



## Airports National Policy Statement



Chris Grayling addresses MPs

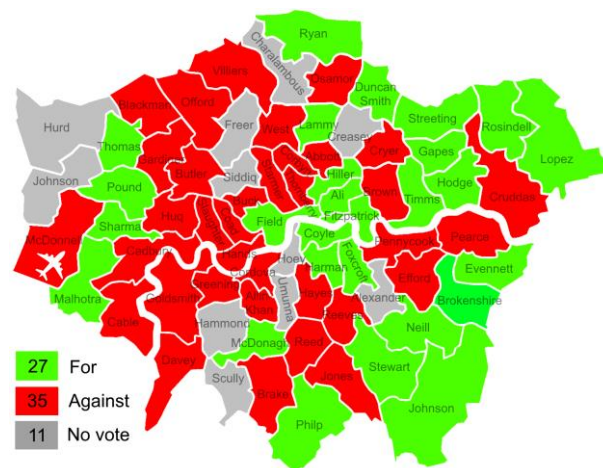
**Announcement.** On 5 June, the government's economic sub-committee, chaired by Theresa May, backed the plans which were then approved by the full cabinet. Chris Grayling immediately went to the House of Commons to make a statement. He told MPs there was "almost universal support" for the scheme at cabinet, a reference to Boris Johnson's continuing opposition. He said the proposals would provide a £74 billion boost to passengers and the wider economy. The debate and vote took place on 25 June. The NPS was formally designated on 26 June.

**The NPS.** While Grayling was answering questions on the floor of the house, the DfT published the Airports National Policy Statement. Running to 93 pages, it says Heathrow Airport will have a new runway of at least 3,500 metres in length, capable of delivering additional capacity of at least 260,000 flights. It also provides for associated infrastructure and surface access facilities, including reconfiguration of existing terminals and the provision of a new terminal located between the two existing runways. The planning inspectorate and the secretary of state will consider the potential benefits of expansion, including economic development. Any proposal that risks undermining the UK's ability to comply with its legal obligations will be rejected. This applies to the construction of the runway and associated infrastructure, as well as the operation of the third runway. "Development consent should not be granted unless the secretary of state is satisfied that the proposals will avoid significant adverse impacts on health and quality of life from noise" during operation and construction. The NPS also says the government is "supportive of airports beyond Heathrow making best use of their existing runways."

## The Heathrow Vote

**Majority.** After a four hour debate on 25 June, the government secured a comfortable majority with 415 votes in favour and 119 against. The NPS was backed by 119 Labour MPs, with 94 opposing it. Just eight Conservatives voted against. The Lib Dems voted against, as did Caroline Lucas for the Green Party.

**London.** Most of the city's MPs voted against the expansion. Six Conservatives defied the party's three line whip and opposed the scheme (Greg Hands, Theresa Villiers, Bob Blackman, Matthew Offord, Justine Greening and Zac Goldsmith). Seventeen Labour MPs voted for the expansion.



Party	For	Against	No vote
Conservative	10	6	5
Labour	17	26	6
Liberal Democrat		3	
<b>All</b>	<b>27</b>	<b>35</b>	<b>11</b>

**Ruth Cadbury**, MP for Brentford and Isleworth, told MPs: "There is nothing in the NPS to justify how Heathrow can get away with saying that there will be no new traffic despite 50% more passengers, a doubling of cargo, and additional flight servicing and staffing. It is absolutely impossible".

**Vince Cable**, MP for Twickenham, criticised "the deliberate creation of what our residents now call 'noise sewers': the deliberate concentration of flights along particular routes".

**Zac Goldsmith**, MP for Richmond Park, and a long term opponent of the scheme, same:

*"Why would we choose the most polluting, most disruptive, most expensive and least deliverable option, when the alternative [Gatwick] is at least as economically beneficial, and vastly simpler to deliver? According to every metric and every analysis, Gatwick and Heathrow deliver the same."*



Zac Goldsmith @ZacGoldsmith · 8h

Heathrow is the most polluting, most disruptive, most expensive, most difficult to deliver option.

