



***EASTERLY ALTERNATION  
INFRASTRUCTURE PROJECT***

***INTRODUCTION TO THE PROPOSALS***

***NOVEMBER 2024***





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### Appendix 1 – Navigation Document



# 1. INTRODUCTION TO THE PROPOSALS

## 1.1 Overview

- 1.1.1 A planning application was submitted in October 2024 to the London Borough of Hillingdon by Heathrow Airport Limited for the development of infrastructure that will enable full runway alternation when the Airport is operating in an easterly direction – i.e. this is an application<sup>1</sup> to enable easterly alternation.
- 1.1.2 **This document does not form part of the formal application – anyone who may be affected by the application proposals should study the application itself.** However, this document seeks to provide an accessible introduction to the application and a summary of the proposals. For more detail, please refer to the application itself, details of which can be found on the Borough Council's website at <https://planning.hillingdon.gov.uk/OcellaWeb/showDocuments?reference=41573/APP/2024/2838&module=pl>.
- 1.1.3 A brief guide to the application is set out at in the next chapter of this document.
- 1.1.4 If the application is approved and implemented, this will mean that, when the wind is blowing from the east (i.e. during easterly operations) aircraft departures and arrivals at Heathrow can alternate (or swap) between the northern and southern runways, as they currently do on westerly operations.
- 1.1.5 Runway alternation in an easterly direction has not occurred at the Airport routinely because it was prevented by an historic agreement known as the Cranford Agreement. The Cranford Agreement was ended by the Government in January 2009 following consultation, in order to redistribute noise more fairly around the airport and to provide predictable periods of respite to communities under flight paths during easterly operations.
- 1.1.6 Full runway alternation would comply with that government policy decision and provide a fairer, more equitable distribution of noise around the Airport.
- 1.1.7 Importantly, this application is concerned only with enabling easterly alternation and no change is proposed to other airport operations or to the number of flights at Heathrow.
- 1.1.8 A very similar planning application was submitted to the London Borough of Hillingdon ('LB Hillingdon') in 2013 and approved by the Secretaries of State for Communities & Local Government and for Transport in 2017, following a public inquiry. That permission was not implemented and has now lapsed but it helpfully confirmed the acceptability and benefits of easterly alternation. Those are the benefits which the application seeks to secure for the communities around Heathrow.

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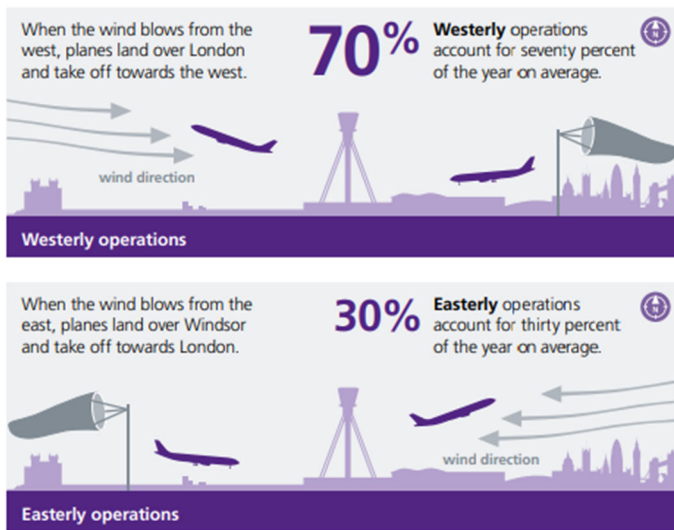
<sup>1</sup> Application ref. **41573/APP/2024/2838**



## 1.2 Runway alternation explained

### Current runway alternation

1.2.1 The Airport operates either on 'easterly' or 'westerly' operations, depending on the wind conditions. Aircraft normally take off and land into the wind, with the prevailing winds at Heathrow Airport coming in from the west. Because operations are therefore dictated by climatic conditions the mode of operations varies. However, as a rule of thumb westerly operations occur for about 70% of the time, with easterly operations occurring for about 30%.



1.2.2 During the day, the Airport currently alternates ('swaps') the use of the two runways when on westerly operations, to provide local communities with scheduled periods of respite. The present pattern means that from 06:00 until 15:00 one runway is used by landing aircraft and the other runway is used for departing aircraft, and then from 15:00 until after the last departure the use of the runways for arrivals and departures is switched. This is known as runway alternation.

1.2.3 Runway alternation has not occurred routinely at the Airport during easterly operations. Therefore, the northern runway is typically not used for scheduled easterly departures (over the community of Cranford) and the southern runway is typically not used for arrivals from the west.

1.2.4 During easterly operations, this means that most arriving aircraft land on the northern runway and most departures take off from the southern runway. This was originally due to the Cranford Agreement, which was established in the 1950s to prevent aircraft from taking off over Cranford (located to the east of the Airport) when Heathrow was on easterly operations. The Cranford Agreement ended in January 2009 (see inset for more information), however Heathrow Airport has not yet implemented full runway alternation during easterly

### The Cranford Agreement

The Cranford Agreement was a Ministerial undertaking given in 1952 to use best endeavours to avoid using the northern runway at Heathrow Airport for departures in an easterly direction over Cranford.

After public consultation, the then Labour Government ended the Cranford Agreement in January 2009 with the aim of distributing noise more fairly around the Airport and provide predictable periods of respite to communities under flight paths during easterly operations.

