

## Strategic Transport Forum

20<sup>th</sup> January 2017

### Agenda Item 3: Aviation Update

**Recommendation:** It is recommended that the meeting note the update in respect of Heathrow Airport

#### 1. Update

- 1.1. In summer 2015, the Davies Commission recommended a new (third) runway at Heathrow with two options of a third runway on the north west of the side of Heathrow's site or extending an existing runway to the west. Heathrow Airport Limited (HAL) proposed and supports the new north-west runway which is south of the M4 and would require relocation of demolition of houses and businesses in the local area.
- 1.2. The next stage in the process is the development of a National Policy Statement. Government has said they will consult on and then designate (adopt) a National Policy Statement (NPS) setting out the preferred location(s) and options and the criteria to be considered in determining the Heathrow planning application. This consultation phase will commence at the start of February 2017 a final decision on the exact date is yet to be made. The consultation will last for 16 weeks after which the government will consider the consultation responses and, if appropriate, amend the NPS prior to final scrutiny and consideration by the House of Commons.
- 1.3. At the same time Government will be consulting on the framework for determining air space use – ie the way that flight paths are agreed. This second consultation is a national one and has implications for airports across and adjacent to England's Economic Heartland (EEH).
- 1.4. It is worth noting that neither of these consultations will provide answers on the exact local infrastructure or flight paths that will be implemented should the Third Runway gain final approvals but it is an opportunity for stakeholders to lodge their opinions and to ensure any issues that affect them are identified for future phases of this process.
- 1.5. In broad terms EEH should be in support of the proposals to increase airport capacity within the south east but we need to be clear about the infrastructure implications of an additional runway at Heathrow. What we have learnt from previous major projects is that it is far better to ensure that any infrastructure asks from the Alliance are included in the draft NPS. Clearly we need to consider both road and rail link issues and opportunities
- 1.6. The airspace consultation has implications for the whole of the EEH geographic area. This consultation will look to set the framework for decisions around future changes in flight paths and stacking areas. It will include proposals for an independent noise commission but details of what that might involve are, as yet unknown.

- 1.7. It is proposed that a further paper is brought to the next meeting of the Strategic Transport Forum once the details of the consultations are clear suggesting a draft response from England's Economic Heartland for approval.

Mark Kemp  
**Buckinghamshire County Council on behalf of  
England's Economic Heartland Strategic Alliance**

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