reduces the number of properties that will need to be purchased and the number of people affected by significant noise. We believe our proposed compensation for compulsory residential property purchase is a fair offer. A third runway will provide an additional 50,000 local jobs which will be a significant boost for communities around the airport.”

“Heathrow will continue to work with local communities in order to guarantee that their voices are heard throughout the process.”

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NOTES TO EDITORS

Why expansion at Heathrow is critical now

There is a compelling case for a third runway at Heathrow.

As an island trading nation, good international transport links have been a source of competitive advantage for the UK. Now that advantage is being eroded. Our global hub airport is full, and is unable to add flights to fast growing destinations.

Britain’s other airports have an important role to play but cannot compete with foreign hubs which make long-haul flights viable by mixing transfer passengers, direct passengers and freight.

So Britain faces a choice.

We can have the confidence and vision to develop our own hub into a world-class gateway for the 21st century, or we can accept that in future much of the world will not be able to fly to Britain direct.

Heathrow’s proposal is deliverable – environmentally, practically, financially, and politically. It offers a different and improved approach from the previous proposals for a third runway, with less noise and less environmental impact.

The potential prize to be gained by taking a positive decision is huge: thousands of new jobs, more trade, more investment, and more growth. With new rail and air links the whole country will benefit.

Britain already has one of the world’s most successful hub airports in Heathrow. Building on this strength will connect the UK to growth and help the UK win the global race.

Heathrow will take British people and businesses farther with the long-haul routes it provides than no other UK airport can.

Heathrow will also take Britain further by supporting the trade, inbound tourism and investment that will deliver the jobs and economic growth we need.

It’s time to make a positive decision for future generations and for all of Britain.

Only Heathrow can connect the whole of the UK to growth.

Heathrow’s 10 commitments

If Government supports a third runway we will:

1. Connect Britain to economic growth	by enabling airlines to add new long-haul flights to fast-growing markets
2. Connect UK nations and regions to global markets	by working with airlines and Government to deliver better air and rail links between UK regions and Heathrow
3. Protect more than 100,000 existing local jobs and create more than 100,000 new jobs nationwide	by developing our local employment, apprenticeships and skills programmes and supporting a supply chain throughout the UK, including during construction
4. Connect exporters to global markets	by doubling Heathrow’s freight handling capacity
5. Build more quickly and at lower cost to taxpayers than building a new airport	by building on the strength the UK already has at Heathrow
6. Reduce aircraft noise and lessen noise impacts for people under flight paths	by encouraging the world’s quietest aircraft to use Heathrow, routing aircraft higher over London, delivering periods with no aircraft overhead and

	allocating £250m to provide noise insulation
7. Treat those most affected by a third runway fairly	by proposing compensation of 25% above market value, all legal fees, and stamp duty costs for a new home for anyone whose home needs to be purchased
8. Increase the proportion of passengers using public transport to access Heathrow to more than 50%	by supporting new rail, bus and coach schemes to improve public transport to Heathrow and considering the case for a congestion charge
9. Keep CO2 emissions within UK climate change targets and play our part in meeting local air quality limits	by incentivising cleaner aircraft, supporting global carbon trading, and increasing public transport use
10. Reduce delays and disruption	by eliminating the routine use of aircraft stacks and further improving Heathrow's resilience to weather and unforeseen events

- A series of images is available at the [Heathrow Media Centre](#).
- Report 'Taking Britain Further' is available on the [Heathrow website](#).