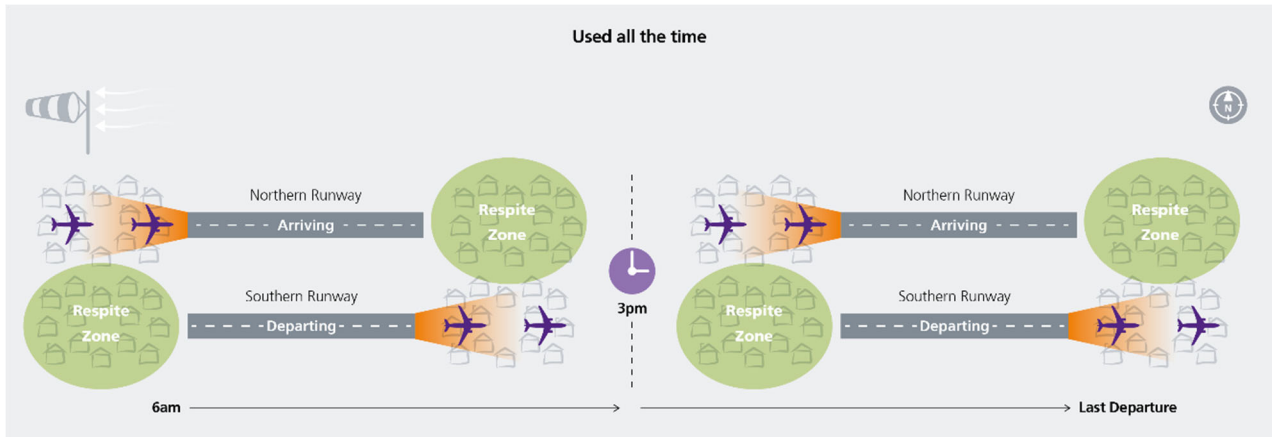
operations, as physical works are required to the airfield to allow the operational changes.





- 1.2.5 The current operations on easterlies cannot routinely alternate the use of the runways (see **Inset 1**), with the result that some communities are protected from overflights but some are continually overflown.

**Inset 1 – Direction of arrivals and departures on the northern and southern runways during easterly operations (existing)**



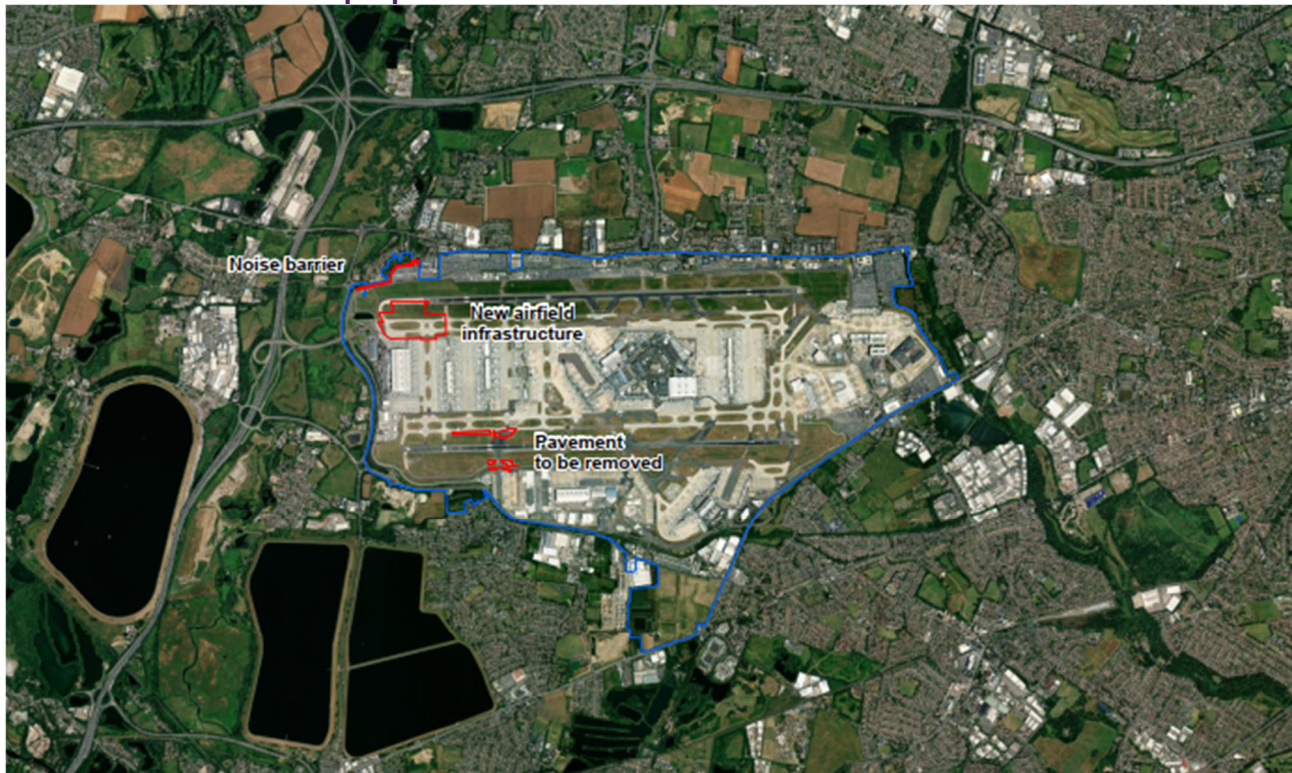
- 1.2.6 The current operations on easterlies cannot routinely alternate the use of the runways (see **Inset 2**), with the result that some communities are protected from overflights but some are continually overflown.

**Proposed runway alternation**

- 1.2.7 The planning application is seeking permission for the physical works to the airfield to enable the implementation of full runway alternation during easterly operations. A legacy of the Cranford Agreement is that the western end of the northern runway does not have the same extent of taxiways and holding areas as the other runway ends. The infrastructure proposed will provide the new runway access taxiways to enable regular and routine departures on the northern runway in an easterly direction (known as Runway 09L) with regular arrivals occurring on the southern runway (Runway 09R) from the west, when the wind is blowing from the east.
- 1.2.8 These works are relatively limited and they relate to additional hardstanding areas for taxiways and hold areas to serve the western end of the northern runway plus the construction of a noise barrier near the village of Longford. The location of the works is shown in **Inset 2**.



## Inset 2 - Location of the proposed works



- 1.2.9 The Proposed Development will allow the runways to alternate between departures and arrivals on easterly operations (as they do on westerly operations). Heathrow will alternate the runways at 15:00 each day on easterly operations, so if the morning sees the southern runway being used for departures and the northern runway being used for arrivals, after 15:00 the northern runway will switch to being used for departures and the southern runway will then be used for arrivals. As with westerly alternation, the pattern will be swapped weekly (if easterly winds continued for a sustained period) (see **Inset 3**).



**Inset 3: Direction of arrivals and departures on the northern and southern runways during easterly operations (proposed)**



1.2.10 These operational changes aim to distribute noise more equitably around the Airport, providing greater predictability and extending the benefits of runway alternation to all communities under the flight paths during easterly operations.