Govt admits the economic upside is lower than the main rival scheme, and provides the same connectivity.

And that it will damage regional airports.

Parliament has been hypnotised

**Justine Greening**, MP for Putney, remains one of the most vocal critics of the runway plans. She has argued that the future lies in point to point flights and the government should expand south east capacity at cheaper Gatwick. The government should have “a proper UK-wide airports strategy to help our regional airports grow” <sup>ITV</sup> <sup>AM</sup> <sup>📺</sup>. She told MPs that <sup>📺</sup>:

*“The story of Heathrow is a story of broken promises, broken politics and broken economics Heathrow knows that there is a massive risk of the project going belly up. When that happens, it will be in a strong position to turn round and ask taxpayers to pay. When it turns out that the problem of air pollution is insurmountable, we will be asked to pay for the runway that it cannot use.”*



**Justine Greening** @JustineGreening · 6h

Not surprised at third runway vote tonight, #Heathrow lobby is powerful one, but I'll continue to represent my community's concerns. Thanks for the support from everyone! In the end the evidence will win out. Appalling Parliament only had 4 hrs to debate such an important issue.

**Greg Hands**, MP for Chelsea and Fulham, resigned from his ministerial post to vote against the scheme <sup>📺</sup> <sup>📺</sup>. He returned from a Romanian retreat to attend the NPS debate. On Boris Johnson's absence, he said <sup>📺</sup> <sup>📺</sup>:

*“Boris is perfectly capable of speaking for himself. He said that his resignation wouldn't have made a difference. I think sometimes, whether it makes a difference or not, you still have to be true to what you say to the electorate.”*

Mr Hands criticised the Heathrow and government for not publishing details of flightpaths. Given the size of London, a set of orbital airports would work better than a hub. He described the plan to build a freight hub in the middle of an urban environment at Heathrow as “absolute madness.” He continued: “We need to ban night flights – 6am is early enough” <sup>📺</sup> <sup>f</sup>.

**Boris Johnson**, MP for Uxbridge, was on a day trip to Afghanistan and missed the vote, despite having said in 2015: “I will lie down in front of those bulldozers and stop the construction of that third runway” <sup>📺</sup> <sup>g</sup>. Earlier, Mr Johnson told a Conservative meeting: “It's the right idea, not in the right place” <sup>Mail</sup> <sup>📺</sup>.



**John McDonnell MP** @johnmcdonnellMP · 20m

So that my constituents are fully aware I remain implacably opposed to expansion at Heathrow and after listening to the transport minister, Chris Grayling, today I am even more convinced that this would be a costly, environmental and social disaster that will never be built.

**John McDonnell** warned of the human cost of expansion, telling MPs the fight would go on regardless of the outcome of the commons vote <sup>📺</sup> <sup>📺</sup>:

*“I believe, like last time, that the legal challenges will win. We will be left, yet again, with not tackling the real problem of developing a real aviation strategy that builds on the five airports around London, develops the regional airports we need, and connects them up with the rail and road infrastructure we desperately need.”*

**Andy Slaughter**, MP for Hammersmith, reminded Grayling he had voted against a third runway in 2009. “Since then the case for Heathrow has got worse on every indicator, whether it is the economic case, the cost to the public purse, the environmental case or the effect on the regions.” Why has he changed his mind? Grayling replied it was the Airports Commission report <sup>📺</sup>.

## The Impacts of Expanding Heathrow

**Green belt.** The extent of land taken from the green belt will depend on final plans for roads, construction areas and facilities such as hotels. Current proposals suggest that up to 1,300 hectares could be lost (3,200 acres or 5 square miles). This adds to the existing pressures on the green belt in west London, with Hounslow already planning to reduce its green belt area by 9% <sup>📺</sup> <sup>📺</sup>.



