

## **Transport Select Committee**

### **National Policy Statement - Key Points**

#### **Expansion**

Backs case for runway expansion in the South East

Agrees Heathrow's 3<sup>rd</sup> Runway scheme is the best option for expansion – because of its 'unrivalled' connections

**But recommends tougher conditions:**

#### **Air Quality**

Tougher air quality standards – and consent only be given if Government confident they can be met

#### **Noise**

Backs a 7 hour night

Noise impacts likely to be higher than DfT modelled. Recommends new modelling is done using a range of up-to-date metrics. Estimates if the threshold of annoyance was extended down to the 51dB level, an extra 539,327 people would be captured in the annoyance footprint and total impacted would be over 1 million.

Recommends Government defines what "significant adverse [noise] impacts" means

Recommends that Government sets out how it will regulate any noise envelope

Recommends the Government defines a minimum acceptable level of noise respite in the NPS

#### **Road and Rail**

More clarity required about rail schemes and costs of surface access to be updated.

Clear condition required that 3<sup>rd</sup> runway will result in no more airport-related traffic

#### **Other**

Clearer definition required on what constitutes a domestic route and how the Government intends to secure guaranteed slots for them

Before Parliament votes need clear evidence scheme is both affordable and deliverable.

Airport charges only to be allowed to increase marginally

Wants the compensation levels offered to those who lose their homes to be “independently tested” during DCO process. Also the wider compensation and mitigation measures.

Government to outline its policy approach to airspace change as a matter of priority.

Argues that, unless Government adopts many of its recommendations, NPS could be open to legal challenge.