

## BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 16 November 2017

CONTACT OFFICER: Roger Parkin, Chief Executive Slough Borough Council,  
lead Chief Executive to the BLTB

### PART I

#### Item 10: Airports National Policy Statement – Second Consultation Response

##### ***Purpose of Report***

1. To report on the timetable and content of the government's Airports National Policy Statement (NPS) second consultation. This second consultation was launched on 24 October and runs for 8 weeks to 19 December 2017.
2. The revised draft Airports NPS sets out the impact of changes arising from:
  - updated noise analysis
  - a new air quality plan
  - government policy changes
  - consideration to date of the responses to the first consultation.
3. The consultation document says (see page 27), "*If you responded to the first consultation, you do not need to repeat points made previously, as we are considering these in full.*"
4. This report suggests that the new information contained in the revised draft Airports NPS does not require a full or detailed response from BLTB or TVB LEP. It suggests a high-level restatement of our position, including the need for appropriate conditions and enforcement should Heathrow expansion proceed.

##### ***Recommendation***

5. You are asked to endorse the draft response set out in Paragraphs 13 and 14.

##### ***Other Implications***

##### ***Financial***

6. There are no direct financial implications of this report for Berkshire Local Transport Body.

##### ***Risk Management***

7. There are limited risks for Berkshire Local Transport Body associated with the government's Airports National Policy Statement consultation process. It is a public process, and it is open to anyone and everyone to respond. The responsibility for a final decision on airport capacity expansion rests with the government. Even if the National Policy Statement identifies Heathrow as the

preferred site, Heathrow Airport Limited will embark on a two-year process to secure a Development Consent Order. This process is itself subject to public consultation and examination-in-public.

### Human Rights Act and Other Legal Implications

8. Slough Borough Council will provide legal support for the BLTB, should any questions arise.
9. In the event that legal challenges to the Airports National Policy Statement arise, it will be the government whose decision is challenged.

### **Supporting Information**

10. The government published its [draft Airports National Policy Statement](#)<sup>1</sup> on 2 February 2017. The consultation period ran for 16 weeks and closed on 25 May.
11. The government published its [revised draft Airports National Policy Statement](#)<sup>2</sup>, a [supporting document explaining the changes and additions](#)<sup>3</sup>, along with a [summary of the 70,000+ written responses](#)<sup>4</sup> on 24 October 2017.
12. This report suggests a draft response to the second consultation. The process for the second consultation invites a response to the following question:

*“Do you have any comments on the revised draft Airports NPS or any of the documents set out in the [table at appendix 1]?”*
13. The new and revised information published by the government does not appear to have changed in respect of the main issues that were the subject of the response to the first consultation.
14. You are recommended to approve a response to the second consultation as follows:
  - A. TVB LEP continues to identify the key role of aviation in general and airport capacity in particular in supporting the vibrancy of the TVB economy, especially the 945 foreign-owned companies who have chosen to locate in the TVB area
  - B. We continue to support the conclusion of the Airports Commission that expansion of runway capacity in the South East is necessary, and that none of the options considered were bad options.

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<sup>1</sup> <https://www.gov.uk/government/consultations/heathrow-expansion-draft-airports-national-policy-statement>

<sup>2</sup> <https://www.gov.uk/government/publications/revised-draft-airports-national-policy-statement>

<sup>3</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/653966/consultation-on-revised-draft-airports-nps-web.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/653966/consultation-on-revised-draft-airports-nps-web.pdf)

<sup>4</sup> <https://www.gov.uk/government/consultations/heathrow-expansion-draft-airports-national-policy-statement#feedback-received>