**Expansion plans and the green belt**  
Base map via **Troy Planning** and **OpenStreetMap**

**Communities.** Around 800 homes will be demolished. Grayling promised a community compensation fund of up to £50 million a year, “which can help in places such as the Colne Valley” <sup>📺</sup>.

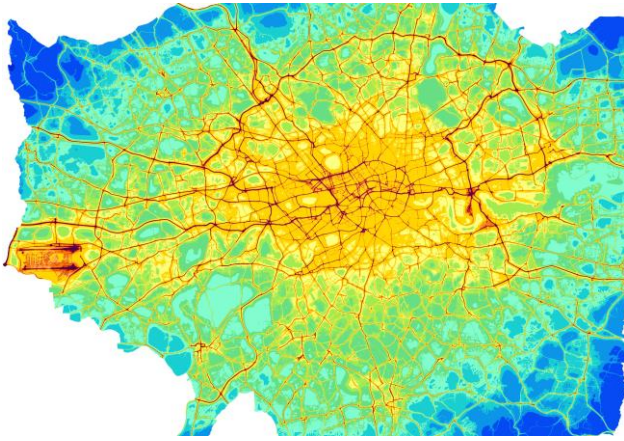
**Noise.** Grayling told MPs: “We expect and intend to deliver a six-and-a-half-hour ban on scheduled night flights.” He also promised a consultation on extending this quiet period and a comprehensive noise insulation programme for homes and schools <sup>📺</sup>. Wandsworth and other councils warned that DfT data show that the number of flights arriving before 5am will double to around 38 <sup>📺</sup>. The ‘No 3rd Runway Coalition’ published a map of Heathrow's noise impacts with a third runway <sup>SW19</sup> <sup>COM</sup>. A resident of Windsor phoned LBC to demonstrate on-air how loud the noise from aircraft already is <sup>📺</sup>.

**Air quality.** Grayling insisted the runway cannot open if it does not meet air quality standards <sup>📺</sup> <sup>📺</sup>:

*“This airport NPS says that expansion can happen only if the delivery is compliant with our legal obligations on air quality. I am very confident that the measures set out in the NPS provide a very strong basis for meeting those obligations, including a substantial increase in public transport mode share, and it could also include an emissions-based access charge to Heathrow airport and the use of zero or low-emission vehicles. Heathrow is already consulting on the potential of a clean air zone.”*

**Surface transport.** Heathrow is capped at 480,000 arrivals or departures a year. The third runway proposal would lift that to 740,000 movements, requiring extensive upgrades and transport links for the airport. The M25 will also need to be moved. Stephen Hammond, MP for Wimbledon, asked whether MPs will be expected to pay a contribution to the surface transport upgrades. Grayling responded that the airport will make a “substantial contribution”, including to already planned transport projects <sup>📺</sup>. Transport for London had earlier estimated that surface transport improvements would cost at least £15 billion <sup>📺</sup>.





**Yellow and darker red areas will exceed annual NO<sub>2</sub> limits in 2020** <sup>LONDON</sup>.

**Regional airports.** Grayling promised: "Up to 15% of slots on a new runway would facilitate domestic connections across the UK." He provided little detail on this despite interventions by MPs before the vote to promote airports in their constituencies. Grayling claimed: "It will be a win-win for the north of England, for Manchester, for Liverpool, for Leeds, for Newcastle, for Edinburgh, for Glasgow, for Aberdeen, for Dundee, for Belfast and for Newquay." In a last minute but unsuccessful move to persuade the SNP not to abstain during the vote, Heathrow agreed to double the number of slots set aside for Scottish flights from 100 to 200 <sup>UK</sup>. The NPS and runway decision was welcomed by regional airports at Newcastle <sup>Ch</sup>, Manchester <sup>Ev</sup>, East Midlands <sup>Le</sup> and Leeds Bradford <sup>Te</sup>.

