

SUBJECT:	<i>Update on Heathrow and response to National Policy Statement</i>
REPORT OF:	<i>Cllr Nick Naylor</i>
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WARD/S AFFECTED	<i>All</i>

1. Purpose of Report

South Bucks District Council is a member of the Heathrow Strategic Planning Group (HSPG) – a consortium of local authorities affected by Heathrow. This paper updates Members on the latest activity. The DfT has produced a draft Airports National Policy Statement for consultation. Bucks County Council and South Bucks District Council will produce a joint response covering all relevant issues.

The PAG is asked to advise the Portfolio Holder on the following recommendation(s):

RECOMMENDATION to Cabinet:

- 1. To note progress on the Heathrow Strategic Planning Group (HSPG) and recommend future funding arrangements.**
- 2. To note progress and suggested content of the draft response to Department of Transport on the Draft Airports National Policy Statement, and to recommend approval of the final response by Cabinet at its meeting on 25th April with subsequent amendments if necessary delegated to the Chief Executive and the Leader.**

Cabinet to consider the advice of the Portfolio Holder and any comments arising from the PAG.

2. Reasons for Recommendations

The items to note and the recommendations brings members up to date on the implications that Heathrow Expansion will have on residents and the work of the Council.

3. Heathrow Strategic Planning Group (HSPG)

3.1– In meetings in January and February the group met to discuss the way forward following the government’s decision to expand Heathrow. The Planning Inspectorate provided a presentation on the Development Consent Order process. Authorities which are directly affected are ‘host authorities’ – these are identified as Hillingdon and Slough. Authorities who are affected and border the host authorities are ‘neighbouring’ authorities. At this stage it is not yet known what South Bucks status is as Heathrow Airport Ltd. has yet to confirm what is and is not in the red line for the DCO. HAL are proposing diverting the River Colne and providing flood mitigation within the District (specifically either side of the

M25 and to the east of Old Slade Lane within Iver) but it is not yet known if this makes us a host authority. We hope to get confirmation of this before the SDPAG meeting.

3.2 The transport sub- group has also met to discuss the challenge set down by the government that there should be *no net increase* in traffic to the airport. This is a challenge for Heathrow in terms of the predicted increase in the labour force, passengers and a doubling in freight capacity. New surface access proposals such as Western Rail Link to Heathrow, Crossrail, improvements to the Piccadilly Line and potentially Southern Rail Access will assist in this aim. New bus services will also be needed and a congestion charge has also been discussed. It is considered that the increase in freight will pose a particular challenge.

3.3 **It was agreed that all members of the Group would jointly sign up to a Service Level Agreement (SLA) with Heathrow.** The Group as a whole will commission consultants where necessary to challenge and verify evidence produced by HAL. All costs including internal staff costs will be paid for by HAL. This is a practical way forward so that individual authorities do not need to seek external advice on various matters such as traffic modelling, noise and air quality which are common to all and where there is a limited pool of external consultants who are not conflicted. HAL have also promised to be open about all their information and data sets except where commercial confidentiality would be compromised. However, the running of the Group has incurred costs particularly for LB Hounslow which has hosted the Group over the last year and the Summit before Christmas. They have asked for a contribution of £988 to cover their costs over the past year. It is likely that we will need to make further annual payments of a similar amount. All future monthly meetings will be held at one of the member local authorities (in the past HAL has hosted the meetings but this is no longer considered appropriate for this to continue, although HAL will be asked to attend the meetings to update on the DCO progress). South Bucks will host the meeting in March.

4. National Policy Statement

4.1 The Draft National Policy Statement on new runway capacity and infrastructure at airports in the South East of England was published in early February for a 16 week consultation. The draft Airports National Policy Statement sets out:

- The Government's draft policy on the need for new airport capacity in the South East of England by 2030;
- The Government's preferred location and scheme to deliver additional capacity in the South East by 2030; and
- The matters that an applicant will need to address when it brings forward an application for development consent to which the draft Airports National Policy Statement applies, for example in relation to providing mitigation to address the impacts of the development.
- The draft Airports National Policy Statement is also related to other policies at a national level. These include:
- The Aviation Policy Framework, which sets out the high level objectives and policies for aviation and its role in driving growth, creating jobs and facilitating trade, whilst at the same time addressing a range of local environmental impacts;

- The National Networks National Policy Statement, which sets out the Government's policies to deliver development of the national road and rail networks and;
- The National Planning Policy Framework, which provides a framework within which local authorities can put in place local plans to bring forward developments (including airport development).

4.2 Its primary purpose is to be the basis for decision making on the Development Consent applications for a new Northwest runway at Heathrow Airport. It will guide the Examining Authority (appointed by the Planning Inspectorate) when they determine the DCO and the final decision on the DCO by the Secretary of State. It allows for a 3500m runway and an additional 260,000 aircraft movements. The NPS also rules out a possible future 4th Runway. Following the end of the consultation (and subsequent analysis of the responses) it will be tested by the Parliamentary Select Committee process and will then be debated. It is unlikely to be formally adopted until early 2018.

4.3 Specific impacts. The draft NPS identifies specific impacts and addresses what is expected in terms of mitigation. . It also includes an appraisal of sustainability, habitats regulations assessment, equality impact assessment, a health impact assessment and defines what development is covered by the NPS including a new terminal and reconfiguration of the central area terminal areas. Many of these impacts identified will affect South Bucks however, some are the responsibility of the County Council. It has therefore been suggested that both authorities will draft a joint response. Specific impacts which are South Bucks responsibility include noise, air quality, dust, artificial light, Green Belt, Burnham Beeches SAC, agriculture, jobs and skills and effects on the local communities including compensation and blight. Other impacts which Bucks CC will comment on include ecology, landscape, flooding, highways and surface access. We have asked the Colne Valley Regional Park to advise us on impacts on the Park and the LEP on the impact on businesses. Heathrow Airport Ltd has promised that the new extended airport will be the greenest and most environmentally friendly airport possible. It is important that we hold them to this. **The deadline for response is 25th May.** . The draft response will be reported to Cabinet on 26th April.

4.4In addition there is also a **consultation on Airspace**. The Government aims to ensure that the airspace policy framework is up to the challenges of modernising airspace and delivering the proposed new runway at Heathrow. The policy is to reduce stacking, lower emissions and lessen noise for local communities. Airspace changes are overseen by the Civil Aviation Authority with call in as necessary by the Secretary of State. Decisions on aircraft noise should be based on effective local engagement or informed by local circumstances. Future decisions will be based on the pros and cons of concentrating traffic on single routes to minimise the number of people who are overflown and of multiple routes to provide maximum relief or respite from noise. No details are yet available as to the aircraft movements from the proposed Third runway.

4.5 Meeting with Heathrow Airport Ltd – The next meeting is to be held on 15th March.

5. Consultation

The NPS is subject to consultation currently. An exhibition will be held in Gerrards Cross on 11th March. Residents in Iver will be bussed to the venue. Buses are provided by the DfT.

6. Corporate Implications

Reports must include specific comments addressing the following implications;

- 3.1 *Financial - Negotiations on recharge of officer's costs and compensation for local communities will take place*
- 3.2 *Legal – The Council will consider entering into a Memorandum of Understanding with Heathrow Airport Ltd*
- 3.3 *Heathrow Expansion will potentially impact on the local environment unless negotiations with the operators result in suitable mitigation.*

6. Links to Council Policy Objectives

This particularly links to the Council's aim of sustainable and clean environment, protecting our heritage, protecting our future.

Background Papers:	https://www.gov.uk/government/collections/heathrow-airport-expansion#draft-airports-national-policy-statement-and-supporting-documents
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