



## Press release from Heathrow Hub, Extended Runway scheme

### Boris Johnson should order a Section 6 Review of Heathrow Airport's 3<sup>rd</sup> Runway

- Heathrow Hub extended runway consortium repeats call for a Section 6 review of Heathrow Airport's 3<sup>rd</sup> runway
- Heathrow Airport is forced by Information Commissioner to reveal its surface access plans

19<sup>th</sup> February 2020 – Heathrow Hub, the independent promoter of the proposal to extend the Northern Runway (ENR) at Heathrow rather than building a 3<sup>rd</sup> Runway, calls again on Prime Minister Boris Johnson and Transport Secretary Grant Shapps to implement a Section 6 review of Heathrow expansion due to two significant changes in circumstances. The first being spiralling cost and the second, the incompatibility of the 3<sup>rd</sup> Runway with the Government's net zero carbon emissions by 2050.

Heathrow Airport Ltd.'s (HAL) 3<sup>rd</sup> Runway plans continue to veer from the designated Airports National Policy Statement as costs increase, with a dependence on a massive increase in flights, 260,000 annually (a rise of 50%), to make the scheme economically viable.

At the same time, HAL has been reluctant to divulge information about its surface access plans for the 3<sup>rd</sup> Runway, challenging the idea that it is a public authority for the purposes of the Environmental Information Regulations (EIR).

The Information Commissioner's Office (ICO) has now deemed HAL to be a Public Authority and has ordered it to comply with its obligations under the EIR and to respond to the information request. As part of its decision-making process it has also deemed that HAL has "special powers" including the ability to acquire land compulsorily for any purpose connected with the performance of its functions as an airport operator, differentiating it from a normal commercial company.

Jock Lowe, director, Heathrow Hub commented: "It comes as no surprise to us that HAL has attempted to block the disclosure of its surface access plans. In its latest consultation it revealed a scheme that continues to change from the designated ANPS. The complexity of the project and its associated costs continue to balloon, affecting airlines, consumers and local communities who will suffer as a result of increased costs, noise and emissions.



“The Government should stop prevaricating and review this unnecessarily expensive and disruptive option for Heathrow expansion and instead choose our cheaper, greener, quieter, quicker and simpler scheme, which will ensure that environmental standards are met, not compromised.

“Our extended runway can still, even now, be built before the 3<sup>rd</sup> Runway. It is a solution that has been deemed viable by the Airports Commission and it will cost just £4.7bn for the first phase. It does not rely on extra flights. It will make the airport more efficient. It will ensure passenger charges stay flat. And it is a way out for Boris Johnson, who rightly does not like the 3<sup>rd</sup> Runway.”

Heathrow Hub has appealed the High Court’s refusal to quash the Airports National Policy Statement and is awaiting a judgement from the Court of Appeal.

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## **Notes to editors**

Heathrow Hub is an independent proposal for additional capacity at Heathrow, by extending the existing northern runway westwards away from London, negating the need to build a third runway. It was deemed viable by the Airports Commission. Planes would land at one end and take off at the other. The scheme is cheaper, greener, quicker and simpler. It also destroys fewer houses and was deemed viable by the Airports Commission. For more information and images, please visit: [www.heathrowhub.com](http://www.heathrowhub.com)

Heathrow Hub’s proposal to extend the Northern Runway has been independently costed at £4.7 billion for its first phase.