

Final National Policy Statement (NPS)

Key Points

Link to the full NPS:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/713354/airports-nps-new-runway-capacity-and-infrastructure-at-airports-in-the-south-east-of-england-web-version.pdf

DfT Summary of the NPS:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/713661/proposed-expansion-of-heathrow-summary.pdf

Chris Grayling's Statement to Parliament:

<https://www.gov.uk/government/speeches/proposed-heathrow-expansion>

NPS Backs a Third Runway

As expected, it backs a third runway on the grounds of national economic benefits and to deal with projected passenger demand. It argues that it will bring economic benefits to the UK of £74bn over a 60 year period and create up to 114,000 jobs.

NPS Conditions

These are less clearly itemised than in the original NPS. This is not because they don't exist but because of the way they are set out. At the end of each topic section the NPS lays out the measures it requires Heathrow must include in the detailed plans it will now draw up and consult on before presenting them to a planning inquiry.

Noise

The Government lays down a **6½ hour night** (when no flights would be scheduled). The exact hours are to be worked out in a Heathrow consultation involving communities and other stakeholders. (This is less than the 7 hour night recommended by the Transport Select Committee). The consultation is likely to include the respite option put forward by the airlines which switches the runways used at night (probably on a weekly basis) to allow airlines to bring in planes as early as 5am on one runway but gives people on the other runways a break until 6am.

The principle of **respite** (day and night) is upheld, with Heathrow to come up with details in consultation with local communities and other stakeholders. The NPS does recognise, though, that the respite currently enjoyed by communities in West London will be reduced.

Air Pollution

The NPS backs away from details but says “the Secretary of State will consider air quality impacts over the wider area likely to be affected, as well as in the vicinity of the scheme. In order to grant development consent, the Secretary of State will need to be satisfied that, with mitigation, the scheme would be compliant with legal obligations that provide for the protection of human health and the environment”.

Surface Access

The NPS acknowledges that more rail schemes than those which are already underway (such as Crossrail) will be required. These will include schemes such as a new southern access scheme. A lot of these schemes are not yet agreed. The NPS says: “the Government expects the applicant to secure the upgrading or enhancing of road, rail or other transport networks or services which are physically needed to be completed to enable the Northwest Runway to operate.”

The Government would only help with the **costs** in certain circumstances: “where a surface transport scheme is not solely required to deliver airport capacity and has a wider range of beneficiaries, the Government, along with relevant stakeholders, will consider the need for a public funding contribution alongside an appropriate contribution from the airport on a case by case basis”.

4th Runway

The NPS says: “the Government does not see a need for a fourth runway at Heathrow Airport. An application in the vicinity of Heathrow Airport for a fourth runway would not be supported in policy terms, and should be seen as being in conflict with the Airports NPS”.

Climate Change

The NPS says: “Any increase in carbon emissions alone is not a reason to refuse development consent, unless the increase in carbon emissions resulting from the project is so significant that it would have a material impact on the ability of Government to meet its carbon reduction targets, including carbon budgets.” The Government believes the third runway will not result in the climate targets being broken: “The Government has considered this further analysis, and concludes both that expansion via a Northwest Runway at Heathrow Airport (as its preferred scheme) can be delivered within the UK’s carbon obligations.”

Costs of building the runway

The cost of the runway, estimated at £14bn, will be financed privately by Heathrow but the CAA has been given an oversight role to ensure costs do not spiral out of control, potentially resulting in very high landing charges being imposed on the airlines.

Domestic Connectivity

15% of all new routes will need to be reserved for the domestic market.

Compensation

In total Heathrow has set aside £2.6bn for compensation. This includes compensation for people who will lose their homes plus mitigation for those under the flight paths.

- **Compulsory Purchase:** It backs Heathrow’s compensation proposals: “to pay 125% of market value, plus taxes and reasonable moving costs, for all owner occupied homes within the compulsory acquisition zone; to pay 125% of market value, plus taxes and reasonable moving costs, for all owner occupied homes within an additional voluntary purchase / acquisition zone incorporating the area known as the Heathrow Villages” (i.e. people who will not lose their homes but choose to sell up because of the very high noise).

- **Flight Path Mitigation:** “To provide full acoustic insulation for residential property within the full single mode easterly and westerly 60dB LAeq noise contour of an expanded airport; to provide a contribution of up to £3,000 for acoustic insulation for residential properties the full 55dB Lden contour; to deliver a programme of noise insulation and ventilation for schools and community buildings within the 60dB LAeq (16hr) contour”.

What happens next:

The House of Commons will vote on the NPS over the next few weeks. If it backs it, the NPS (the 3rd runway plus the conditions has set out) becomes Government policy.

A number of local authorities are expected to challenge the decision. They have six weeks to submit their objections. The courts are likely to hear the case in the autumn.

If Parliament backs a 3rd runway, Heathrow will draw up its detailed plans. These will be consulted upon in 2019 before going to a planning inquiry in 2020. This planning inquiry will last no more than 6 months. It will make a recommendation to the Secretary of State for Transport who will then decide whether to give final permission to Heathrow to start construction.

Heathrow expects to open the 3rd runway in 2025/6.

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