## Legal Challenges

**ClientEarth**, which has previously won legal actions against the government over air quality, said it doubted the legal basis for the decision. "The government has taken arguably one of the most difficult aspects of this application and dumped it on the planning inspectorate to sort out. The Department for Transport's own analysis says that there is a high risk expansion will delay compliance with air quality laws" <sup>C</sup>.

**Legal challenge.** Four local authorities affected by the airport expansion will seek a judicial review against the plans. Wandsworth, Richmond, Hillingdon and Hammersmith and Fulham councils will launch the action in partnership with Greenpeace and Sadiq Khan <sup>Ric</sup> <sup>Richn</sup> <sup>Twic</sup> <sup>Wand</sup>. Windsor and Maidenhead leader Simon Dudley said they want the government to "satisfactorily address concerns" over noise and air pollution. The council has not yet decided whether to join the legal action <sup>Sun</sup> <sup>FT</sup> <sup>g</sup>. The No 3rd Runway Coalition said it would support the judicial review <sup>Twitter</sup>. Heathrow Airport said it would "crack on with the planning process" despite the threats of a judicial review <sup>transp</sup>.

**Heathrow Hub** has been promoting an extension of the current north runway. It called the NPS decision a blunder and said: "The government is going to find itself bogged down in legal challenges and protests. Our hope is that, at some point, common sense will prevail" <sup>Twitter</sup>. It said it has lodged a formal complaint with the Competition and Markets Authority claiming Heathrow abused its dominant market position by "effectively and unfairly vetoing" the extended runway option <sup>City</sup> <sup>AM</sup>.

## Reaction from Boroughs and City Hall



**Mayor of London** <sup>@MayorofLondon</sup> · 7h

I will join the legal action brought by local authorities in opposition to #Heathrow expansion. The Government is pressing ahead with the wrong option, resulting in intolerable noise levels and worsening air quality. Gatwick is the better option.

**City Hall.** Mayor Sadiq Khan told AMs <sup>LONDON</sup>:

*"I do not believe a bigger Heathrow is the right answer for London and I remain committed to opposing such a short-sighted decision. There are no plans on how to deal with the valid concerns about Heathrow expansion."*

*"This will be a critical moment, and for the sake of Londoners affected by poor air quality, disruption from noise and the costs needed to improve transport connections I will do what I can to stop these poor plans."*

**Hammersmith and Fulham.** The chair of the council's Independent Commission on Airport Expansion said: "It's disappointing that many MPs failed to recognise that the third runway is not viable. But the battle is not over and I believe that, over time, it will become evident that the third runway is undeliverable" <sup>hscf</sup>.

**Harrow.** Councillors from the Labour and Conservative groups said they believe expansion is the right decision but said they were concerned by the impact of flightpaths <sup>LONDON</sup> <sup>Times</sup>.

**Hounslow.** Leader Steve Curran said the council would fight for better mitigation measures "particularly in relation to noise; poor air quality; congestion on the transport network and; loss or degradation of green space and biodiversity" <sup>Twitter</sup>.

**Wandsworth** and other councils criticised the NPS, saying it failed to include 22 of the 25 recommendations made by the common select committee <sup>LONDON</sup>. This issue was raised by Lilian Greenwood, the chair of the committee, during the Commons debate. Chris Grayling responded that "the appropriate moment to insert them would be at the development consent order stage" <sup>Twitter</sup>.

## Campaigners and Communities



**CPRE** <sup>@CPRE</sup> · 7h

MPs' vote for a #thirdrunway at Heathrow is a hugely disappointing result, both for local communities affected by noise and pollution, and the environment as a whole.

**Greenpeace** described the approval of the NPS as a mistake; "Green-lighting a new runway at Heathrow on world environment day is like handing out free cigarettes on world health day" <sup>Twitter</sup> <sup>Twitter</sup>.

