

## APPENDIX

### HEATHROW AIRPORT INTERIM MASTER PLAN

Some questions raised in the HACC meetings to discuss the proposal

#### Access and Parking

Congestion on the M4 – are there any thoughts of providing for Park and Ride from the West?

BAA expects to introduce congestion charging at Heathrow at some date in the future. Airtrack – SRA view of scheme near completion. Mike Forster to respond on 28 September

Connectivity – more information is required about staff transport movements around the Airport, Executive Director agreed.

T5, capacity of N1 has been reduced in favour of a multi-story car park  
Details are required of the Public Transport Interchange plans for T5

Funding for Crossrail still uncertain and BAA has concerns about proposals affecting HEX which need to be resolved

#### Economic Factors

Jobs are related to the numbers of passengers, not the type of passengers. Transfer passengers support provision of route networks, significant economic influence. Forster presentation – about 1/3<sup>rd</sup> will be transfers in 2015.

Page 12 para.2.21 refers 68,400 direct airport jobs, para. 2.22 says 60,000 expected in 2012 – a loss of 9,000? Productivity expectations, some job losses may be necessary to sustain others. Mike Forster to report back to HACC.

Relevance of the BAA Heathrow Blight and Noise Insulation schemes.

#### Environmental matters

BAA has introduced differing levels of charge for aircraft emission characteristics, is developing a “green” vehicle programme

HACAN point – Drawing 6 is not in 125 sq km area required by White Paper. Executive Director – unless air quality improves, will not be achievable

Air quality monitoring sites in use for Project for the Sustainable Development of Heathrow – where are they, map required. BAA has promised a quarterly return of results.

#### Capacity

Movement cap of 480,000 – Hillingdon report that BAA agree any excess over limit will be deducted at twice that number from the following seasons quota.

Changing forecasts of T5 capacity – Executive Director to reply.

Lack of reference to Demand management – Executive Director agrees should be mentioned, important. Possible road engineering and traffic management measures being discussed with Department for Transport and with Highways Agency

Estimate of 655,000 movements with a third runway, would that be increased if runway lengthened?

### **Operations**

Mixed Mode – BAA views still interim, considering position. Discussion taking place with CAA's Director of Airspace Policy and Safety Regulation Group.

Separate airline/NATS meetings taking place on airspace issues – HACCC has interest because of effects on ground and safety issues

### **Views/Decisions**

The international Air Transport Association welcomes the Plan

London Borough of Hillingdon, the Local Planning Authority, has voted unanimously against a third runway

### **Land Use**

What is the area to the west of the Terminal 5 site and the M.25 to be used for?

Concern expressed about the ability to "safeguard" prior to any planning application being decided, as the Plan has no legal status, and the situation which would arise where this has been done if such an application does not transpire or is not successful.