



'A City for all Londoners'

Sadiq Khan has published his ideas for a new London Plan – the local plan for Greater London **LONDON P**. 'A City for all Londoners' is ambitious in its vision for economic growth, housing targets, social cohesion and environmental gains. Translating this manifesto into a set of working planning documents will be a challenge. 'A City for all Londoners' gives few details of how this will be achieved but Khan is undoubtedly signalling a tighter planning regime than that during Boris Johnson's tenure. Mr Khan said:

"Our population is projected to grow by 70,000 per year to 10.5 million by 2041. This growth is a sign of our success, but it is also putting pressure on land, housing, transport and the environment... For too many Londoners, the prosperity and wealth on their doorsteps is more remote and more inaccessible than ever before – especially an affordable and decent home."

Good growth. Mr Khan is promising more desirable places to live:

"I will develop the city according to the principles of 'good growth', with a target of 50% of new housing built across the city being affordable. We will move towards this target using investment, public land, and a new approach to viability that sets out more clearly the contribution that developments should make. We will build desirable places to live where environmental and social infrastructure, enterprise and leisure space are integrated into new zero-emission, resilient developments, and where more trains and low-emission buses run in areas where more people are living."

While most growth will be within London, Khan also wants to agree "joint infrastructure investment corridors" beyond London's borders to open up sites for housing and other development.

Green growth. As the city grows, Khan says it must remain green and healthy, with clean air, easy access to green space and cleaner energy:

"I will protect and improve London's environment in a number of ways – including by planning 'green' roofs and walls into new developments to mitigate flood risk, and maintaining and enhancing the extensive green spaces that set London apart from many comparable cities."

Environment. Sadiq Khan says his environmental objectives can be broken down into two key areas – making the city healthy, resilient and fair, and making it resource efficient, low carbon and green. He says he is "determined to bring air quality back down to safe levels – and quickly." Khan says London must be resilient to the impacts of climate change. He wants to work towards a zero carbon London by 2050. He will publish a detailed environment strategy in 2017.

Green belt protected. Sadiq Khan said:

"I want to protect the green belt and other designated green spaces. That means taking bold measures to meet as much of the city's growth demands within London as possible. There is a need to intensify development across the city – and significantly in well-connected locations in the city that are well served by existing or planned transport capacity. I will use a number of methods, including well-designed higher-density development."

Housing. Sadiq Khan says he wants to concentrate housing in town centres. Industrial sites might also be brought into use:

"In some areas, industrial land may be surplus to current needs and could be better used for housing. It may be possible to relocate industry to other areas of the city without disrupting the economy or eroding the critical base of industrial land. And it may be feasible for housing and industrial activity to co-exist in certain locations. We need to be creative in how we think about space and promote mixed-use activity."

Khan repeats his pledge to "work towards" 50% of new housing being affordable, noting that last year only 13% of housing given planning permission could be classified as affordable. He will publish supplementary planning guidance on maximising affordable housing provision later in 2016. He wants to promote new development models such as build to-rent and using City Hall's procurement power. He will introduce planning policies that promote smaller sites, particularly in suburban areas.

Thames crossings. The mayor is committed to building more river crossings east of Tower Bridge, including the Silvertown Tunnel and the Rotherhithe Bridge. See page 6 below for further details.

Transport. The mayor has ambitious plans for transport:

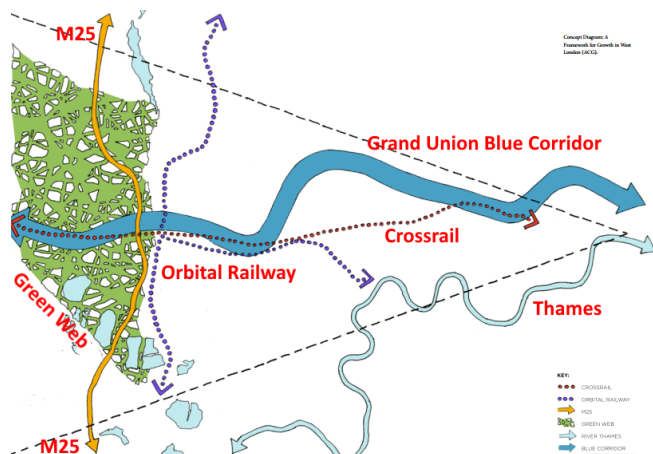
"I will aim to improve transport within central London to ensure a world-class experience both for Londoners and for overseas visitors, either workers or tourists. My ambition is to make roads and streets more reliable and better for pedestrians and cyclists, while also maintaining access for low-emission buses and freight to service the needs of the economy."

He wants to reduce car and van use. He suggests using road space for different purposes at different times of the day, shifting lorry consolidation centres closer to the River Thames or the rail network, and encouraging more business deliveries by bike. Khan wants Londoners to take more trips on foot or by bike as part of a plan for 'Healthy Streets'. Along with Crossrail 2 and the Bakerloo line extension, he wants to explore the growth potential of "metroisation" – a better-quality overground service.