**Green Alliance.** Chaitanya Kumar said the government must regulate and innovate if it is to meet its climate change commitments after the decision <sup>Twitter</sup>.

**HACAN** pledged to fight for the best conditions possible for residents <sup>Twitter</sup>.

*"This is a bad day for residents. Many communities will face a tsunami of noise if a third runway goes ahead. Many people who will be under new flight paths will find their lives changed forever."*

**Richmond** residents criticised the decision <sup>Richn</sup> <sup>Twic</sup>. The Richmond Heathrow Campaign said it will work to support the legal challenges <sup>Rich</sup>.

## Greener London

### Oxford Street Pedestrianisation Blocked



#### Scrapped pedestrianisation plans

**Westminster** council has blocked plans to pedestrianise west Oxford Street. It says: “The previously proposed full scale pedestrianisation of Oxford Street West has been withdrawn from any future consideration.” The council insists there is not enough support for the plans, which were developed with the GLA and **launched with fanfare** last December. In a letter to residents, the council said: “We believe there is a very strong democratic mandate that the pedestrianisation scheme that was under consideration is not what local people want” **Even Even Stan Stan** **g** **Westminster LONDON**.

**Support?** TfL and the council received 14,377 responses to a consultation in the spring. More than 9,000 supported the pedestrianisation plans or backed the plans with “some concerns”. The council said that, when an earlier consultation and the May elections are considered, most residents did not support the scheme.

**Reaction.** Sadiq Khan responded angrily **city** **AM**:

*“This will be seen as a betrayal of the millions of Londoners and visitors to our city. I won’t walk away from Oxford Street. It’s too important for our city. I have already invested more than £8m in good faith in this project and Londoners would expect me to be mindful of this in taking future decisions about investment in Westminster.”*

Council leader Nicky Aiken rejected the criticism: “Quite the contrary, we are sticking up for the people who know best, those who live and work in the district.”

**New plans.** Nicky Aiken said:

*“Doing nothing to improve the area is not an option if we are to maximise the potential benefits from the opening of the Elizabeth Line. We must future-proof Oxford Street and the surrounding district.”*

The council’s cabinet is expected to agree on 9 July to a period of analysis and consultation. The committee is being asked to agree a budget of £727,000 to develop a district wide solution for the Oxford Street District – an area spanning Tottenham Court Road to Marble Arch and including the surrounding neighbourhoods to the north and south. It is also looking at putting in place safety measures to cope with the expected increase in pedestrians after the opening of the Elizabeth Line Tottenham Court Road and Bond Street stations in December **👑👑**.

## Parks

**Charter.** A coalition of green groups and others has launched a Charter for Parks **🌳🌳🌳**. It calls on political leaders across the UK to reverse the decline of local parks by:

- Endorsing a legal duty for all public green space to be managed to a good standard.
- Ensuring adequate long-term resources for ongoing maintenance, management and improvements.
- Recognising the right of every citizen to have good quality public green space within walking distance.
- Celebrating the central role well-run parks play in our neighbourhoods for all sections of our communities.
- Embedding effective protection from inappropriate development or use, or loss of any part of our parks.
- Encouraging and enable community involvement and empowerment of local people and park users.

**Go Parks London Challenge.** National Park City Week takes place from 21 to 29 July with nearly 300 events across the capital **🌳🌳🌳**. The week before is Love Parks Week **🌳🌳**. Across both weeks, CPRE London will be running the Go Parks London Challenge to encourage people to visit the capital’s parks **🌳🌳🌳**.

**London Parks.** A series of individually designed café and kiosk buildings are to be built in London’s Royal Parks **🌳**. Hammersmith and Fulham council has opened four new “parklets” **🌳🌳**. The council is also asking residents where they would like new trees planted **🌳🌳**. Greenwich council has launched a campaign to stop moped and motorbike use in the borough’s parks **🌳🌳**. Locality has analysed sales of community assets by councils, including parks. More than 200 sales were identified in the capital **🌳🌳**. The Dartmouth Road Residents Association has called a street meeting to discuss council plans to end rat running through Dartmouth Park **🐀**. Wandsworth council is asking residents about plans to improve King George’s Park **🌳**. Swans had to be rescued from a pond in the park during the recent hot weather **🌞🌞**.


