

HACC RESPONSE to the DfT

CONSULTATION on DRAFT AIRPORTS NATIONAL POLICY STATEMENT: New Runway Capacity and Infrastructure at Airports in the South East of England

INTRODUCTION

The Heathrow Airport Consultative Committee HACC is an independent statutory committee first convened in 1948. It meets quarterly to discharge its role of fostering communication and understanding between the airport's owners and operator and its users, both passengers and airlines, local authorities and interest groups. An important part of the HACC is the Passenger Services Sub-Committee (PSSC), which represents the particular interests of all passengers.

QUESTIONS

Q1: The Government believes there is a need for additional airport capacity in the South East of England by 2030 - Please tell us your views.

There is general acceptance by the HACC that the current airports in the south east of the UK will reach capacity over the next 15 or so years. Additional capacity will be required in the south east of England to handle future growth in air passenger traffic. This would bring economic benefits to the UK. Furthermore, the threat of competition from mainland Europe cannot be discounted.

There is general acceptance by the HACC that the current airports in the south east of the UK are operating close to capacity. Additional capacity will be required in the south east of England to handle future growth in air passenger traffic. This would bring economic benefits to the UK. Furthermore, the threat of competition from mainland Europe cannot be discounted.

Q2: Please give us your views on how best to address the issue of airport capacity in the South East of England by 2030. This could be through the Heathrow Northwest Runway scheme (the Government's preferred scheme), the Gatwick Second Runway scheme, the Heathrow Extended Northern Runway scheme, or any other scheme.

There is a wide divergence of view within the HACC on the location of additional airport capacity. Users of Heathrow would welcome the greater competition and connectivity, both International and Domestic, and the enhancement of its hub status which a third runway would provide. It is generally accepted that Heathrow has the best surface area links.



However, some of those living in the vicinity may be adversely affected by the purchase of their homes and the potential increase in noise and pollution. Understandably, some local community members may take a view that Heathrow is not the right option, while others may benefit from the associated employment opportunities and increase in business trade.

At the same time, airlines with existing slots at Heathrow have great concerns over the cost of a third runway and associated infrastructure and believe these must represent value for money given the contribution they will have to make to these costs. The passenger should only pay what is absolutely necessary to provide the choice of destinations, frequency and service. Further, that costs should not be passed on until such time as the runway is operational.

It should be noted that there is strong opposition on the part of certain local authority members to a third runway at Heathrow. They will be making a separate response(s).

Q3: The Secretary of State will use a range of assessment principles when considering any application for a Northwest Runway at Heathrow Airport. Please tell us your views.

HACC generally accepts that the principles against which the Secretary of State will assess the Heathrow Airport development consent application are wide ranging and comprehensive (eg pollution, noise, environment). However, the issue is in the detail of how these principles will be applied. This will not become evident until well through the process of the development consent application and therefore raises some concern.

Q4: The Government has set out its approach to surface access for a Heathrow Northwest Runway scheme. Please tell us your views.

HACC strongly supports the Government's objective to ensure that access to the airport by road and public transport is high quality, efficient and reliable for passengers and airport workers, as well as benefitting local residents. This is regardless of whether or not any expansion at Heathrow takes place. HACC believes that there are benefits in the proposed rail access schemes going ahead in order to raise the proportion of passengers using public transport to the target levels of over 50% by 2030 and 55% by 2040. This will mitigate the effects of pollution and congestion. However, agreement on the funding mechanism and cost scrutiny of such schemes needs to take place.

Q5: The draft Airports National Policy Statement sets out a package of supporting measures to mitigate negative impacts of a Heathrow Northwest Runway scheme. Please tell us your views. Are there any other supporting measures that should be set out? In particular, please tell us your views on:

HACC is in general agreement with the package of supporting measures to mitigate the negative impacts of a Heathrow Northwest Runway scheme. Some groups would be seeking some of the



conditions to be tougher. However, there remains concern over how these mitigating measures will be applied. Those of particular importance are:

- a. Any scheme must meet the EU legal air quality requirements.
- b. There should be a legal ban on scheduled night flights for a period to be agreed with incentives for airlines to use quieter aircraft. Views vary amongst HACC members as to when this should start and finish.
- c. The scheme must comply with the Climate Change Act 2008.
- d. Adequate compensation must be provided where compulsory purchase takes place and Heathrow should fund insulation for local properties.

Q6: The Government has set out a number of planning requirements that a Heathrow Northwest Runway scheme must meet in order to operate. Please tell us your views. Are there any other requirements the Government should set out?

HACC is in broad agreement with the planning requirement topics which the Government has specified the Heathrow Northwest Runway must meet in order to operate. Some groups would like to see more detailed requirements set out for a number of the topics.

