

SASIG meeting HENPS - 8/7/26**HSPG - HENPS from a LA perspective**

HSPG – a unique geography, 12 LA members plus collaboration on strategic & cross-boundary. No position on 3R. Engage, get best from/minimise impacts, bigger voice together, efficiency. Member funding Small Secretariat - Since 2015.

DCO PPA with HAL – HW to follow?

With reference to HSPG Outcomes Statement - 2019... updating. Lobbying for some time on ANPS, some success, to continue. Website - JSPF, EDVAP, Transport Strategy, G&BI Strategy

This on basis of comparison to our Outcomes Framework 'asks' plus NPS and TSC Qs

Positive content – cautious support

- Some strengthening – respite, night ban, use of latest analysis noise impacts – but lots of Qs in the detail
- Welcome requirement to maximise local economic growth – a small victory
- Retention of commitments around review of business rates retention and allocation – area of impact
- To not increase wider risk of flooding

Some observations, concerns / gaps

- Welcome refs to improvements in design and placemaking – a role for LAs – role JSPF. Small celebration
- Serious absence of Environmentally Managed Growth framework, compliance – actual vs forecast impacts
- Major concern at weakened surface access requirements - 'no more traffic pledge', no commitments
- Concern at use of some carefully ambiguous language.... Lack of clarity
- Affordability of mitigation required – a taste in H8 regulation settlement – Insulation budget slashed from over £250m to £80m, 20yrs to over 100years! A chronic concern with CAA prioritisation
- NPS does not address the (foreseeable) two promoter scenario? Also, the likelihood of phased approach over 25yrs of uncertainty – potentially uncompleted by one party or another....
- Ambiguous on night flights – take-off and landing times Night - Sustainability Assessment modelling to shift after 7.00 but in reality only after 6.00?

Incomplete package to that anticipated. e.g. Complete ANNE and ANAS findings, and adjustment to UK noise policy, application through ANG – NPS leans on draft and incomplete documents so:

- ANG / CAP 1616 - Noise priority at 4000/ 7000ft ANG decision, noise limits and contours for mitigation (insulation), limits and use of 'Indicative flightpaths' for assessment based on outdated ANG
- Qs on nature of pax demand – some forecasts but relatively little is LH – that is supposedly so important to eco case?
- HENPS very narrow focus, no MBU review – incomplete national strategy for a national policy or relationship with other London airports.....
- Cargo – no clear forecasts offered.... shifting patterns?
- Energy supply – major issue
- Big gap – AAM penetration to LHR cargo facilities and pax terminals. Simply inadequate....

MT 8/7/26