



Draft National Aviation Policy Statement Consultation (NPS)

LAANC Advice Note

The Government has recently announced 3 key consultations each of which contain proposals.

The Department for Transport has published a draft National Policy Statement (NPS) which is subject to 16 weeks of consultation. The consultation closes on the 25th May 2017.

The consultation is required by the Planning Act 2008 following the Government's decision to support the construction of a third runway at Heathrow. The consultation documentation is available via the following link. <https://www.gov.uk/government/speeches/airport-capacity-and-airspace-policy>

An Appraisal of Sustainability (AoS), required by the Planning Act 2008 is also included in the draft NPS. This describes the analysis of 'reasonable alternatives' to the preferred scheme and assesses the potential economic, social and environmental impacts of the options to increase airport capacity. The AoS concludes that there will be:

"inevitable harm caused by a new Northwest Runway at Heathrow Airport in relation to some topics, [but that] the need for such a scheme, the obligation to mitigate such harm as far as possible, and the benefits that such a scheme will deliver, outweigh such harm"

The Secretary of State will use the NPS as the basis for making decisions on any future development consent application for a new Northwest runway at Heathrow Airport. The draft NPS will be subject to parliamentary scrutiny and a vote prior to its final designation, expected in Winter 2017/18.

The draft NPS sets out a series of measures and conditions that the government claims will effectively mitigate the impact of the airport's expansion. These include:

- A 50% modal shift to public transport.
- Runway alternation (respite) maintained but this is no longer for the full half day as current - 30% is claimed but at a first look 25% is probably only achievable - i.e. at best 4 hours respite only for communities under the western approaches.
- A 6hr30mins night flights ban on scheduled movements between 11pm and 6am (exact timing to be determined via consultation) and a package of noise insulation and community compensation.

The consultation asks for views in three main areas:

- a) Is there a need for a new runway in London and the South East by 2030 and, if so where it should be?
- b) The local impacts of a new runway.
- c) The "conditions" Heathrow need to agree to before it gets permission for a new runway.

Continued ...



... Continued

The draft NPS is underpinned by technical analysis and supporting appendices. It will take LAANC Technical Officers time to analyse the detail of what is proposed and prepare a comprehensive response. The following summary is the Director's initial analysis of the main points of interest and concern regarding noise. The fact that nearly 800 homes will need to be demolished to make way for Heathrow expansion is clearly the major point of concern for many but it is worth stating that the impact of noise from an expanded Heathrow has to date been underplayed to a significant extent by the Government.

The DfT has set out conditions Heathrow will need to meet to obtain permission to build a 3rd runway. These include:

- A ban for six and a half hours (between 11 pm and 6am) on all scheduled flights
- Better compensation for people
- Legally-binding noise targets
- Predictable periods of respite
- No increase in airport related vehicle traffic.
- Demonstrate compliance with legal requirements for Air Quality
- An expanded Heathrow must serve at least 6 regional airports

Initial Points of Interest and Potential Concern

Night Flights to Continue & Potentially Increase

Supporting DfT documents show that HAL has only agreed to ban scheduled flights from 11pm to 5:30 am. This will mean that most of early morning arrivals into Heathrow from 4:30 am will still fly as a significant number of the 16 or so early morning arrivals habitually arrive well before their scheduled time of arrival. With no meaningful controls after 5:30am it can be expected that the numbers of Night Flights will actually increase with a 3rd runway. The introduction of Easy Jet low cost operations will result in pressure for new departures after 5:30am.

Where will Aircraft Fly ?

- To date the Government has failed to publish proper flightpaths serving a three runway Heathrow. The DfT has produced an on line indicative map that it is believed will be used during its forthcoming "consultation roadshows". However this map does not show the difference between arrivals and departures and does not show proposed routes outside locations close to the airport.

<https://www.gov.uk/government/publications/heathrow-airport-north-west-runway-map-of-potential-changes>

NB: The DfT roadshows will take place at venues surrounding Heathrow. In addition the Government will shortly start sending 1.5 million leaflets to homes in these areas only to let people know that the consultation has launched, and the times and venues for roadshow sessions

Members are asked to do everything they can to encourage their constituents to attend and have their say - this might mean having to go to an event in an adjacent borough.