Green Webs proposed... The report recommends setting aside 5% of the metropolitan green belt for green webs, releasing around 18,000 hectares of land, which could deliver more than 35,000 new homes:

"We suggest that, within a green web, 50% of the land may be developed and 50% preserved in perpetuity under the control of a Green Web Trust. The trust would manage the green space and be funded through the change in land value arising from the new designation. It would work to establish places which teem with wildlife, offer opportunities for wild play to children, are resilient to climate change, reconnect people with food growing and encourage social development."

The report puts forward the Colne Valley as "London's first Green Web".



Concept for the Colne Valley Green Web

The CBI is calling on the government to give greater flexibility on development of brownfield sites in the green belt for starter homes ^{CBI}.

Open and Green Space

Space commitment dropped. Kensington and Chelsea council is currently consulting on a review of its local plan. It is planning to drop its commitment to increasing the number of open spaces in the borough, though all developments will be required to make contributions towards public open space. Another change to the text gives support for public realm art works. Consultation closes 11 December ^{K&C}.

Haggerston Park. Campaign group Save Haggerston Park has criticised Hackney council over its plans to build a temporary school on the site of a former depot in the park, saying it could set a precedent that may see other councils offer park space to developers. The local authority insists the depot is not designated parkland and the area comprises just 2.33% of Haggerston Park ^{Save Haggerston Park}. A decision will be made by the council's planning committee on 9 November ^f.

Innovations. Heathrow Airport has installed a vertical garden of 1,680 plants in a bid to de-stress passengers ^{mail get Heat}. Cyclists and pedestrians using the Talgarth Road Green Corridor alongside the Hammersmith flyover are set to benefit from a new scheme which uses long grass to protect them from traffic pollution ^{online west brow}. Visualisations have been published for the Thames Promenade Project, a green link between Chiswick and Barnes ^{W4}.

Heritage

At risk. The Aviary at London Zoo, designed by Lord Snowdon in 1965 has joined Newington Green Unitarian Church in Islington and Nicholas Hawksmoor's Church in being added to the 2016 edition of the Historic England at risk register ^{HE}. The Victorian Society is objecting to plans to redevelop the Royal Exchange in the City of London. It says the proposals will see historic murals cut in half by a new mezzanine floor ^{bd} ^{THE VICT SOCI}.

Approvals. A scheme to redevelop a semi-derelict part of St Thomas' Hospital has been approved by Lambeth's planning applications committee despite concerns from Historic England about the roofscape ^{lond} ^{se1}. A £35 million restoration scheme of relict Highgate mansion **Athlone House** will get underway after the Camden's planning committee unanimously passed plans to convert the former hospital back into a family home ^{Cam Ham} ^{New Ham} ^{Jour High High}. City of London planners have a refurbishment of a 19th century wool warehouse at 21 Wood Street near Spitalfields Market ^{bd}.







Plans for 21 Wood Street

Renzo Piano's original plans for a 72-storey residential tower next to Paddington station – the Paddington Pole – were abandoned after heritage and community protests. The scheme was a redesigned as a 12-storey block – the Cube. Historic England is objecting to the new plans because of the impact the building will have on nearby listed buildings ^{bd}. It said: *"The proposed glass and steel cube building would be fundamentally at odds with the historic character and appearance of this part of the Bayswater Conservation Area and Paddington, and would erase the sense of consistency of late Victorian and early 20th century buildings that make this area of London special."*

Bridges. Concept designs for a £20 million project to redesign the lighting of the River Thames and its central London bridges have been published ^{bd}.

Antipodean echo. The Carlton Tavern in Westminster was demolished in April 2015, while it was being considered for Grade II listing. The developers were ordered to rebuild the pub brick by brick. In the southern hemisphere, developers have demolished the Tavern's namesake, the Charlton Inn, Melbourne. Faced with legal action, the developers have agreed to rebuild the historic inn brick by brick ^{AGE} ^{AGE} ^{CP}.


Around the Capital


Barnet. Plans for revitalising Brent Cross Shopping Centre include a public square, a 'living bridge' and a new riverside park, have been published    .



Proposals for Brent Cross

Camden. Plans are being drawn up for a makeover of the public realm around Farringdon Station ahead of the opening of Crossrail in 2016 .








Greenwich. Sadiq Khan has ordered TfL to sell off land around Kidbrooke station and ensure that 50% affordable housing is built on the site .

Hackney council is consulting on improvements to the landscape and historic buildings at Springfield Park. Closes 11 December .

Hammersmith and Fulham. Artists and craftworkers from more than 200 businesses say plans to build luxury apartments at Fulham gas works will damage London's creativity. The proposals will be an early test of Sadiq Khan's commitment to protect the capital's cultural assets  .