**What is respite?**

In the case of Heathrow Airport, ‘respite’ relates to a break from or a reduction in noise from aircraft overhead.

**Why is it important?**

Periods of respite are important for those communities surrounding the Airport to allow communities to have predictable periods of relief from aircraft noise.

1.2.11 Periods of ‘respite’ will be provided for all affected communities and the communities living west of the northern runway and east of the southern runway will experience respite from what has, for decades, been constant overflying when the Airport is on easterly operations.

**1.3 Noise barrier**

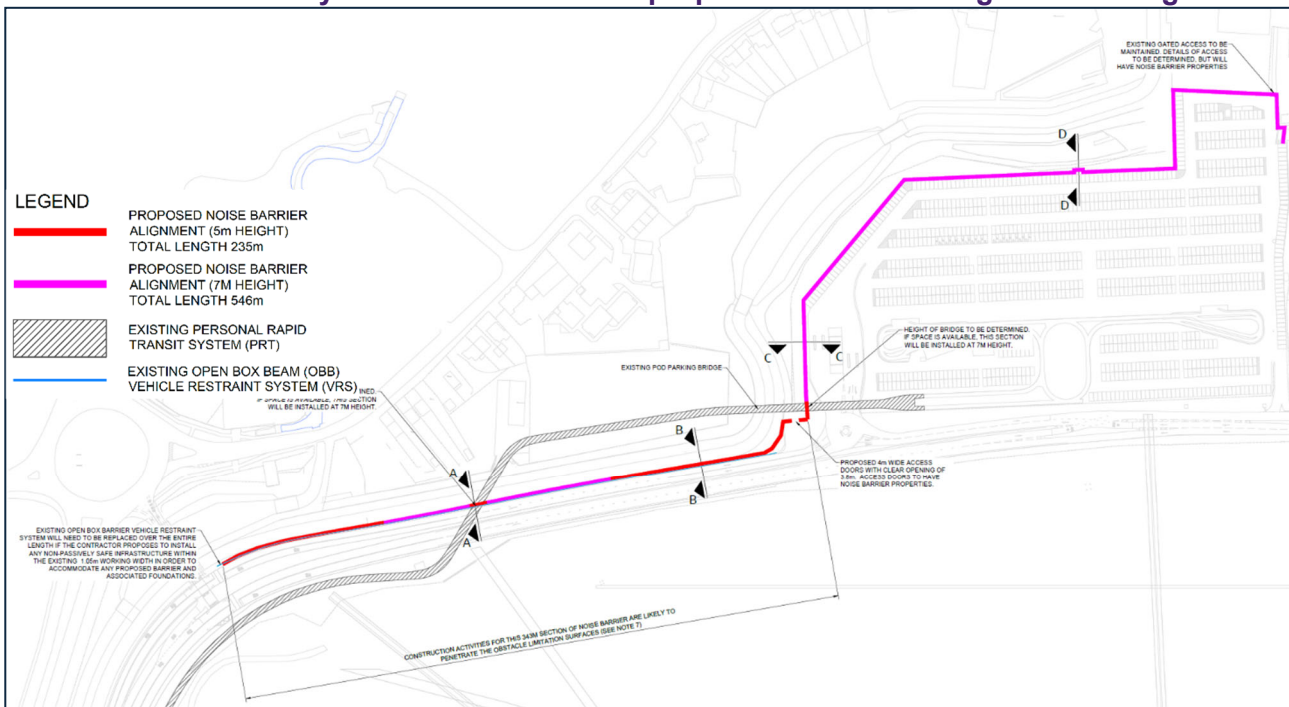
1.3.1 The construction of a noise barrier (**Inset 4**) to the north of the Airport and south of the village of Longford is proposed to reduce the effects of aircraft ground noise and



construction noise in Longford. The barrier will be approximately 781m in length and range from five to seven metres in height. It will extend continuously north eastwards from the point at which the bridge linking Longford Roundabout meets Wright Way, to the north east corner of the Terminal 5 Pod car park. The noise barrier will be constructed of transparent materials (for example, Perspex or equivalent) for the top two to four metres section with the remaining three metres of bottom section being a non-transparent external wooden finish. The transparent materials will allow continued views from Longford.

- 1.3.2 The noise barrier will be constructed in two sections. The western section (Section 1) will be approximately 343m in length and will predominantly follow the alignment of an existing timber noise barrier that is situated between the Wright Way and the Duke of Northumberland River. The eastern section (Section 2) will be approximately 438m in length and will follow the alignment of the existing timber perimeter fence surrounding the Terminal 5 Pod car park up to the north eastern most corner of the car park.

**Inset 4: Extract Easterly Alternation Heathrow proposed noise barrier general arrangement**



**1.4 Break out existing areas of redundant pavement**

- 1.4.1 For drainage purposes, Heathrow will break out existing areas of redundant pavement on the existing airfield and return them to grassland to ensure that there is no net increase in impermeable surfacing across the Airport. The break out areas are indicated on **Inset 2**.





## 1.5 Construction

1.5.1 If planning permission is granted, construction is expected to start from mid to late 2025 with completion in mid to late 2027, meaning works will take place over a 2-year programme.

1.5.2 During construction, it is important that safe airport operations are maintained, and disruption is avoided. To help achieve this, most of the construction required for both the noise barrier and new airfield infrastructure will be undertaken during the night. Some construction, including new airfield infrastructure and Section 2 of the noise barrier, approximately 30% of the construction programme, can be completed during the day.

1.5.3 During construction of Section 1 of the noise barrier, there will be temporary closure of Wright Way at night for up to 8 weeks. The temporary closure will require vehicles to use an alternative route on the eastern section of Wright Way to reach the Heathrow Terminal 5 Pod Car Park.

1.5.4 Traffic generated by the Proposed Development during the construction phase will be managed by a Construction Traffic Management Plan produced by the Contractor. The use of heavy goods vehicles (HGVs) is expected to total 60 traffic movements per day on average across the construction phase and peak at approximately 120 movements per day when works are being undertaken on the airfield. Construction traffic will be routed via the motorway, avoiding local villages.

1.5.5 Construction workforce numbers will vary depending on the stage of construction and certain activities. It is anticipated that the total daily workforce on the Proposed Development will not exceed 57 people.

