



# Heathrow Terminal Five

**The go-ahead to build Terminal Five was given in November 2001.** Stephen Byers, the Secretary of State at the Department of Transport, Local Government and the Regions (DTLR), announced that he was giving the go-ahead to Terminal Five. In doing so, he followed the recommendation made by Roy Vandermeer, the Inspector who had presided over the Public Inquiry, in his report to the Secretary of State. T5 will open on 27<sup>th</sup> March 2008.

**A number of conditions were attached to the permission to build.** The Inspector recommended that the go-ahead only be permitted with some key conditions attached. Stephen Byers accepted many of these conditions. **For details of the conditions see overleaf.**

**The Terminal Five Public Inquiry finished in 1999.** It had been the longest Public Inquiry in British history, lasting almost 4 years. Amongst the strongest supporters of a 5th Terminal were BAA, which owns Heathrow and which proposed it, British Airways (BA) and major business interests. They argued that T5 was needed so that Heathrow could remain the premier hub airport in Europe, thus boosting the UK economy. Local people and local councils were overwhelmingly opposed. They didn't accept the economic case for T5 and they argued that it would result in more noise, pollution and traffic congestion.

**Terminal Five was opened on 27<sup>th</sup> March.** The day turned into a fiasco with flights being cancelled and luggage being lost. British Airways are the sole airline using Terminal 5. The terminal is huge. It is as big as the whole of the rest of Heathrow put together. In fact, on its own, it would be Europe's seventh largest airport. It is being opened in stages. The big problem local people have with Terminal 5 is that the extra terminal space it makes available at Heathrow will enable many more flights to use the airport.

**See overleaf for *Terminal Five - the main decisions and conditions***

# Terminal 5 - the main decisions and conditions

1. Stephen Byers gave the go-ahead to T5 citing its **importance to the national economy**. In that he echoed the recommendation of the Inspector.

2. **Stephen Byers has limited flight numbers to 480,000 per annum** (there are almost 460,000 at present). This is what the Inspector recommended. Byers told the House of Commons: "with regard to the limit of 480,000 flight movements, I was very aware of the concern expressed about Terminal 4. Planning conditions were not laid down with regard to the number of flights.....it was not part of the planning decision. We are making it a **planning condition** that there will be a limit of 480,000 flight movements a year. That means that it cannot be changed, even by my successor, unless a fresh planning application is made and new consideration given to the matter." If this cap was adhered to, there would be no need for a 3rd runway or an end to runway alternation. **Byers has left a get-out clause, though - see point 5.**

3. Stephen Byers announced in his statement to the Commons that "the noise effects of Terminal 5 will also be limited by a **condition restricting the area enclosed by the 57-decibel contour to 145 sq km as from 2016.**" Again, this follows the Inspector's recommendation.

**4. Note: Because the Inspector has severe doubts that the Leq index as a way of measuring things accurately reflects the noise levels as people experience them, he has imposed not just the condition about the size of the noise contour, but also the one about the number of flights.** This is what he says: "The position is very different with relation to noise. There can be no doubt that aircraft using Heathrow cause substantial disturbance and annoyance over a very wide area. Although the area enclosed by the LAeq 16hour 57dB(A) contour has reduced, this is only part of the story. The very great increase in the number of aircraft has made the noise climate worse for many, particularly in the early morning. Although BAA claims the noise climate will continue to improve, much of this would be due to the phasing out of Concorde. In any event, Terminal 5 would significantly reduce the extent of this improvement and would result in even more aircraft movements.....I have come to the firm view that the proposed new terminal would cause substantial harm in noise terms....while the benefits of Terminal 5 would have to be very considerable to outweigh its impact in terms of noise, I do not consider the impact to be so great as to rule it out entirely. Terminal 5 should however be approved only if it is subjected to clear controls that would prevent any increase in the noise impact over and above that which I have taken into account." The Inspector added: "**unless the controls I have proposed are imposed the impact of Terminal 5 would soon exceed that on which I have based my judgement. It would rapidly become wholly unacceptable whatever benefits it might bring**".

5. The Government is carrying out a **new noise study** (as announced in Spring 2001). Byers said in his decision letter: "it is envisaged that the results of this study will help to show whether the Leq index does in fact have the weaknesses suggested by the Inspector. The results would also inform any future consideration of the ATM [number of flights] condition."

6. **Stephen Byers refused to rule out a third runway.** He told the Commons: "the third runway will be considered in the context of both the South-East of England study and the Aviation White Paper, which we shall publish next year." The Inspector had, effectively, come out against a 3rd runway. In the summary of his report he said: "It was not the role of this inquiry to set out long-term aviation policies for the South-East. I warmly welcome the Government's decision to bring forward such policies.....in the context of the Government's review, it should be assumed that no further major developments would take place at Heathrow after Terminal 5."

7. **On night flights**, Byers said: "I recognize that there is considerable concern about night noise, but I am not legally entitled to change the night noise regime without consultation. **I shall consult on extending the night quota period** when I next make proposals for the night noise regime for the BAA airports. I have decided that the consultation will take place by 2003 at the latest."

The current 5 year agreement with the airlines on night flights runs out in 2003.

8. **On the night flight court case**, Byers told the Commons: "I am still giving detailed consideration to the European Court decision on the Hatton case. We have three months before a decision has to be taken, and I want to use that time to give a proper consideration to the details in that judgement."

9. The Inspector said there was a case for re-examining the period covered by **the night quota**, though he argued that it was largely separate from the issue of whether or not to give planning permission to T5. The Inspector took the view that night flights should, over time, be phased out.

10. The Inspector found the **1992 Sleep Disturbance Study** presented to the Inquiry to be limited and Byers accepted this: "the Secretary of State does not seek to attach greater weight to the Study than that placed by the Inspector." This was the Study by the much-criticized John Ollerhead that your sleep was not disturbed if you did not go back to sleep again!

11. The Inspector recommended the **Heathrow Express and the Piccadilly Line** are extended to T5. Byers agreed. But no other new public transport schemes are to go ahead.

12. Inspector recommended "**parking** for employees should be more strictly controlled." Byers reduced provision from 46,000 to 42,000 spaces.