

# HCNF Community Presentation - 14th March 2018

## Heathrow Consultation and Revised NPS - Noise disconnect

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# Heathrow Consultation and Revised NPS - Noise

- Heathrow Consultation - documentation
- Revised National Policy Statement - documentation

There is a disconnect between the Heathrow Consultation and the Revised National Policy Statement on 3rd runway expansion regarding the local noise environment.

# Heathrow Consultation



In October 2016, the Government announced a new north west runway at Heathrow as its preferred scheme and location for expanding airport capacity in the South East.

The Government agreed with the Airports Commission’s conclusion that Heathrow expansion is a vital national project to secure the UK’s status as an international aviation hub and must enable us to deliver at least another 260,000 flights a year, which will increase both domestic and international connections to established and developing countries.

The Secretary of State for Transport set his key expectations for expansion at Heathrow:

- **Expansion is deliverable within air quality limits.** Heathrow has committed to industry-leading measures to mitigate air quality impacts and Government will not grant Heathrow permission to expand if a new runway impacts on the UK’s compliance with its air quality obligations.

- **Fewer local people will be affected by aircraft noise with expansion than today.**

There must be a 6.5 hour ban on scheduled flights during the night (11pm-7am) and predictable periods of respite from aircraft noise during the day.

- **There will be a package of compensation measures for those most affected by expansion.** Those people whose homes need to be bought to make way for the new runway will receive the unaffected market value of their home plus a 25% Home Loss Payment, Stamp Duty costs for an equivalent value property and reasonable legal fees and disturbance costs – an offer significantly above the legal requirement.
- **It will lower passenger fares relative to no expansion.** This will be achieved by increasing airline competition and by ensuring future landing charges remain close to current levels.

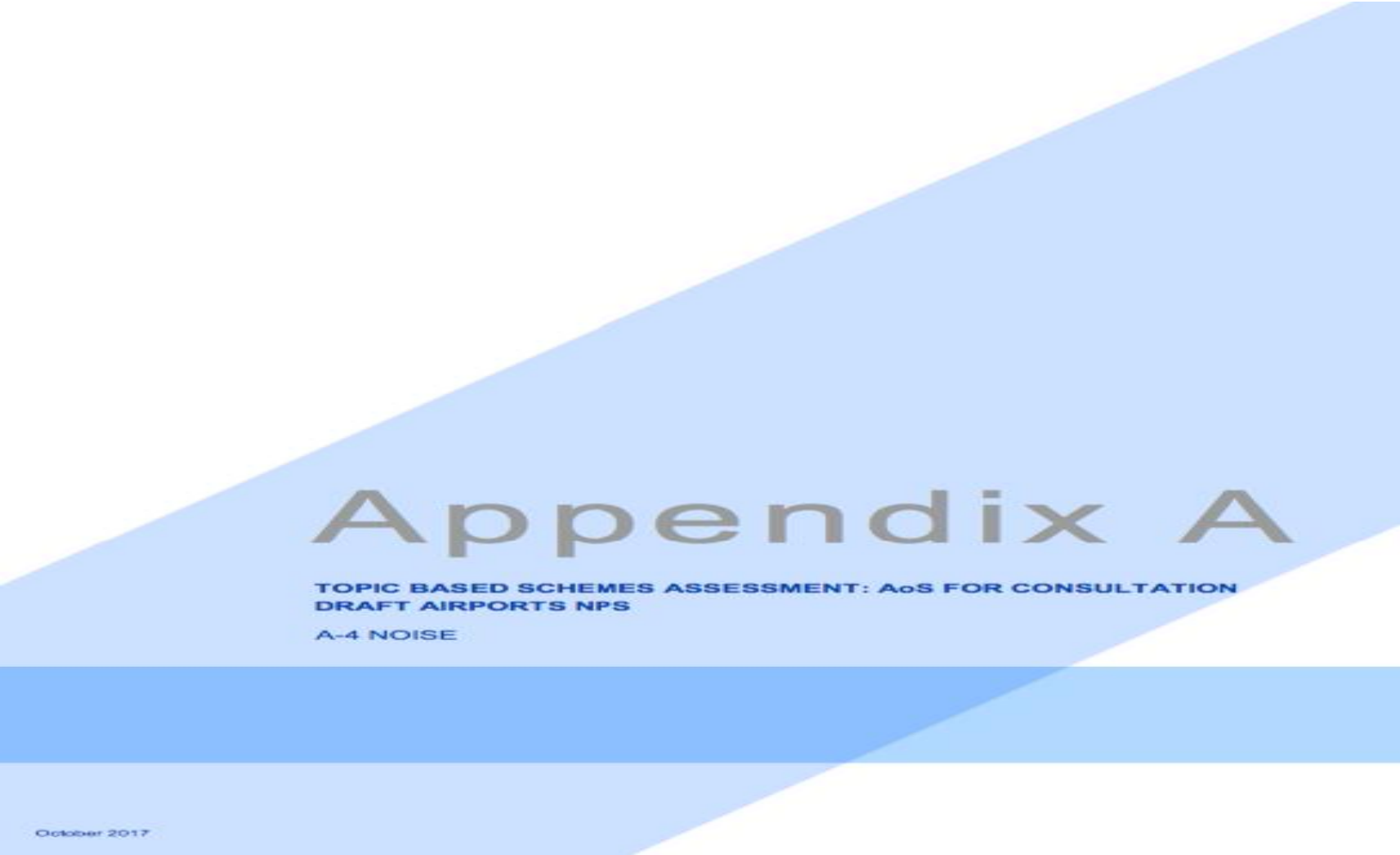
- **It will benefit the whole of the UK.** This should be achieved by engaging businesses across the country in the construction supply chain and strengthening domestic air connections to Heathrow.