Plans for Fulham Gas Works

Lambeth. The council is consulting on improvements to High Street, Clapham and surrounding areas . The council is also consulting on public realm improvements in other wards . Council officers are recommending that the 1960s Central Hill estate near Crystal Palace is demolished and new housing built . This follows a decision by Historic England to reject an application from the C20 Society to list the low-rise social housing. The society described the estate as an "architectural gem"  . The former Eurostar terminal at Waterloo Station will be brought back into use after almost a decade, after Lambeth council approved plans to redevelop it as a retail development. Concerns were raised that small local businesses could be priced out of renting shops in the complex at the expense of multinational chain stores  .

Merton. Sajid Javid has said he will not call in the decision by Merton council to give planning permission for a new stadium for AFC Wimbledon .



Newham. Proposals to redevelop part of east London's Royal Docks with a £3.5bn scheme including 3,000 new homes and commercial space have taken a step forward. The developer has agreed that 35% of the housing will be affordable in the Silvertown Quays development   .

Old Oak Common. Sadiq Khan published a report that slammed the agreement signed by Boris Johnson to redevelop the 650-hectare site. The review of the Old Oak and Park Royal Development Corporation (OPDC) found that transfer of government land to the OPDC was not on the most favourable terms, made inadequate provision for Crossrail, and failed to get an adequate investment from the government for HS2 facilities. Khan said: "I will continue to lobby government to ensure this scheme meets the needs of the city and that we squeeze every drop of potential out of this opportunity"  . Applications have been submitted for 216 homes and commercial space on two sites east of Scrubs Lane  .






Plans for Scrubs Lane

Redbridge. CPRE described the council's plan to build 800 new homes on Oakfield Playing Fields as an "assault on our green belt". Alice Roberts, head of green space campaigns for CPRE London, said: "We are staggered by this blatant land grab. This is nothing short of an assault on our green belt, land which is afforded the highest level of protection. If the council gets its way, massive losses to our precious green fields will follow"  . Network Rail has submitted proposals for a new station building in Ilford as part of the Crossrail project .

Southwark. Nomination of the first phase of regeneration of the Heygate Estate for the Stirling Prize has been met with scepticism by campaigners  .

Sutton council has approved a 20-hectare cancer hub   .

Thamesmead. Plans have been approved for over 1,500 homes across four sites in Bexley and Greenwich. Planning officers said the overall development would "provide a place to live for existing residents and new people that they will be proud of and rebrand Thamesmead as a brand new community in the heart of south-east London for the 21st century." Peabody housing association is anticipating providing 35% affordable housing across the development   .



Plans for Thamesmead

Tower Hamlets. Swan Housing has applied for planning permission for Phase 2 of the demolition and redevelopment of the brutalist Robin Hood Gardens. The grassy mound at the centre of the estate will be retained as an amenity for residents ^{de} _{ze}.



Plans for Robin Hood Gardens

Waltham Forest. CPRE London has slammed proposals by the Lion Academy and Reach2 Academy trusts to open schools on a former depot site on metropolitan open land. It said: "It is irksome that this consultation has been presented in a way which presents really only one option and does not give any of the down sides of losing a precious piece of MOL" ^{Gu}. The borough council has approved a four-storey block with 45 one-bedroom 'pocket' flats, organised around a communal garden courtyard ^{de} _{ze}. The council has given planning permission for a 440-home build to rent scheme on a brownfield site at **Ferry Lane**. Much of the construction will be modular, with housing units prepacked and assembled onsite ^{bd}.



Plans for Ferry Lane

Wandsworth council is consulting on quietways from Clapham Common to Wimbledon (Quietway 4) and Waterloo to Norbury (Quietway 5). Closes 18 December ^{bd} _{ze}.

Westminster council has approved redevelopment of the historic Newson Timber Yards into retail units, despite objections from residents and Save Britain's Heritage ^{bd} _{ze}. Architectural practice Gensler has given more its proposals for a temporary floating structure on the River Thames to house MPs and peers while the Palace of Westminster undergoes a £4 billion renovation programme ^{bd} _{ze} ^{Gen} _{de} ^{de} _{ze} ^T.



A floating parliament

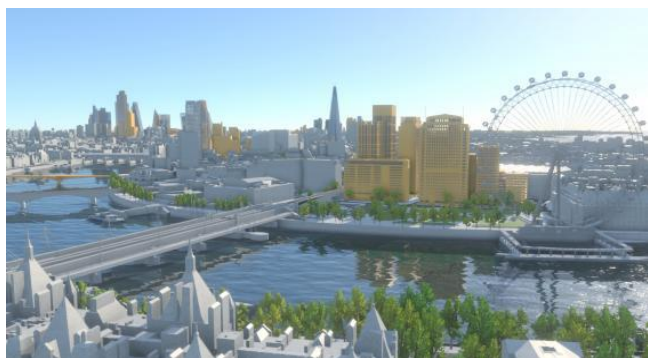
Olympics. David Edmonds, chairman of the London Legacy Development Corporation, resigned amid a row over the cost of converting the Olympic Stadium into a football ground ^{bd}. Sadiq Khan has ordered an independent inquiry into the cost overrun ^{bd}.