### The Green Belt Under Attack

**The Centre for Cities** is claiming a consensus for reform of green belt planning rules is growing **🌳**.

**Siobhain McDonagh**, MP for Morden, continues to campaign for building in the green belt. She organised an open letter of 62 signatories, including the All Party Parliamentary Group for London Planning and Built Environment. The letter calls for relaxation of green belt restrictions rules in the revised National Planning Policy Framework. The signatories say there should be a presumption in favour of permitting development of any land within 1km of a train station which provides access to London Zone 1 within a 45 minute travel time, except where the land is protected by environmental, national park or AONB designations **🌳**.






**Jesse Honey** an urban planner, claims the campaign to save Oakfield playing field in Redbridge was more about resisting the loss of community facilities than the principle of green belt loss. He says the GLA’s zero tolerance approach to development in the green belt will become increasingly unsustainable **🌳**.





**Housing.** More than a quarter of new homes built in Hillingdon from 2013-17 were on green belt land .

Boroughs	% housing in green belt 2013-17	% borough that is green belt
Hillingdon	26%	43%
Redbridge	13%	37%
Bromley	11%	51%
Sutton	6%	14%
Croydon	3%	27%
Barking and Dagenham	2%	15%
Havering	2%	53%
Enfield	2%	37%
Harrow	2%	22%
Barnet	1%	27%
Hounslow	1%	22%
Kingston upon Thames	1%	17%

## Open and Green


**Trees.** Tree Talk now has several maps and walks that explore trees around the capital . Trees for Cities looked at the history of the London Plane Tree . Plans to fell a poplar tree next to Tower Bridge have been blocked after Southwark Council imposed a tree protection order . Citing the example of gardens squares in Kensington & Chelsea, England's new "tree champion" Sir William Worsley, has urged communities to pool their resources to help maintain local green spaces  .

**Save Lea Marshes** has sent an open letter to the Lee Valley Regional Park Authority expressing its "dismay at the LVRPA's continuing erosion of meaningful community engagement in the lower Lea Valley" .

**Brent.** A new garden-orchard and thyme green wall is being created by volunteers at Willesden Library .






**City.** The Observer's architecture critic Rowan Moore took an appreciative look at the remodelling of the public domain in London Wall .

*"The new pedways are more playful and dramatic than the rational originals. They curve and wind. They duck into the shade of overhanging buildings and emerge into light, hover over water and jump across roads."*




**Greenwich.** A new section of the Thames path in Charlton has been opened, removing the need for walkers to divert along a busy road .

## Around the Capital

**Barking and Dagenham** council has granted itself permission for redevelopment of the Gascoigne Estate to provide 850 new homes . Forty-two per cent of the housing will be affordable but objectors say that still means a loss of affordable social homes .

**Barnet** council is considering scrapping its food waste collections and sending the waste to an incinerator  . In recent months, food waste has been sent for anaerobic digestion not composting . The council has been threatened with legal action by Sadiq Khan . Council leader Richard Cornelius said the mayor does not have the authority to take such action .





**Croydon.** Housing secretary James Brokenshire has approved plans for a school on a brownfield site in Thornton Heath. Croydon Council refused the scheme in 2017 because of a lack of suitable outdoor play space that is free from pollution, poor design and the loss of trees. Mr Brokenshire said the addition of a rooftop play deck and second floor multi-use games area, along with off-site provision for athletics and swimming, removed any concerns over the plans .

**Greenwich.** Campaigners against the plans to allow cruise ships to run their diesel engines whilst docked at Enderby Wharf have presented a 7,000 strong petition to the council  . The leader of the council was called to a meeting with Sadiq Khan to discuss the impacts on air quality .