In February 2017, the Government published the draft Airports National Policy Statement (ANPS) for consultation. A revised version of the draft ANPS was published in October 2017 for further consultation. The expectations listed above are reflected in the ANPS.

If designated by the Secretary of State for Transport following approval by the House of Commons, the ANPS will confirm a north west runway as the Government’s supported scheme.



# Revised National Policy Statement -AOS Noise



**Objective 6: To minimise and where possible reduce noise impacts on human receptors.**

**Question 11: Will It Avoid, Prevent Or Reduce The Harmful Effects Due To Exposure Of People And Sensitive Buildings To Noise?**

SEA TOPIC	LGW-2R	LHR-ENR	LHR-NWR																	
<b>Description of Impact (including receptor)</b>	<b>CONSTRUCTION</b>																			
<b>Construction noise and vibration</b>	Construction phase impacts are likely to be negative, with potential for significance at sensitive receptors near to the new runway or along construction routes. The effects cannot yet be assessed in detail but as a worst case estimate can be considered as potentially Significant Negative.	Construction phase impacts are likely to be negative, with potential for significance at sensitive receptors near to the runway extension or along construction routes. The effects cannot yet be assessed in detail but as a worst case estimate can be considered as potentially Significant Negative.	Construction phase impacts are likely to be negative, with potential for significance at sensitive receptors near to the new runway or along construction routes. The effects cannot yet be assessed in detail but as a worst case estimate can be considered as potentially Significant Negative.																	
	<b>LOCAL EFFECTS: DISCRETE</b>																			
<b>Airspace noise: daytime (central)</b>	<b>Airspace noise – total exposures in do something<sup>79</sup></b>						<b>Airspace noise – total exposures in do something<sup>80</sup></b>						<b>Airspace noise – total exposures in do something<sup>80</sup></b>							
	<b>2030</b>		<b>2040</b>		<b>2050</b>		<b>2030</b>		<b>2040</b>		<b>2050</b>		<b>2030</b>		<b>2040</b>		<b>2050</b>			
	<b>Pop.</b>	<b>NSB</b>	<b>Pop.</b>	<b>NSB</b>	<b>Pop.</b>	<b>NSB</b>	<b>Pop.</b>	<b>NSB</b>	<b>Pop.</b>	<b>NSB</b>	<b>Pop.</b>	<b>NSB</b>	<b>Pop.</b>	<b>NSB</b>	<b>Pop.</b>	<b>NSB</b>	<b>Pop.</b>	<b>NSB</b>		
	<b>&gt;54 dB L<sub>Aeq,16hr</sub></b>	27100	16	21400	11	27800	17	<b>&gt;54 dB L<sub>Aeq,16hr</sub></b>	558400	246	474000	188	420600	165	<b>&gt;54 dB L<sub>Aeq,16hr</sub></b>	653900	263	525600	199	475600
<b>SOAEL</b>	1000	0	600	0	800	0	<b>SOAEL</b>	80100	21	57200	14	51600	12	<b>SOAEL</b>	60200	19	35600	10	31800	8
<b>UAEL</b>	<50	0	<50	0	<50	0	<b>UAEL</b>	4900	1	3700	1	3400	1	<b>UAEL</b>	2000	4	800	2	300	1

<sup>79</sup> CAA ERCD, 2017. 20170904 Gatwick Central and High Results. Data provided for updated DfT analysis.

<sup>80</sup> CAA ERCD, 2017. 20170904 Heathrow HH and 3R Central and High Results. Data provided for updated DfT analysis.

Airspace noise – changes in exposure relative to Do minimum <sup>79</sup>						
	2030		2040		2050	
	Pop.	NSB	Pop.	NSB	Pop.	NSB
>54 dB L <sub>Aeq,16hr</sub>	16200	5	14700	6	21300	12
Effect	--	-	--	-	--	-
SOAEL	400	(2)	200	(2)	400	(2)
Effect	--	+	--	+	--	+
UAEL	(151 to 200)	0	0 to 49	0	0 to 49	0
Effect	+	00	?	00	?	00

**NOTE: Decreases indicated by values in parentheses**

The effects of changes in airspace noise exposure on the local population from the LGW-2R scheme are considered to be predominantly Significant Negative.

The effects of changes in airspace noise exposure on local NSBs from the LGW-2R scheme are considered to be mixed Positive/Negative.