1.5.6 A **Construction Environmental Management Plan** (CEMP) has been prepared and provided alongside the planning application. The CEMP has been prepared to set out the overarching principles of environmental management that shall be applied by the Contractor during the construction of the Proposed Development.

### What is a traffic movement?

A traffic movement relates to one lorry entering and then leaving the Site, and/or operating within the Airport boundaries.

## 1.6 Operation

1.6.1 The first full year that full runway alternation on easterly operations will be implemented is expected to be 2028. The infrastructure works and the subsequent implementation of full runway alternation during easterly operations will not generate any increase in aircraft air traffic movements, which will remain within the limit of 480,000 movements per year.



## 2. THE APPLICATION AND THE ENVIRONMENTAL STATEMENT

### 2.1 The planning application

2.1.1 The planning application is a detailed application for the airfield works and the noise barrier. If approved, the works will enable full easterly alternation. It is important to recognise, however, that it is government policy to enable easterly alternation because the previous labour Government decided, following assessment and consultation, that the Cranford Agreement should end. The Government decided that the restrictions imposed by the Cranford Agreement did not allow the fair distribution of noise around the airport when the wind is from the east. In particular:

- communities to the west of the northern runway are unfairly affected by continuous arrivals (communities such as Windsor, Colnbrook and Poyle); whilst
- communities to the east of the southern runway are unfairly affected by continuous take-offs (communities such as Hatton and Feltham).

2.1.2 When the wind blows from the east, these communities receive no respite during the day. By ending the Cranford Agreement and by confirming its decision in its Aviation Policy Framework, the Government decided that this should stop.

2.1.3 That decision was confirmed again when the Secretaries of State allowed Heathrow's previous planning application in 2017. In doing so, they concluded that "**...the public interest benefits that would result from the development (with appropriate mitigation) should carry very substantial weight in favour of the scheme.**"

2.1.4 In making its decision, the Government recognised that ending the Cranford Agreement would result in a redistribution of flying activity around Heathrow. Whilst many people will benefit from a reduction in noise and overflying, a smaller number of people will be adversely affected, potentially to a greater extent. The fact that some adverse effects will arise, therefore, was known and was not considered to be a reason to refuse permission.

2.1.5 When these matters were last examined at a planning inquiry (which was held to inform the Secretaries of State), the Secretaries of State agreed with their Inspector that the principle of easterly alternation had been settled and that the questions to be addressed through an application related to "**...whether or not the proposed mitigation and compensation measures for those likely to be affected by the proposals can be regarded as 'appropriate'.**"

2.1.6 This provides important background to the application.

### 2.2 Application documents

2.2.1 The planning application is supported by a substantial number of assessments and reports, including an Environmental Statement, to ensure that its effects are fully assessed and set



within the context of planning policy. All of the documents are available on the Borough Council's website at <https://planning.hillingdon.gov.uk/OcellaWeb/showDocuments?reference=41573/APP/2024/2838&module=pl> and all should be reviewed to gain a thorough understanding of the application. However, those documents which may be of most interest are:

- the Planning Statement (which draws together all relevant aspects of the application and considers them in the context of planning policy);
- the Non-Technical Summary of the Environmental Statement;
- the application drawings; and
- the Noise chapter of the Environmental Statement.

2.2.2 In addition, Appendix 7 of the Planning Statement summarises the Heads of Terms which are proposed for a Section 106 Agreement which would accompany any grant of planning permission. The Heads of Terms summarise the Applicant's proposed commitments to mitigate the impacts of the proposals.

2.2.3 The principal characteristics of the mitigation proposals are set out in the next section of this document.

2.2.4 The full list of application documents is set out in **Appendix 1**.

## 2.3 *Environmental Statement*

2.3.1 The Non-Technical Summary of the Environmental Statement explains that the scope of the Environmental Impact Assessment (EIA) was agreed with LB Hillingdon prior to its preparation.

2.3.2 The environmental aspects included within the Environmental Statement are:

- **Air Quality;**
- **Noise and Vibration;**
- **People and Communities;**
- **Public Health;**
- **Landscape and Visual Impact Assessment;**
- **Historic Environment; and**
- **Biodiversity.**

2.3.3 Other potential effects were "screened out" by LB Hillingdon, who agreed that significant environmental effects were unlikely to arise in relation to the following aspects:

- **Land quality;**
- **Major accidents and disasters;**
- **Traffic and transport;**
- **Wake vortex strikes (a Wake Vortex Statement is provided alongside the Environmental Statement);**
- **Waste management;**



- **Greenhouse gas and climate change; and**
- **Hydrology and hydrogeology (a separate Flood Risk Assessment accompanies the planning application).**

- 2.3.4 This document does not attempt to summarise the detailed EIA (that is the job of the Non-Technical Summary). However, by way of very short explanation, no significant effects are identified in the assessments for any topic other than Noise .
- 2.3.5 The redistribution of flying around the airport during easterly operations (i.e. for roughly 30% of the time) does not increase the overall level of flying or the number of passengers (or staff) at Heathrow and the physical works proposed are relatively limited and contained within the airfield. The revised taxiing of aircraft necessary to access the northern runway during easterly alternation does not have significant air quality effects. It is perhaps unsurprising, therefore, that the main effects of the application relate to the redistribution of aircraft noise.
- 2.3.6 The noise barrier proposed at Longford does have local effects during its construction and it will be visible once constructed, but the principle of the barrier was supported by the local community in Longford during pre-application consultation and its overall effect is to bring noise benefits to Longford during both construction of the airfield works and during the operation of easterly alternation.
- 2.3.7 The final chapter of this summary document, therefore, provides a brief introduction to the air noise effects of easterly alternation.