Planning

Affordable housing. Sadiq Khan announced that TfL land will be released for 55 affordable homes in Lambeth and for more than 100 homes in Southwark, of which 35% will be affordable ^{LON} _{BDN}.

Basements. From 1 June 2017, basement developments in Camden will need full planning permission under a new Article 4 direction ^{bd}. During the passage of the Housing and Planning Bill earlier in the year, the government committed to a review of the planning law and regulations which relate to basement developments. It has now issued a call for evidence which closes on 16 December ^{bd}.

Tall buildings. Sculptor Antony Gormley said London is growing at the expense of its citizens. He told Dezeen that new developments are too often modelled on "maximum return on minimum investment", resulting in a lack of adequate public space for residents. He said the placement of towers needs to be more carefully curated and designed to also integrate cultural space and affordable housing ^{de} _{ze}. Barbara Weiss, co-founder of the Skyline Campaign, said the campaign: "must prove that we can help turn London into a shining example of a historic city of new high-density, medium-rise neighbourhoods, with placemaking and high quality architecture at their hearts" ^{EG}. A new computer generated model of London shows how the city will look when current skyline projects are completed ^{bd} _{ze} ^{Gen} _{de} ^{de} _{ze} ^T (see image on next page).



Planned towers on the South Bank WUITY

Ugliness. Transport minister John Hayes said it was his “mission” in politics to oppose “brutal, modernising so-called progressives.” He said: “The overwhelming majority of public architecture built during my lifetime is aesthetically worthless, simply because it is ugly.” Hayes wants to restore “elegance, style and beauty” to the built environment. He said:

“Be warned! The descendants of the brutalists still each day design and build new horrors from huge concrete slabs to out of scale; rough-hewn buildings, and massive sculptural shaped structures which bear little or no relationship to their older neighbours.”

Hayes also pledged to rebuild the Euston Arch bd.

Toxic Air

Legal win. The high court declared the environment secretary’s current Air Quality Plan (AQP) was legally flawed and said it “must be quashed” and replaced by a modified, improved plan. Mr Justice Garnham said Defra had “fallen into error” by adopting “too optimistic” a model for future emissions. Defra said its plan had been based “the best available evidence” but the court ruled that insufficient account had been taken of real world data on diesel emissions. The case had been brought by ClientEarth, which won a Supreme Court ruling in April 2015 over the same issue airq news. **Sadiq Khan** welcomed the ruling saying it should be a wake-up call to government to finally take effective action to improve air quality in London and around the country LON.

Lethal & illegal. Deputy mayor for environment and energy, Shirley Rodrigues, said tackling “staggering” levels of air pollution in the capital is a “major priority.” She called on government to introduce a new Clean Air Act “fit for the 21st Century” airq news. Rodrigues was launching a report “Lethal and illegal: Solving London’s air pollution crisis” written by the IPPR with the support of Greenpeace. The report calls for an expanded emissions zone (ULEZ) to be introduced earlier and charges for all diesel cars as soon as possible trans. The World Health Organization said over 90% of the UK population lives in areas where levels of ultra-fine particle air pollution exceed WHO limits trans.

Sadiq Khan is proposing to deliver the Central London Ultra-Low Emission Zone (ULEZ) in 2019, a year ahead of current plans, extending the ULEZ to the North and South Circular in 2019 or later. He also wants to introduce the ‘T charge’ for older polluting vehicles in October 2017. Consultation closes 18 December LON **e**.

Elliot Treharne, air quality adviser to Mr Khan said electronic signs at bus stops and stations in London are be reprogrammed so they can provide a warning system for surges in air pollution, and will carry danger messages when toxins such as nitrogen dioxide reach dangerous peaks THE TIMES. Lambeth council is consulting on its air quality plan, which proposes a modal shift towards sustainable transport and greater sustainability during and after construction Lamb.

Thames Crossings

Sadiq Khan has announced several options for river crossings east of Tower Bridge LON **W** **g**. They include proceeding with the controversial Silvertown Tunnel. He said:


“It’s no secret that London has long needed more river crossings in the east... But we don’t want these to have a damaging impact on our environment, and that’s why I’ve reviewed and improved plans for Silvertown Tunnel and why I’m pushing forward with crossings that encourage public transport, walking and cycling.”


Rotherhithe Bridge. The proposed pedestrian and cycle bridge linking Rotherhithe and Canary Wharf will be accelerated. The bridge will make it easier for people south of the river to link to the East-West Cycle Superhighway as well as provide people north of the river better access to the Thames Path and planned cycle routes throughout Southwark. The bridge could be open by 2020. Caroline Pidgeon, Liberal Democrat London Assembly transport spokesperson, said: “This is London’s most needed river crossing. It will enable thousands of people to cross the Thames by bike or foot in a part of London where it practically impossible to do so at present” W **g**.