Q7: The Appraisal of Sustainability sets out the Governments assessment of the Heathrow Northwest Runway scheme and considers alternatives. Please tell us your views.

HACC broadly agrees with the appraisal of sustainability set out in the Airports National Policy Statement.

Q8: Do you have any additional comments on the draft airports National Policy Statement or other supporting documents?

HACC have no additional comments on the draft airports National Policy Statement.

Q9: The Government has a public sector equality duty to ensure protected groups have the opportunity to respond to consultations. Please tell us your views on how this consultation has achieved this.

HACC notes that to ensure a fair and transparent consultation, the Government has appointed Sir Jeremy Sullivan – former Lord Justice of Appeal – to oversee this process. Further that the Department is holding a number of local and regional consultation events during February, March and April 2017 thereby giving everyone the opportunity to comment.



Further Information

Professor Roderick Smith HACC Chair - [REDACTED]

Martyn Hurst, HACC Technical Advisor - [REDACTED]

27 April 2017

HACC RESPONSE to the DofT CONSULTATION on the REVISED DRAFT AIRPORTS NATIONAL POLICY STATEMENT

Introduction

1. The Heathrow Airport Consultative Committee HACC is an independent statutory committee first convened in 1948. It meets quarterly to discharge its role of fostering communication and understanding between the airport's owners and operator and its users, both passengers and airlines, local authorities and interest groups. An important part of the HACC is the Passenger Services Sub-Committee (PSSC), which represents the particular interests of all passengers.

Passenger Demand Forecast

2. The HACC accepts the DofT's revised passenger forecast in which demand is higher than previously expected and that this growth is concentrated in London and the South East. London Airports will therefore be further constrained and additional capacity will be required.

3. There is a view by some members that this additional demand should be constrained by the use of fiscal measures.

Monetised Benefits

4. The HACC notes that the monetised benefits from the higher levels of passenger demand are now more evenly balanced between Heathrow and Gatwick.

UK Airspace Policy

5. The HACC welcomes the Government's response to the consultation on UK Airspace Policy and in particular:

The call-in powers by the Secretary of State on airspace changes of national importance.



The new metrics to assess noise impacts and their effects on health.

The Independent Commission on Civil Aviation Noise (ICCAN).

Air Quality

6. The HACC has expressed concerns that there is a ‘high risk’ of a three runway Heathrow failing to be compliant with air quality targets between the time the new runway is expected to open in 2025 and 2029 – thereafter the risk falls to ‘medium’. Heathrow actions to mitigate this are limited as aircraft will continue to use fossil fuels for the foreseeable future. Improvements to air quality must therefore come from changing surface transport to hybrid/electric vehicles for those accessing the airport and those using the M4/M25 motorways. Furthermore, there must be greater use of public transport by airport users/employees. Government incentives will be needed to accelerate this change.

Noise

7. The HACC recognizes that all the schemes have the potential for significant negative noise impacts. It is estimated that around 93,000 more people will be affected by noise with a third runway in place compared to a two runway Heathrow – by 2030 some 650,000 will be affected. There should be some alleviation through the introduction of quieter aircraft and the HACC believes this move should be incentivised by Heathrow. It is likely that more annoyance could be caused by the increased number of aircraft using the airport, particularly to people who are newly under a flight path and the Government needs to assess this when coming to a final decision.

Surface Transport

8. The HACC notes that no further work on the costs of surface access has been carried out. This means the costs of creating sufficient road and rail schemes to serve either a second runway at Gatwick or a third runway at Heathrow remain uncertain and it is not clear who will provide the funding. The HACC believes both the costs and the funding must be clarified before any decision is taken on runway expansion.



Carbon Emissions

9. The HACC notes that the DoT estimates of the level of carbon emissions are lower than those given in the Airports Commission Report. This is driven by higher load factors on larger aircraft and a new generation of engines being introduced through the evolution of existing aircraft types. The DoT's view is that all the possible schemes would meet the UK's obligations under the Climate Change Act.

Heathrow Third Runway

10. The HACC notes that the DoT favour a third runway at Heathrow in terms of greater numbers of flights, earlier benefits to the economy, global hub status, surface access and freight volume.

11. Whilst some members of the HACC accept these views on the benefits which will accrue. Others, who represent those most affected, believe the negative outcomes in terms of noise, pollution, congestion and dislocation of communities make a third runway unacceptable.

Professor Roderick Smith HACC Chair rodericksmith@hacc.org.uk

Martyn Hurst HACC Technical Advisor martyn.hurst@hacc.org.uk
martyn.hurst@tiscali.co.uk

11 December 2017