## 3. AIR NOISE

### 3.1 Introduction

- 3.1.1 The Proposed Development is intended to facilitate the redistribution of noise more fairly around the Airport and extend the benefits of runway alternation to communities affected during easterly operations. This will lead to a decrease in aircraft noise events for some areas and an increase for others when the Airport operates with aircraft landing and taking off to the east. These changes are forecast to be more pronounced during the daytime than at night as the Proposed Development mainly affects aircraft operations from 06:00.
- 3.1.2 Chapter 7 of the Environmental Statement presents the Noise assessment. For air noise it divides the assessment into three parts:
- Whether the proposals do more fairly distribute noise around the airport;
  - What are the likely significant effects of easterly alternation in air noise terms?
  - Whether the proposals meet government policy to avoid significant adverse effects on health and quality of life, and otherwise limit noise effects.
- 3.1.3 The assessment is necessarily technical and supported by a number of appendices and by figures which show the effects on an ordnance survey background around the airport. **This document does not attempt to replicate that assessment and should not be relied upon for those purposes or as a full summary of the assessment**, but it hopefully provides a useful introduction. Footnotes refer to references in the Environmental Statement that readers may want to check to see the information set out in detail.

### 3.2 Distribution and respite

- 3.2.1 The assessment shows that the proposals would be successful in meeting the objective to more fairly distribute aircraft noise around the airport's communities.
- 3.2.2 One way of measuring this is to measure the communities affected by large numbers of daily overflights. The effect of the Proposed Development is to significantly reduce the population exposed to higher levels of overflights (more than 400, 500 and 600 events during a busy easterly day) as overflights would no longer be as concentrated over specific communities. There would be an increase for communities currently affected by lower frequencies of overflying but a reduction for those affected by much higher levels. This demonstrates the more equitable distribution of flights made possible by easterly alternation. It is clear that the reduction in intensity over communities east of the southern runway and west of the northern runway is particularly marked.<sup>2</sup>
- 3.2.3 Critically, the application would also achieve its purpose, to bring greater equity to the distribution of relief from noise and overflying so that, for the first time since the imposition of the Cranford Agreement in the 1950s, communities under flight paths would be able to receive respite for half the day, when the airport is operating on easterlies as well as on

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<sup>2</sup> ES Figure 7.5.19



westerlies. The assessment shows that, with the Proposed Development, locations either side of the airport are forecast to receive planned respite during easterly and westerly operations.<sup>3</sup> By contrast, the assessment compares the unequal availability of planned respite without the proposed development, where respite occurs during westerly operations alone.<sup>4</sup>

### 3.3 *Likely significant effects*

3.3.1 The changes in noise that will be experienced are relatively small in scale and, in particular:

- as intended by the government, overall there are more people that benefit from a reduction in air noise of at least 1 decibel (62,200), than are adversely affected by an increase of 1 or more decibels (39,600); and
- the levels of change are generally greater for those affected by an increase in noise; however, the increases are generally greater at the lower levels of noise (with changes of 3 decibels or more largely concentrated in the 51-54 decibel band).
- of the 15,400 people who would experience an increase of 3 decibels or more, 12,100 of these would have resulting noise levels of less than 54 decibels – i.e. below the level which equates to the approximate onset of significant community annoyance.<sup>5</sup>

3.3.2 **Inset 5** below shows the location of the main increases and decreases in aircraft noise that would arise for easterly alternation.<sup>6</sup>

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<sup>3</sup> ES Figure 7.5.22 and Figure 7.5.24