Silvertown Tunnel. The proposals for the £1 billion crossing “will be enhanced to make it greener and more public transport-focused, and exploring further benefits for local residents who use the tunnel.” The mayor said: *“The Silvertown Tunnel is vital to provide a more reliable crossing as well as ensure goods and services can continue to be transported around London. The tunnel, which would open in 2023 and be paid for via a user charge, will help significantly reduce traffic queues. It will also support freight and delivery businesses by providing a more reliable route.”*

Residents will get a bus concession “for a period”. Buses will be low emission. A dedicated cycle bus might operate on a turn up and go basis. The Federation of Small Businesses condemned the plans for a toll. Anne Robbins, chair of No to Silvertown Tunnel, said: “For Sadiq Khan to call this a ‘greener Silvertown Tunnel’ hides the fact that Greenwich and the Royal Docks would be a dumping ground for the south of England’s congestion and pollution” NO TO SILVERTOWN TUNNEL. Green AM Caroline Russell said LON:

“New roads attract new traffic, pollute the air and are incredibly expensive so it’s extremely disappointing that the mayor is pushing ahead with the damaging Silvertown Tunnel. He claims he will deliver a ‘greener’ tunnel but the measures he has suggested are tokenistic. This is still a hugely damaging project.”




Silvertown Tunnel... Friends of the Earth said : “The mayor’s support for this road crossing is terrible for the local community. Far from being green, extra traffic from the new road tunnel would mean worse congestion.”




Gallions Reach. The Docklands Light Railway will be extended to support the development of around 17,000 new homes across Newham and Greenwich, including at Thamesmead . The mayor made no mention of **TfL plans for a road crossing** at Gallions Reach.






Barking Riverside. Transport for London will conduct further assessment of a Barking Riverside to Abbey Wood London Overground crossing.


North Greenwich Ferry. TfL will review the case for a ferry between North Greenwich and the Isle of Dogs to support new development.

Garden Bridge Woes

Reviews. Sadiq Khan has appointed Margaret Hodge MP, former chair of the Public Accounts Committee, to conduct a review into the Garden Bridge project. The review will assess the public contribution to the project and whether value for money has been achieved. It will also investigate the conduct of Transport for London, the Greater London Authority and other relevant authorities . The National Audit Office criticised the way that £30 million of public funds was allocated to the project and the limited oversight the department of transport had over how the money was spent. It said: “There remains a significant risk that the project will not go ahead”, particularly as land on the south bank of the Thames has yet to be secured  .




Guarantees required. Coin Street Community Builders said that no work could begin on its land until funding for the building and maintenance of the bridge was secured . Sadiq Khan said: “I am committed to ensuring that no more of Londoners’ taxes that I control will go to the Garden Bridge. I will not allow any guarantees to be entered into for the maintenance and operation of the bridge unless I am convinced that this will not lead to further public expenditure down the line”  .

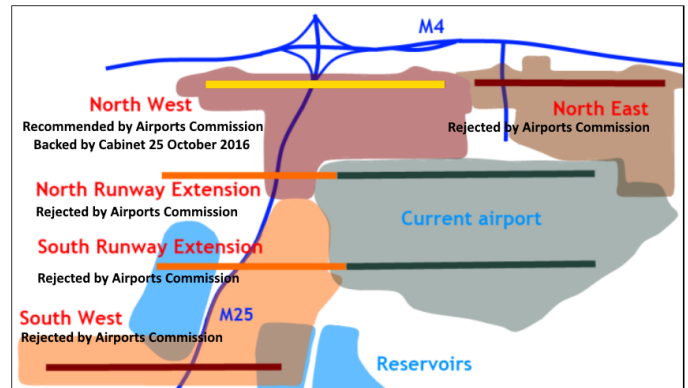
Reaction. Speaking to LBC radio, Mr Khan said that given the amount of public money already spent, carrying on with the project is “a pragmatic response to the conundrum that is the Garden Bridge”  . Ian Mell of the University of Liverpool said: “There is a difference between developing spaces that people can freely enjoy, and designing quasi-private spaces that limit the activities, times and numbers of people allowed in” . Submitting evidence to the mayor’s review, Meg Hillier MP, chair of the Commons public accounts committee said: “The story of the Garden Bridge is a sorry tale about how high profile individuals with the ear of the powerful Mayor of London can gain access to funds with little risk” . The Charity Commission has opened an operational compliance case into the Garden Bridge Trust following complaints over the charity’s expenditure .

The Garden Bridge Trust has hit back at the criticisms, admitting costs have increased but saying its commitment to the project is “unwavering” .

Heathrow Backed by Government

The Northwest Option

Options. The government announced that it is backing the recommendations made last summer by the Airports Commission to expand Heathrow   . The commission had reviewed five runway options for the airport, plumping for the northwest runway option.