Airspace noise – changes in exposure relative to Do minimum <sup>80</sup>						
	2030		2040		2050	
	Pop.	NSB	Pop.	NSB	Pop.	NSB
>54 dB L <sub>Aeq,16hr</sub>	27200	19	1300	8	(18200)	(4)
Effect	--	-	--	-	+	+
SOAEL	41600	11	28300	6	22400	5
Effect	--	--	--	--	--	--
UAEL	2400	1	2200	1	1400	1
Effect	--	--	--	--	--	--

**NOTE: Decreases indicated by values in parentheses**

The effects of changes in airspace noise exposure on the local population from the LHR-ENR scheme are considered to be Significant Negative.

The effects of changes in airspace noise exposure on local NSBs from the LHR-ENR scheme are considered to be Significant Negative.

Airspace noise – changes in exposure relative to Do minimum <sup>80</sup>						
	2030		2040		2050	
	Pop.	NSB	Pop.	NSB	Pop.	NSB
>54 dB L <sub>Aeq,16hr</sub>	92700	36	52900	19	36800	4
Effect	--	-	--	-	--	-
SOAEL	21700	9	6700	2	2600	1
Effect	--	--	--	--	--	--
UAEL	(500)	4	(700)	2	(1,700)	1
Effect	+	--	+	--	+	--

**NOTE: Decreases indicated by values in parentheses**

The effects of changes in airspace noise exposure on the local population from the LHR-NWR scheme are considered to be predominantly Significant Negative.

The effects of changes in airspace noise exposure on local NSBs from the LHR-NWR scheme are considered to be Significant Negative.

# Revised NPS Appraisal of Sustainability - Noise Oct 17

Central - Carbon Capped - **92,700 increase** in significantly affected local people in 2030.



## Revised NPS Appraisal of Sustainability - Noise Oct 17

The effects of changes in airspace noise exposure on the local population from the LHR-NWR scheme are considered to be predominantly Significant Negative.

The effects of changes in airspace noise exposure on local NSBs from the LHR-NWR scheme are considered to be Significant Negative

## Revised NPS Appraisal of Sustainability - Noise Oct 17

Central - Carbon Capped - **92,700 increase** in significantly affected local people in 2030.

The economic analysis states that the 3rd runway will be at capacity 2 years after opening in 2028. - Carbon traded scenario (740,000 ATMs) or High as stated as stated in RNPS AoS - Noise Oct 17

High - Carbon Traded - not published. Why?

**Objective 6: To minimise and where possible reduce noise impacts on human receptors.**

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	2030		2040		2050		2030		2040		2050		2030		2040		2050			
	Pop.	NSB	Pop.	NSB	Pop.	NSB	Pop.	NSB	Pop.	NSB	Pop.	NSB	Pop.	NSB	Pop.	NSB	Pop.	NSB		
	>54 dB L <sub>Aeq,16hr</sub>	27100	16	21400	11	27800	17	>54 dB L <sub>Aeq,16hr</sub>	558400	246	474000	188	420600	165	>54 dB L <sub>Aeq,16hr</sub>	653900	263	525600	199	475600
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UAEL	<50	0	<50	0	<50	0	UAEL	4900	1	3700	1	3400	1	UAEL	2000	4	800	2	300	1

central = carbon capped

High = carbon traded

= NOT PUBLISHED

<sup>79</sup> CAA ERCD, 2017. 20170904 Gatwick Central and High Results. Data provided for updated DfT analysis.

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# Transport Committee 04 December 2017 - Oral Evidence

<http://data.parliament.uk/writtenevidence/committeeevidence.svc/evidencedocument/transport-committee/airports-national-policy-statement/oral/75211.html> [question answer 84]

“The DFT has set aside guidance from DEFRA that suggests that the range of **noise impacts** should be shown fully on the evaluation. The **environmental disbenefits** shown in the NPS are a point estimate, and, at the top end of the range, the impacts for Heathrow are probably **about £5 billion to £6 billion worse** than they currently are”

# Heathrow Consultation and Revised NPS - Noise Disconnect

## **Heathrow Consultation - states**

“Fewer local people will be affected by aircraft noise with expansion than today”

## **Revised National Policy Statement - states**

The effects of changes in airspace noise exposure on the local population from the LHR-NWR scheme are considered to be predominantly Significant Negative.

The effects of changes in airspace noise exposure on local NSBs from the LHR-NWR scheme are considered to be Significant Negative

## Not the full story - ANCON model under reporting

At the HCNF WG2 on 15th February 2018 a presentation by the CAA of the recalculation of their ANCON model for >N65 noise events shows that the modelled noise has been under reported by between 25 and 38%.

The ANCON model was used by the Airports Commission and subsequently the DfT to produce noise exposures.

# Revised NPS Appraisal of Sustainability - Noise Oct 17

## RNPS References:

Document is buried away in a zip file and can be located at:

<https://www.gov.uk/government/publications/appraisal-of-sustainability-for-the-revised-draft-airports-national-policy-statement>

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/659921/aos-revised-draft-airports-nps-appendix-a01-to-a12-topic-based-schemes-assessment-and-change-logs.zip](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/659921/aos-revised-draft-airports-nps-appendix-a01-to-a12-topic-based-schemes-assessment-and-change-logs.zip)