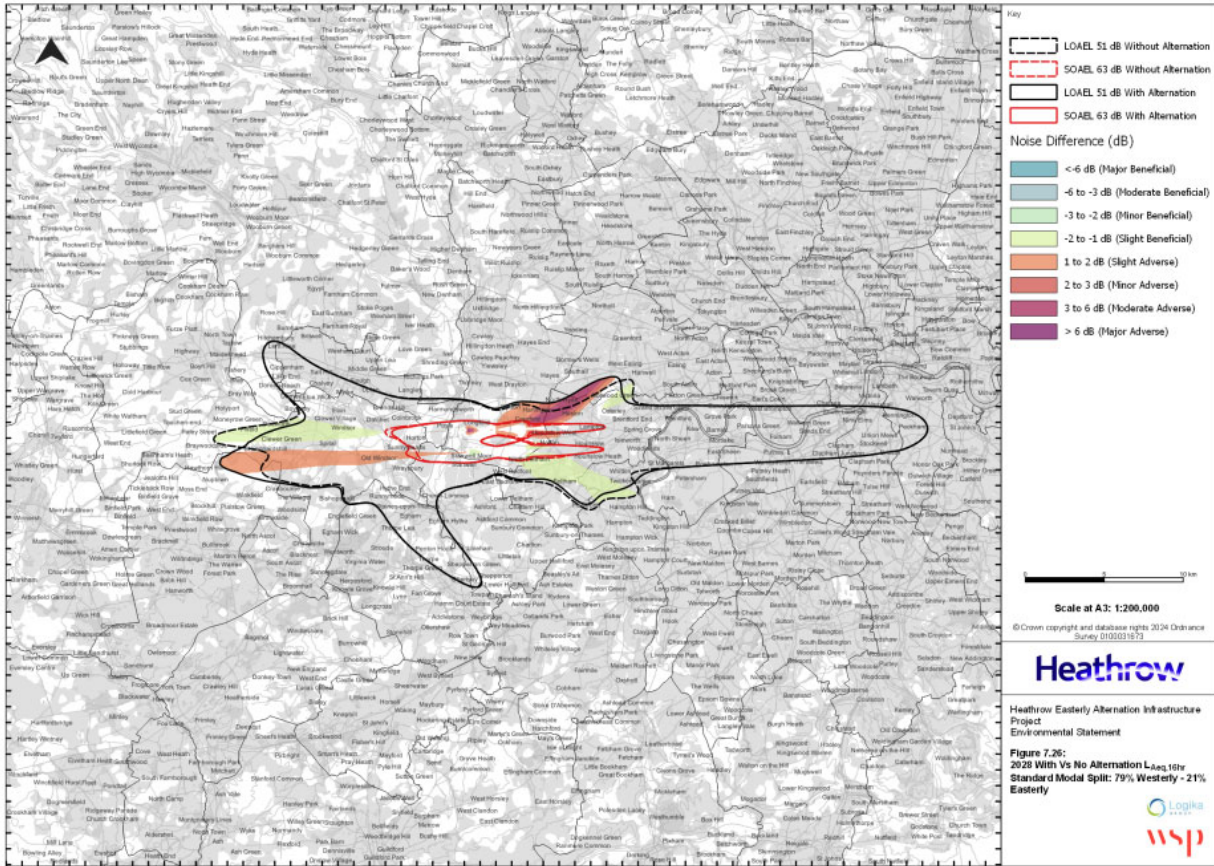
<sup>4</sup> ES Figure 7.5.25

<sup>5</sup> ES Table 7.43

<sup>6</sup> ES Figure 7.5.26



**Inset 5 – summary of principal air noise changes**

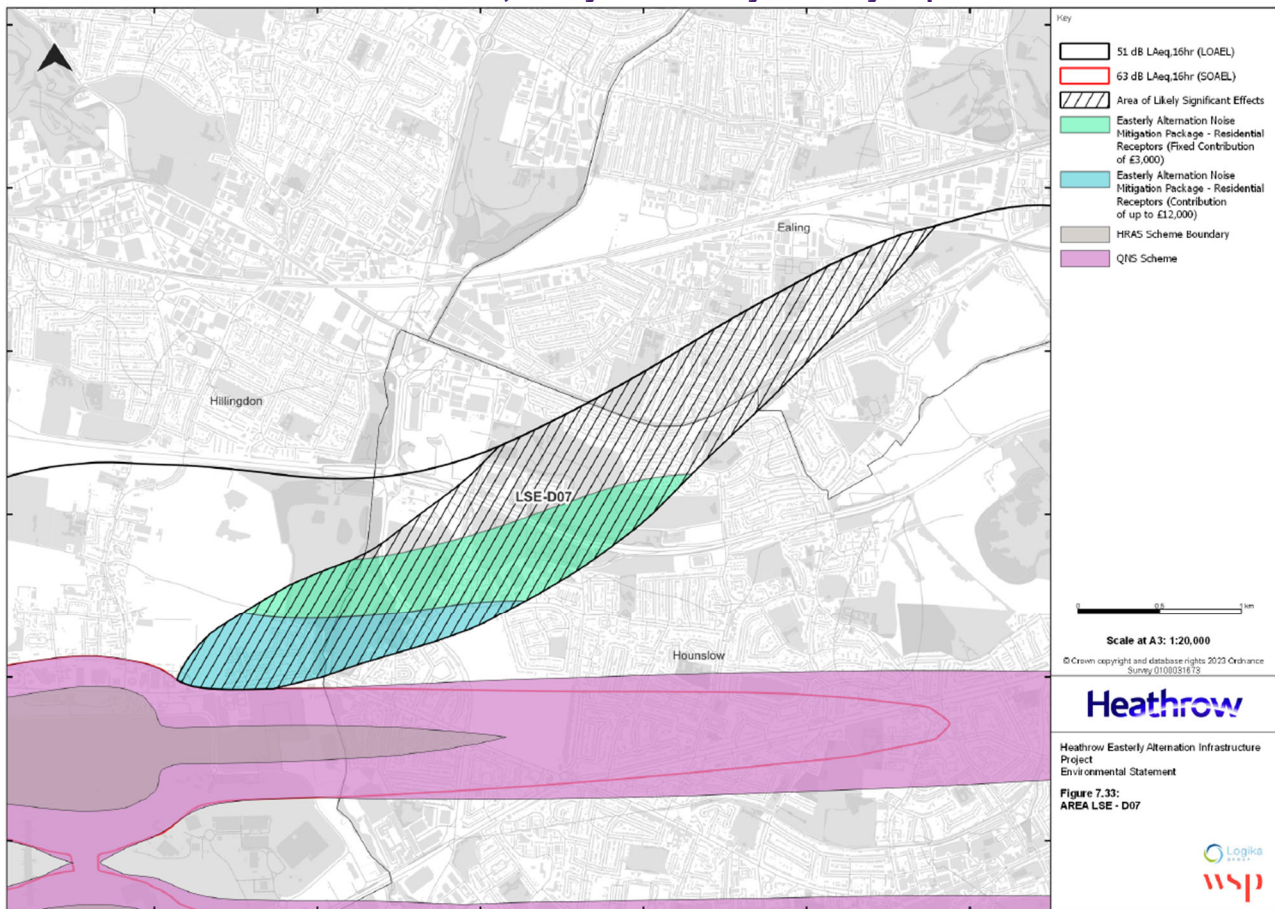


3.3.3 The ES reviews the characteristics of the locations subject to significant effects. Full details are set out in the Noise Chapter of the Environmental Statement. One area is identified as being likely to experience a greater level of change than others. This area runs up from Cranford to North Hyde and Southall in Ealing.<sup>7</sup> Here the area will be overflowed by departures on a designated flightpath that is currently rarely used (as a result of the Cranford Agreement) and the area is not directly in line with the runway, so it is not affected by arrivals. The flightpath would be used routinely for departures during easterly alternation and the area would be subject to a change in daytime noise exposure levels of up to 3 to 5.9 decibels.

<sup>7</sup> ES Figure 7.5.33



### Inset 6 – area north east of Cranford, newly affected by easterly departures



3.3.4 As a result of that area not being currently overflowed, the change in noise levels is more significant (see **Inset 6**). However, flying there would only take place during easterly operations and only then for 50% of the time due to alternation – i.e. the area would be affected 10% to 14% of the time on average, meaning that, following the introduction of easterly alternation, the summer or year round noise levels would not reach a level defined as significant adverse.<sup>8</sup>

3.3.5 Outcomes are similar for non-residential properties, which have a similar distribution in communities around the airport. As with residential properties, many will benefit for the respite and reduction in over flying brought about by easterly alternation, but a smaller number will be adversely affected, and some to a greater degree. The assessment identifies significant effects on the following schools:

1. Khosla House (Park Lane, TW5 9WA);
2. The Cedars Primary School (High Street, Cranford, TW5 9RU);
3. De Lacey Day Nursery (North Hyde Lane, UB2 5TE);
4. Wolf Fields Primary School (Norwood Road, UB2 4JS);

<sup>8</sup> This is the level known in noise policy as SOAEL, which is defined in the assessment as a daytime summer average of 63 decibels.





5. Sybil Elgar School (Havelock Road, UB2 4NY);
6. Clifton Primary School (Clifton Road, UB2 5QP); and
7. Havelock Primary School (Havelock Road, UB2 4PA).