The Heathrow options



Economic benefits. Announcing the decision, transport secretary Chris Grayling said:


The step that government is taking today is truly momentous. I am proud that after years of discussion and delay this government is taking decisive action to secure the UK’s place in the global aviation market – securing jobs and business opportunities for the next decade and beyond.

A new runway at Heathrow will bring economic benefits to passengers and the wider economy worth up to £61 billion. Up to 77,000 additional local jobs are expected to be created over the next 14 years and the airport has committed to create 5,000 new apprenticeships over the same period.

The Plans



Costs. The expansion will cost an estimated £17.6 billion, with at least £3.5 billion for road and rail links. Grayling admitted there were still questions over which schemes are part of the surface access costs which should be paid by Heathrow. The DfT briefed that all costs would be covered by Heathrow . Earlier, Transport for London suggested that additional road and road links would cost £18 billion .

Ramped runway. Under the plans considered by the Airports Commission, the M25 would have been diverted for 2.5 miles and tunnelled for 700 yards. Highways England feared that construction work would cause gridlock. Within hours of the government's decision, Heathrow was talking of raising the runway on an 8-metre high ramp above the motorway. This plan, which would reduce disruption of traffic and cut costs, was immediately backed by Chris Grayling .




Colnbrook Lakeside Energy from Waste facility, with the associated Grundon waste management and recycling facilities, would need to be demolished and relocated to accommodate Heathrow's northwest runway. Slough council has said that it will permit the facility to be built in the green belt  .

Noise

Limits. Chris Grayling said that the government would introduce legally binding noise targets and encourage the use of quieter planes. There will be a six-and-a-half hour ban on night flights, an extra hour-and-a-half free from noise compared to today's operation. He also promised predictable periods of respite from aircraft noise for every community overflowed during the day.

Regulator. Chris Grayling has failed to mention the proposed noise watchdog, a key recommendation of the Airports Commission, leading to concerns that plans for an independent noise regulator could be abandoned .

Air Quality and Emissions

EU limits. Unpublished research by the University of Cambridge suggests that third runway would not lead to a breach European air pollution laws. Academics said that most pollution came from vehicles close to the airport. This would fall as **Euro 6 diesel** and electric vehicles are introduced. The Aviation Environment Federation responded saying the research was "highly speculative" and there was no guarantee pollution levels would fall. ClientEarth also said the government "shouldn't base its decision on optimistic modelling at best and a naive view of the car industry that has proven time and time again it can't be trusted to bring levels of air pollution down"  . A report by Parsons Brinckerhoff for the DfT claimed that new runway at Heathrow would likely lead to a high risk of exceeding the EU limit for air pollutants. This could be resolved if mitigation measures are put in place to limit emissions on the A4 north of the airport .

Zac Resigns



Promise fulfilled. Zac Goldsmith has carried out his threat to resign his Richmond seat, triggering a by-election. The campaign is expected to be dominated by Brexit as the main party candidates all oppose expansion. The Conservatives and UKIP have said they will not field candidates in opposition to Mr Goldsmith. The Greens have announced they will back Lib Dem candidate Sarah Olney. Labour are fielding transport commentator Christian Wolmar. Other candidates are putting their names forward. The by-election will be held on 1 December      .

Sadiq Khan Backs Gatwick



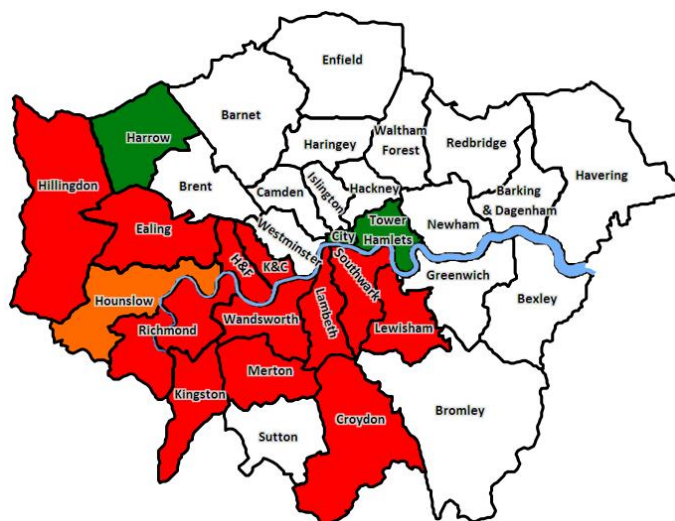
Mayor of London @MayorofLondon · 8h

Heathrow expansion is the wrong decision for London & for Britain. Gatwick would have boosted our economy & been quicker & cheaper to build.

Gatwick preferred. Before the government's announcement, London mayor Sadiq Khan joined with 30 cross-party London MPs, council leaders and Assembly members to write to Theresa May urging her to back a new runway at Gatwick rather than Heathrow. Mr Khan claimed that, unlike Heathrow, Gatwick expansion would not require a public subsidy . Following the decision, he issued a statement : "This is the wrong decision for London and the whole of Britain. The government are running roughshod over Londoners' views... An expanded Gatwick would have boosted our economy without causing these huge air and noise pollution problems and it could be built quicker and cheaper."

