



Ealing Fields Residents' Association (EFRA) is a large residents' association with a subscription membership of some four hundred households across more than thirty streets which are centred on Northfields Station on the Piccadilly line and our Community Library. We are recognised by Ealing Council and other official bodies as a formally constituted body that has the authority to comment on issues affecting our members. Our area is currently overflowed by aircraft taking off from Heathrow when there is an easterly wind. There is also some noise disturbance from aircraft landing over Kew/Brentford when there is a westerly wind.

EFRA response to consultation on Heathrow Expansion National Policy Statement: August 2026

Background: The Government is currently consulting on amendments to the Heathrow Expansion National Policy Statement (HENPS), previously known as the Airports National Policy Statement (ANPS). This sets out the proposed planning framework against which any future application for development consent (planning permission) would be considered.

Executive Summary: EFRA opposes the proposed amendments to the HENPS because, as highlighted by the Government's own supporting documents, expansion at Heathrow would have major adverse impacts on the environment, communities and the economy. In this response we focus on the impact that a Third Runway (R3) would have on EFRA members and the wider community in the South Ealing/Northfields area of the London Borough of Ealing.

Response: If the current east/west 30/70 operational split were to continue with a third runway then 90,000 more flights annually would take off to the east, and up to 40% of those would fly over Ealing. The borough would be under the take-off routes from two runways instead of one, or from three runways when the airport makes regular easterly departures from the northern runway 09L. Ealing would be affected by even more noise than it is at present – and this level of aircraft noise is already unacceptable.

Respite would not be a solution because this is never achieved on take-off as the runways are necessarily not far apart. So, the noise from departing aircraft is at a high and disturbing level whichever runway is being used. The effect of departures from more than one runway would be to simply spread the disturbance further north over Ealing without reducing it where it occurs already.

The extra 270,000 flights annually with R3 would add to the concerning level of particulates falling over Ealing which have a lifelong effect on the health of residents.

There would be no benefit to the economy of the UK from the operation of R3, as there is a low and reducing level of business travel since the widespread use of online business meetings. Also, leisure flights take more British residents to spend their money abroad than they bring in overseas tourists to spend money in the UK. Therefore, the deterioration of the environment of Ealing residents which would result from operation of R3 at Heathrow would not produce in any benefit to other areas in the UK.

This response is limited to covering the effects of operation of a third runway on Ealing residents, while EFRA supports the wider response made by HACAN to the expansion of Heathrow.

EFRA acknowledges the contribution of Ealing Aircraft Noise Action Group (EANAG) to the compilation of this response to the Government's consultation on HENPS.