3.3.6 Significant adverse effects on amenity are also concluded for three parks, which adjoin each other and would be affected by the regular use (on easterlies) of the same flightpath which will be used by aircraft heading north east on departures from the northern runway. Those parks are:

- Avenue Park, Hounslow.
- Berkeley Meadows, Hillingdon.
- Cranford Park, Hillingdon.

### **3.4 Proposed mitigation**

3.4.1 Heathrow offers an extensive package of noise mitigation to communities adversely affected by aircraft noise. That package is up to date and fully compliant with government policy, having very recently been the subject of consultation and endorsement by government as part of Heathrow's Noise Action Plan.

3.4.2 In their decision letter on the previous application proposing easterly alternation (in 2017), the Secretaries of State considered that it would be fair and proportionate if those affected by easterly alternation received the same package of mitigation as other affected communities. Heathrow agreed and planning permission was granted on that basis. Since that time, Heathrow's noise mitigation package has been enhanced.

3.4.3 Heathrow could, therefore, offer the same with this application – i.e. to simply extend the recently approved package (which is called the Quieter Neighbourhood Scheme or QNS) to all those who would newly qualify as a result of easterly alternation. This would benefit a number of properties but would not address some of the more significant effects of easterly alternation. Heathrow is sensitive to the impact of new overflights and aware that these affect a corridor of land that stretches from Cranford north-east to the North Hyde area and that a change in activity will also be apparent in Longford, Cranford and Stanwell Moor and immediately neighbouring communities. Because the new impacts would only arise when the airport is on easterly operations, averaged over the year, the forecast noise levels would not normally trigger qualification for noise insulation.

3.4.4 Accordingly, for the purposes of this application (and subject to planning permission being granted and implemented), Heathrow has devised an addition to its QNS scheme, called the Easterly Alternation Mitigation Scheme, which responds to changes in noise levels, even where those changes do not result in overall levels which would normally qualify for noise insulation. The additional offer and how it supplements the QNS is summarised below:



## Noise Mitigation Schemes

### Quieter Neighbourhood Support:

Extended eligibility reflecting impacts due to the Proposed Development. This initiative is aimed at mitigating the effects of noise for communities surrounding the Airport, offering:

- funding of up to £34,000 for noise insulation in eligible homes surrounding the Airport (around 20,000 properties);
- noise insulation and ventilation in eligible schools; and
- eligible homeowners' financial assistance with the costs of moving away from areas experiencing high levels of airport noise.

### Easterly Alternation Noise Mitigation Package:

Proposed voluntary initiative to address significant adverse noise impacts from 'easterly alternation', offering:

- A fixed contribution of £3,000 towards sound insulation of homes forecast to experience an increase in noise exposure in excess of 3dB, leaving them exposed to levels between 54 and 60 dB  $L_{Aeq,16h}$ ;
- A contribution of up to £12,000 towards sound insulation of homes forecast to experience an increase in noise exposure in excess of 3dB, leaving them exposed to levels between 60 and 63 dB  $L_{Aeq,16h}$ ;
- A bespoke package of insulation and ventilation for schools and colleges forecast to experience an increase in noise exposure in excess of 3 dB, leaving them exposed to levels above 54 dB  $L_{Aeq,16h}$ ; and
- Financial assistance of £10,000 for receptors within 500m of the Runway 09L aircraft start of roll position in respect of the potential for noise induced vibration.

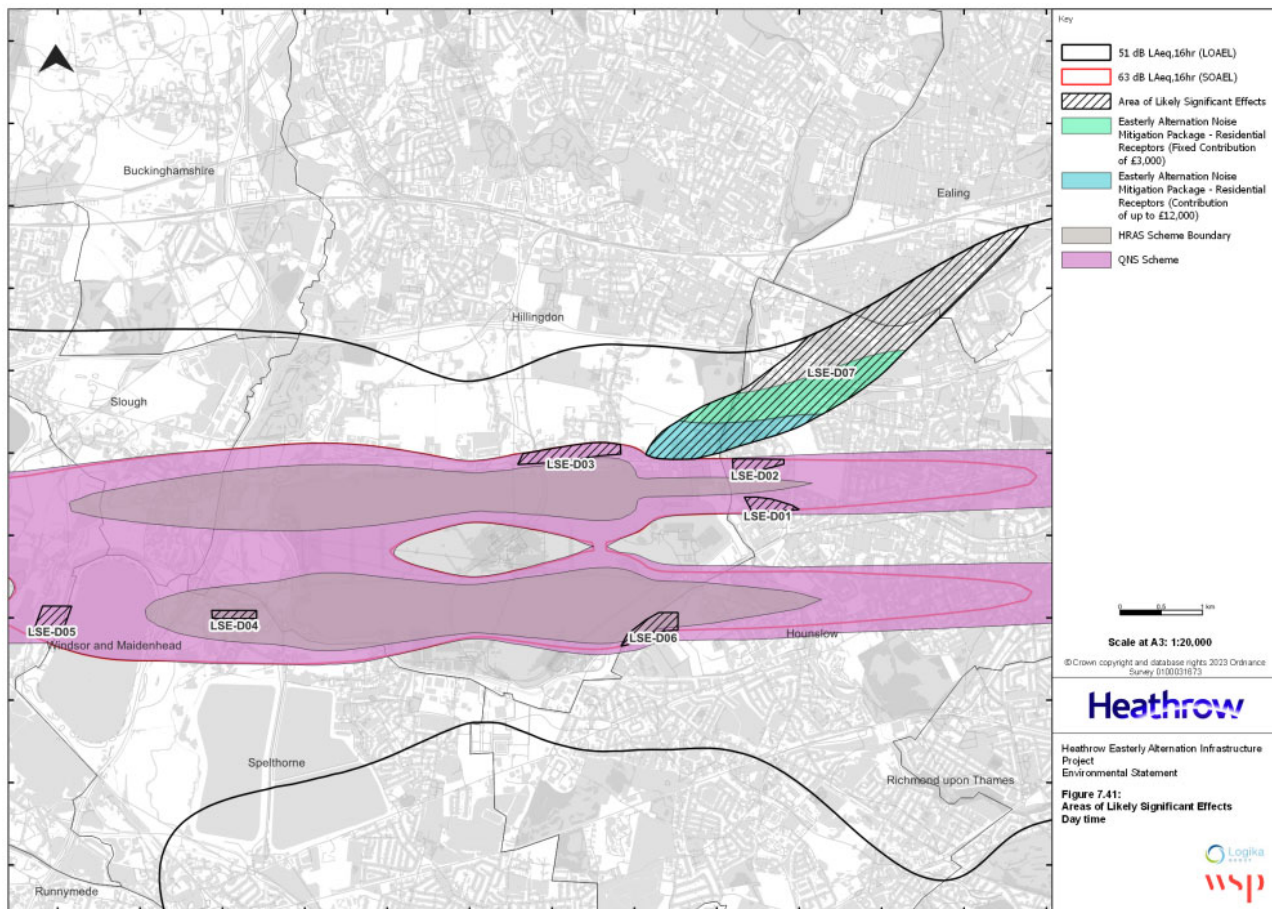
3.4.5 For those wishing to see the areas that would qualify under the QNS or the additional Easterly Alternation Mitigation Scheme, the plan below is taken from the noise Chapter of the ES.<sup>9</sup> (see **Inset 7**)