"I will continue to challenge this decision and I am exploring how I can best be involved in any legal process over the coming months."


London Boroughs React





Boroughs supporting expansion (green).
Opposing expansion (red). Neutral (orange).
No statement (white).


Twelve of the 32 London boroughs have made statements opposing a third runway at Heathrow just before or after the government's decision. They include Hillingdon, the borough in which Heathrow lies. Just two councils support expansion, Harrow and Tower Hamlets, along with the City of London. Hounslow has taken a neutral position.


City. Mark Boleat, policy chairman at the London Corporation, said: "The City welcomes today's announcement on greater airport expansion for the country and a new runway for Heathrow" .


Croydon leader Tony Newman said: "This is a calamitous decision. It's clear whatever side of the argument you are on, the only option that can realistically deliver is Gatwick" .

Ealing leader Julian Bell said: “When you already live next door to a notoriously loud party house the last thing you want to see is a van delivering gigantic speakers. While we welcome the jobs and economic benefits of Heathrow, a third runway will inevitably cause more noise, pollution and traffic that will damage the quality of life of local people” .


Harrow council leader Sachin Shah said: “I’ve supported Heathrow’s expansion from the very beginning. Heathrow’s been giving our local economy a huge boost for generation”  .

Hounslow leader Steve Curran: “Our position as a Council has not changed, we want a better, not bigger Heathrow Airport. I can guarantee residents and businesses that we will make sure their voice is heard in the National Policy Statement [NPS] consultation on the new runway” .



Kingston leader Kevin Davis said: “The creation of new flight paths across Kingston, increased noise and air pollution, coupled with the lost opportunity that Gatwick presents to get some infrastructure investment in the south of the borough, conspire to make Heathrow a flawed answer to a long standing question. We will continue to make the case against the expansion of Heathrow” .

Richmond leader Lord True said: “Expanding Heathrow will increase foreign monopoly owned power and weaken airport competition in the London area. It will affect 100,000s more people than Gatwick would have. It will add to safety and security risks by sending hundreds and thousands more flights over our most densely populated areas. It will cost 8,000 million pounds at least more than the proposed Gatwick option and it will take longer to build than the proposed Gatwick option. It will keep Britain closed for business longer” .


Political Reaction


Commons opposition. Theresa May will not have an easy ride in parliament. The Sunday Telegraph reported that up to 60 Conservative MPs are against increasing capacity at Heathrow . A month ago, the All Party Parliamentary Group on Heathrow published a detailed analysis it said “sets out in stark terms the key risks facing Heathrow expansion from politics, economics and costs through to the environment and security.” Tania Mathias, Twickenham MP and Chair of the APPG, said: “The proposal to expand Heathrow is as undeliverable now as it always has been, and it’s time we stopped wasting time trying to make it work” .



Green Party co-leader Caroline Lucas described the decision as “a wrecking ball through the UK’s climate change commitments” .

Labour shadow secretary of state for transport, Andy McDonald, said the case for a third runway at Heathrow “is well made” and the “imperative was overwhelming” for more capacity  .

Lib Dem leader Tim Farron said: “The ‘No Ifs, No Buts’ pledge from the Conservatives has been thrown by the wayside in the rush to bulldoze homes and build a third runway at Heathrow” .

Southall MP Virendra Sharma said: “Heathrow is the backbone of the West London economy and now that there is appropriate mitigation and compensation in place for local communities, I’m pleased that the government have made the right decision” .


Wimbledon MP Stephen Hammons said he wanted both Heathrow s Gatwick to expand .



Kingston and Surbiton MP James Berry, said he was “very disappointed”, saying Heathrow was “the worst option for the UK”. He favours Gatwick expansion . **Twickenham** MP Dr Tania Mathias, said it was a “terrible decision” and pledged “I will continue to fight against third runway at Heathrow” .



Carshalton & Wallington MP Tom Brake protested outside parliament at the decision . **Bromley and Chislehurst** MP Bob Neill tweeted:




The Govt has got it wrong on #Heathrow. Beyond questions on air quality, noise, capacity & cost, it will be undeliverable. I'll be opposing.

Uxbridge MP and foreign secretary Boris Johnson said Heathrow expansion is undeliverable. “No other world class city would dream of submitting hundreds of thousands of people to more noise pollution.” He said if a third runway was built, “there would be an overwhelming clamour to build a fourth runway” .



Kingston and Surbiton MP James Berry said: “Expansion at Heathrow is the worst option for my constituents” . **Hammersmith** MP Andy Slaughter called it a “bad decision”, which is decision is still reversible .