- C. We identify a preference for expansion at Heathrow citing the evidence in "[London Heathrow Economic Impact Study](#)<sup>5</sup>" September 2013 by Regeneris for "Western Wedge" LEPs.
- D. We urge the government to ensure that any expansion plans include appropriate and enforceable mitigation of, or compensation for, adverse impacts, including detailed responses on the assessment, monitoring and enforcement of surface access proposals.
- E. We suggest that some care will need to be taken in defining the phrases "*additional transport requirements generated by airport expansion*" (draft NPS para 5.15) and "*where a transport scheme is not solely required to deliver airport capacity*" (5.18, 5.19) in order to distinguish between:
  - the demands already in the wider economy of London and the "Western Wedge";
  - the likely increase in demand from general economic growth; and
  - the likely increase in demand created by airport expansion.
- F. We restate our support for the Western Rail Link to Heathrow scheme on the basis of a 2-runway airport; and also our support for Southern Rail Access to Heathrow and Slough's proposed MRT link.
- G. We declare our membership of and support for the work of the Heathrow Strategic Planning Group as an appropriate body to represent the concerns of LEPs and Local Authorities potentially adversely impacted by expansion, and as an appropriate "Duty to Cooperate" alliance of planning bodies.
- H. We argue for monitoring and enforcement to be trusted to one or more local authorities with enforcement powers, capacity and experience.

## **Conclusion**

- 15. As noted above the [government's second consultation](#)<sup>6</sup> remains open until 19 December 2017.

## **Background Papers**

- 16. The source papers used in compiling this report have been referenced in the text.

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<sup>5</sup><http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/Heathrow/Heathrow%20Economic%20Impact%20Assessment%20-%20Final%20Report%20September%202013.pdf?inline-view=true>

<sup>6</sup> <https://www.gov.uk/government/publications/revised-draft-airports-national-policy-statement>

Appendix 1

<b>Document</b>	<b>Purpose</b>	<b>Revised version published?</b>
Draft Airports NPS	The draft Airports NPS sets out the Government's policy on the need for a Northwest Runway at Heathrow Airport. This document sets out policies against which any application will be assessed by the Secretary of State before he considers whether to grant development consent, which would allow construction to begin	Yes – revised draft Airports NPS Table documenting old and new text published
Appraisal of Sustainability (including topic level appendices)	The Appraisal of Sustainability examines the likely social, economic and environmental impacts which could arise as a result of the designation of the draft Airports NPS, including assessing alternatives to the Heathrow Northwest Runway scheme The Appraisal of Sustainability complies with the requirements of the Strategic Environmental Assessment Directive (2001/42/EC) This document also highlights options for avoiding or mitigating adverse impacts from the development Preparing an Appraisal of Sustainability in parallel with the draft Airports NPS is a statutory requirement as set out in the Planning Act 2008	Yes – revised Appraisal of Sustainability (including topic level appendices) Table documenting old and new text published
Appraisal of Sustainability non-technical summary	This document is a non-technical summary of the Appraisal of Sustainability. It has been produced to ensure that information in the main Appraisal of Sustainability document is easily accessible	Yes – revised Appraisal of Sustainability non-technical summary Table documenting old and new text published
Appraisal of Sustainability scoping report	This document outlines how the Government prepared to undertake an Appraisal of Sustainability, including its objectives The Government consulted on its approach to the Appraisal of Sustainability with a number of environmental bodies, and the scoping report includes the response to that consultation	No Refer to February 2017 version
Habitats Regulations Assessment	This document assesses the impact of airport expansion on protected European sites <sup>2</sup> of importance to nature conservation, and recommends options for mitigating adverse effects caused by proposed development	Yes – revised Habitats Regulations Assessment, Appendix A long list alternatives considered under habitats regulations and Appendix B appropriate assessment of shortlist alternatives Table documenting old and new text published
Health Impact Analysis	This document assesses the positive and negative impacts of airport expansion on health, and recommends options for mitigating adverse effects	Yes – Revised Health Impact Analysis Table documenting old and new text published
Equality Impact Assessment	This document assesses the impact of airport expansion on equality protected groups, and recommends options for mitigating adverse effects	Yes – Revised Equality Impact Assessment Table documenting old and new text published