**Hackney** council has approved plans for three blocks of three, seven and eight storeys which will overshadow Dalston Eastern Curve Garden. Campaigners say it will significantly reduce light and damage the open atmosphere of the garden  .



Plans for Olympia

**Hammersmith and Fulham.** Plans to overhaul Olympia London Exhibition Centre by Thomas Heatherwick will add more than two acres of public realm and green space  . A planning application has been submitted for redevelopment of Fulham Gasworks for 1,375 homes. A new park will be created around the Grade II listed gasometer. The proposals have been controversial as the former gasworks housed many artists and independent businesses  .






Plans for Fulham gasworks





**Lambeth.** Plans for redevelopment of the Oval Gas Works have been approved on the casting vote of the planning committee chair. The listed gasometer alongside the cricket ground is to be rebuilt around a block of flats. Two other locally listed gasometer frames are to be demolished   .





**Plans for the Oval Gasometer**

**Islington.** Residents have been crowdfunding for a legal challenge to the City of London and Islington plans to build a 14-storey tower, a school and a sports hall next to Golden Lane Estate  . A petition calls for protection of semi-mature trees on the site .

**Lewisham** council has approved a £8.6 million 33-home scheme which will be built by volunteers  .









**Lewisham self-build scheme**



**Olympic Park.** Detailed designs have been prepared for the buildings and public domain at Stratford Waterfront, now renamed the East Bank   .




**Plans for the East Bank**



**Southwark.** Plans to demolish a shopping centre in Elephant and Castle have been approved by a single vote despite opposition from residents and a last minute bid to get the building listed by Historic England. The proposals include 979 homes and a new university campus   . The council is seeking an Article 4 direction to protect the historic Southern Railway stables and forge in St James's Road from demolition . The 20th Century Society is appealing culture minister Matt Hancock's refusal to list the South Bank Centre and his decision to give it a certificate of immunity from listing  .


**Thames Corridor.** The Thames Estuary 2050 Growth Commission is recommending ambitious growth plans along the estuary including an additional river crossing, though it does not specify a location .

**Wandsworth** council is to seek powers to ban estate agent boards from six areas of the borough. There are already bans in place in other boroughs . The Victorian Alchemist pub in St John's Hill has been rebuilt after being illegally demolished .

**Westminster.** Plans to redevelop a corner site on Oxford Street have been approved for a third time despite objections from the Victorian Society and Historic England .


## Planning and Design

**London Housing Strategy.** The mayor has published the final plan. The changes compared to the draft strategy include pledges to promote the use of residents' ballots ahead of estate regeneration schemes and to combat landbanking in the capital . Conservative AMs attacked the policy for not having targets for family sized homes but they failed to vote the strategy out .

**London Plan.** Architects have warned that the draft plan's policies on tall buildings fail to safeguard the quality of life for residents .

**Design.** A design panel is to oversee the Old Oak regeneration project. A community review panel will also be established  . The annual competition for the Carbuncle Cup, awarded to Britain's ugliest new building, is underway. Haydn Tower in Nine Elms and Lewisham Gateway are on the shortlist  .

## CPRE London

**CPRE London's AGM** and public meeting on 24 May was attended by over 60 members and supporters. They heard GLA Environment Director, Patrick Feehily outline key elements of the Mayor's Environment Strategy and presentations on the Tranquil London project being developed by CPRE. London. A briefing on the presentations and discussion is available on the website .

**Editorial.** The CPRE London eBulletin is issued several times a year. Any views expressed are those of the editor and contributors, not of any part of CPRE. Andy Boddington, Editor, [cprenews@andyboddington.co.uk](mailto:cprenews@andyboddington.co.uk).

**CPRE London.** 020 7253 0300,  
[office@cprelondon.org.uk](mailto:office@cprelondon.org.uk), [cprelondon.org.uk](http://cprelondon.org.uk)