Brentford and Isleworth MP Ruth Cadbury said: “I am saddened and angry the Government has opted for a solution that will bring significant noise to 300,000 people, illegal levels of pollution along our road corridors, and high costs to the UK taxpayer and airline passenger.” She is conducting a constituency survey  .


Putney MP and secretary of state for education, Justine Greening reaffirmed her opposition to Heathrow expansion .

Green AM Caroline Russell said: “We need to work to maximise what we have, not expand indefinitely at the cost of the wellbeing of Londoners and to the detriment of our climate and health” .

Councils to Launch Legal Fight


Plans have been in place for months by councils and campaigners to instigate legal action if Theresa May gives the go-ahead for a third runway. Greenpeace said it would contribute to the costs of a judicial review alongside Hillingdon, Richmond, Wandsworth and Windsor and Maidenhead councils  .


Tory MPs have pledged to advise a legal challenge from Tory councils to ensure any expansion plans are “killed off” in the courts .


Solicitors appointed. Following the government's announcement, the leader of Wandsworth Council Ravi Govindia said Heathrow expansion is "wrong on every level, legally undeliverable and will end in failure after years of wasted effort." He continued: "Solicitors jointly appointed by Hillingdon, Richmond, Wandsworth, Windsor and Maidenhead councils and Greenpeace UK are now examining the government's aviation announcement in detail and a legal strategy will be developed over the coming days" .

Community Reaction

Teddington Action Group has sent a pre-action "letter of claim" to transport secretary Chris Grayling listing reasons why permission for the new scheme is flawed. The claim, which is the first step in the judicial review process, alleges "apparent bias" against Sir Howard Davies, chair of the Airports Commission . The Advertising Standards Authority has upheld a fourth complaint from TAG that Heathrow's advertising was misleading. In the latest ruling, the adverts watchdog said Heathrow's claim that most MPs supported Heathrow expansion was misleading .


Stop Heathrow Expansion. Christine Taylor from the residents' campaign group said: "It is shameful that the British government thinks less of these people than greedy overseas businesses and passengers who are simply passing through this foreign-owned airport on their way to somewhere else" .


Hacan said: "Countless residents will be dismayed and distraught by this decision. Some will lose their homes. Some face the daunting prospect of living under a noisy flight path for the first time. And many others will get yet more planes over their heads. But real doubts must remain whether this new runway will ever see the light of day. The hurdles it faces remain: costs, noise, air pollution and widespread opposition including an expected legal challenge from the local authorities" .

Chiswick anti-airport expansion group CHATR said: "May, and the majority of her Cabinet, have ignored all the evidence which has undermined the recommendations of the Airports Commission, and is pressing ahead with what many believe is an undeliverable project" .

Protest. Plans are being drawn up for a protest against expansion on 19 November .

Environmental Reaction



CPRE. Ralph Smyth, head of infrastructure, said : "Building a third runway at Heathrow would in itself take a huge chunk out of the green belt. But creating the biggest airport in the world on London's western edge would have an even more disastrous impact. Pressure for extra development would be felt in almost every village from the north of Oxfordshire to the south coast, urbanising and industrialising swathes of our most precious countryside. "The north-south divide has been increasing: by giving the go ahead to yet another runway in the south the prime minister has effectively pulled the rug on her own flagship policy of rebalancing our nation's economy."

Greenpeace's director John Sauven said: "The decision to back a third runway at Heathrow is a grotesque folly... The only feasible way to significantly reduce aviation's impact on the climate is to significantly reduce aviation" .

Friends of the Earth said: "Expanding Heathrow would be a hugely damaging blow for local people, and makes a complete mockery of government commitments to tackle climate change" .

George Monbiot said the Paris Agreement to further reduce emissions, "knocks the Airports Commission's calculations out of court. Climate change means no new runway... a third runway at Heathrow means that the UK will not meet its carbon targets" .

Next Steps

Policy statement. A national policy statement (NPS) on airports will be published in the New Year for consultation. Transport secretary Chris Grayling told the Commons the Airports NPS "will set out in more detail the conditions we wish to place on the development." The NPS will also set out why the Heathrow decision "is the right one for the UK" . A senior judge, Sir Jeremy Sullivan has been appointed by the government to "independently" oversee the consultation process. Sitting in the high court in 2008, Justice Sullivan rejected a judicial review over Heathrow noise brought by Wandsworth, Richmond, and Windsor and Maidenhead councils .

Parliament. The Heathrow NPS will be debated in both houses. A commons select committee will examine the draft NPS and hold a 12 week inquiry immediately following the public consultation.

Application. After the discussions in parliament, Heathrow Ltd will submit an application under the Planning Act 2008 regime for nationally significant infrastructure projects (NISPs). A recommendation by the National Infrastructure Planning Unit, part of the planning inspectorate, will be made within 15 months.

Decision. The final decision will be made by the secretary of state for transport who will issue a Development Consent Order granting planning permission.

Legal. Opponents will have six weeks after the DCO is issued to launch a last round of judicial reviews.

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