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<sup>9</sup> ES Graphic 7.7.



## Inset 7 – Areas that would qualify under the QNS or the additional Easterly Alternation Mitigation Scheme



3.4.6 More detailed figures are provided in the appendices to the Noise chapter.<sup>10</sup>

3.4.7 For the three adjoining parks, where adverse significant effects are expected (Avenue Park, Berkeley Meadows, Cranford Park) the Easterly Alternation Noise Mitigation Package will make available £250,000 towards enhancing these parks with improvements to facilities and amenities which will be determined by the Council in consultation with local stakeholders.

### 3.5 Policy compliance

3.5.1 In principle, the application proposals not only comply with planning policy, they are driven by the government policy decision to end the Cranford Agreement, which decided that the benefits of runway alternation should be extended to all communities around Heathrow. The consequences of easterly alternation, therefore, are a consequence of that government policy position.

3.5.2 The importance of delivering planned periods of respite to communities through alternation is directly consistent with national aviation policy.

<sup>10</sup> Environmental Statement Appendix 7.8 (Community Focus) and associated Figures 4.7.8.



- 3.5.3 The Aviation Policy Framework continues to provide the Government's policy that: *“As a minimum, the Government would expect airport operators to offer financial assistance towards acoustic insulation to residential properties which experience an increase in noise ...which leaves them exposed to levels of noise of 63 dB LAeq,16h or more.”*
- 3.5.4 Heathrow's QNS significantly exceeds this policy requirement, not least by meeting the full cost of noise insulation. It is also more generous than the noise insulation policy which the Secretaries of State found acceptable in 2017.
- 3.5.5 The same is true in relation to qualifying non-residential properties and in relation to impacts on open space, where the Easterly Alternation Mitigation Scheme offers a substantial contribution to the enhancement of newly affected open spaces, even though no such contribution was required in 2017, and none is required by policy.
- 3.5.6 Government noise policy has not changed significantly since 2017, but it is also relevant that the continued reduction in aircraft noise around Heathrow means that all impacts will be less than those which were found acceptable in 2017.
- 3.5.7 The overall aims of noise policy are the same aims against which the previous proposals were determined in 2017. The Inspector's conclusions in that case that Heathrow's proposals met those aims were accepted by the Secretaries of State and they remain valid today.
- 3.5.8 The analysis undertaken for this application shows the pattern of effects to be comparable in principle to that understood by the Government when the decision was made to end the Cranford Agreement. Ending the Agreement and introducing easterly alternation brings respite to communities who have been denied it by the Agreement for c.70 years. It also benefits significantly more people than it harms.
- 3.5.9 And those who are significantly adversely affected will have those effects mitigated through a scheme of noise insulation which both exceeds that which the Secretaries of State found to be acceptable in 2017 and exceeds that which is required by government policy.



## Appendix 1: Document Navigation

Document/Drawing	Content
1.0 Application Form	The completed application form.
2.0 Covering Letter	This document explains the purpose of the planning application; the served notices and provides the full planning application submission schedule of documents and drawings.
3.0 Drawings	These include plans that show the location of the planning application; general arrangements for the proposed works in the Northern Runway, Southern Runway and Longford Noise Barrier; typical sections for the Longford Noise Barrier; and the existing surface water catchments areas.
4.0 Planning Statement and Appendices	This document draws together all relevant aspects of the planning application and considers them in the context of planning policy. Appendix 7 of the Planning Statement summarises the Heads of Terms which are proposed for a Section 106 Agreement which would accompany any grant of planning permission. The Heads of Terms summarise the Applicant's proposed commitments to mitigate the impacts of the proposals.
5.0 Design and Access Statement	This document provides an explanation of the design of the proposals and how the design has evolved.
6.0 Environmental Statement and Appendices	The Environmental Statement constitutes an assessment of the likely effects (both positive and negative) of the proposals on the environment and a description of mitigation measures proposed to reduce any negative effects. The Environmental Statement Main Report includes separate chapters on environmental aspects such as: <ul style="list-style-type: none"> <li>• Air Quality;</li> <li>• Noise and Vibration;</li> <li>• People and Communities;</li> <li>• Public Health;</li> <li>• Landscape and Visual Impact Assessment;</li> <li>• Historic Environment; and</li> <li>• Biodiversity.</li> </ul> The Environmental Statement is accompanied by a Non-Technical Summary that provides an overview of the key issues and main findings of the Environmental Statement.

Document/Drawing	Content
	The Environmental Statement is also accompanied by appendices and figures that provide supporting information to the Environmental Impact Assessment of the proposals.
7.0 Whole-Life Carbon Assessment	This report assesses the total embodied carbon associated with the proposals during the construction process. It presents the assessment results and outlines the measures that will be implemented during construction to reduce the total embodied carbon of the proposals.
8.0 Flood Risk Assessment	This report evaluates the risk of flooding for the proposals.
9.0 Circular Economy Statement	This report outlines how the Proposed Development will reduce waste throughout its life cycle.
10.0 Construction Environmental Management Plan	This document outlines how the construction of the Proposed Development will be managed to minimise any negative environmental impacts during construction.
11.0 Statement of Community Involvement	This document sets out the details of the engagement methodology and approach undertaken by the Applicant during the pre-application engagement period.