



# Heathrow expansion - what it may mean for Epsom

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The Government has launched a review of the Airports National Policy Statement (ANPS), which sets out the policy framework for major airport expansion. The key points:

- Aiming for faster progress than the previous ANPS, the Government intends a draft for consultation by summer 2026 and to reach a final planning decision on a third runway within the current Parliament.
- Expansion of Heathrow is being promoted as a boost to UK economic growth, international connectivity and competitiveness — specifically positioning Heathrow as Britain’s only global hub airport.
- The review will test any proposed scheme against four criteria: climate change, noise, air quality and contribution to economic growth.
- The Government says it will ask for formal advice from the Climate Change Committee (CCC) to ensure alignment with the UK’s net-zero commitments.
- Financing must be purely private, with no taxpayer cost, and transport access improvements must be covered by the promoters.
- Two promoters remain under consideration: Heathrow Airport Limited and the Arora Group; one will be selected by end November to proceed.
- The Government also flagged wider infrastructure and planning reforms (via the upcoming



Planning & Infrastructure Bill) and the establishment of a new UK Airspace Design Service to modernise airspace in the London region.

Transport Secretary Heidi Alexander said the Government is “backing the builders, not blockers”, and Chancellor Rachel Reeves added that after decades of false starts, “we are backing the builders to get Heathrow’s third runway built, creating thousands of jobs, boosting growth ...”

### **Why this matters for Epsom & Ewell**

Our borough is already directly affected by aircraft using the London hub airports, and the proposed expansion of Heathrow would likely increase the scale and intensity of that impact.

**Flight paths and heights:** The borough is within one of the “design envelopes” identified by Heathrow Airport Limited in its previous airspace consultation, meaning more frequent overflights at lower altitudes. Currently some aircraft arrive or depart over the borough at heights of 7,000 to 22,000 ft, averaging around 12,000 ft. Under the proposed expansion there could be flights as low as 3,000 ft and up to 47 arrivals per hour over the area.

**Noise and air-quality concerns:** The borough’s geography — dense housing, many schools, and a declared Air Quality Management Area — means that increased aircraft at lower altitudes could raise noise, traffic and pollution burdens. The council previously warned of a possible four- to five-fold increase in noise levels in some scenarios.

**Community and amenity risk:** Residential areas, schools such as North East Surrey College of Technology, and leisure or nature sites like Epsom Common and Horton Country Park could experience greater disturbance.

**Airspace redesign:** The Government’s plan to modernise UK airspace may change how routes are drawn. This could either reduce or shift impacts on particular communities, but consultation with affected areas such as Epsom & Ewell will be essential.

### **The opposing case**

Environmental and local campaigners have long voiced opposition to expansion.

**Climate and emissions:** Groups such as Friends of the Earth argue that expanding a major hub airport is incompatible with the UK’s net-zero goals, warning it would lock-in high carbon infrastructure and increase air and noise pollution.

**Noise and community disruption:** CPRE Surrey has said that the borough could experience up to 47 additional flights per hour at just 3,000 ft, and that such a change would be “unacceptable”.

**Consultation concerns:** Epsom & Ewell Borough Council has criticised the information provided by Heathrow Airport Limited for lacking clarity around flight numbers, heights, and environmental impacts.

**Financial and strategic risks:** Critics also question whether the economic case for expansion remains strong in a changed post-pandemic aviation environment, and whether cost burdens such as community compensation and infrastructure upgrades have been fully addressed.

### **Current status**



The Government review of the ANPS is underway, with a public consultation on the draft expected in summer 2026. One of the two promoter schemes will be selected by end November.

For Epsom & Ewell, the exact flight-paths and altitude projections are not yet finalised, and detailed new routes are unlikely to be confirmed until around 2027. Airspace modernisation may alter or mitigate local impacts.

**What to watch**

Residents and councillors should track:

- Future flight path proposals and altitude models over the borough.
- Noise, air-quality and health impact data once new routes are known.
- Community consultation opportunities.
- Any noise-respite or mitigation measures offered.
- The outcome of financial and planning reviews.

**In conclusion**

The DfT’s announcement marks a major step toward the possibility of a third runway at Heathrow. For Epsom & Ewell it raises serious local questions — more frequent aircraft, lower flights, and possible increases in noise and pollution balanced against potential economic benefits.

Sam Jones - Reporter



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Heathrow shown with a third runway over the M25 (image Heathrow)