Module 6: Air Quality
Local Assessment

Detailed Emissions Inventory & Dispersion Modelling
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Prepared for the
Airports Commission

May 2015
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Heathrow - NWR

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All at risk PCM links (>32µg/m³) within 2km of the airport boundary and at risk PCM links (>32µg/m³) within 200m of “Affected Roads”.

Heathrow - ENR

Figure 6.1 – Principal Study Area and AQMA Boundaries – Heathrow ENR
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All at risk PCM links (>32µg/m³) within 2km of the airport boundary and at risk PCM links (>32µg/m³) within 200m of “Affected Roads”.
Appendix B

Figure B1 – MCAT Assignments Heathrow Baseline 2009. MCAT group shown along top axis. Aircraft ID shown along bottom axis. Lead aircraft shown as shaded bar.

Figure B2 – MCAT Assignments Gatwick Baseline 2009. MCAT group shown along top axis. Aircraft ID shown along bottom axis. Lead aircraft shown as shaded bar.

Figure B3 – MCAT Assignments Heathrow Do-Minimum, NWR and ENR MCAT group shown along top axis. Aircraft ID shown along bottom axis. Lead aircraft shown as shaded bar.

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Appendix E

Figure E1 – Location of Monitoring Sites in Gatwick Study Area used for 2009 Model Verification

Figure E2 – Location of Monitoring Sites in Heathrow Study Area used for 2009 Model Verification
FIGURE 4.2

Legend

- Gatwick Wider Study Area (Road Links Affected by the Scheme)
- Gatwick Existing Boundary

Wider Study Area – Gatwick 2R

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FIGURE 4.4

Legend

Annual Mean Roadside NO₂ Concentrations (µg/m³) - 2009

- 32 - 40 At Risk of Exceeding the Limit Value
- >40 Exceeding the Limit Value

Gatwick Existing Boundary

The numbers displayed are the Census Area Identification Numbers.
FIGURE 4.5

Legend

- Gatwick 2R boundary
- Wider Study Area
- Principal Study Area

Statutory Designated Nature Conservation sites of International/European and National importance*

*Explanatory note:
These sites include Ramsar sites, Special Areas of Conservation (SAC), Special Protection Areas (SPA), Sites of Special Scientific Interest (SSSI) and National Nature Reserves (NNR) where they are located within or adjacent to the Principal and Wider study areas (with the exception of sites identified as not sensitive to N deposition and NOx concentrations).
FIGURE 4.6

Legend

**Predicted Annual Mean NO₂ Concentrations (µg/m³) - 2030**

- < 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40
- 40 - 45
- 45 - 50

Gatwick Existing Boundary

Do-Minimum Predicted Annual Mean NO₂ Concentrations (µg/m³) - 2030
FIGURE 4.7

Legend

Predicted Annual Mean NO₂ Concentrations (µg/m³) - 2030

- < 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40
- 40 - 45
- 45 - 50

- Receptors within 200m of modelled indicative new road alignment
- Receptors Directly Impacted by Scheme

Gatwick 2R Scheme Boundary

Ordnance Survey data © Crown copyright and database right 2014
FIGURE 4.9
Legend

- Source Apportionment Receptors
- Gatwick 2R Scheme Boundary

Source Apportionment Receptors Gatwick 2R

Scale @ A3

DO NOT SCALE

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.
FIGURE 4.10

Predicted Annual Mean PM$_{10}$ Concentrations (µg/m$^3$) - 2030

- < 16
- 16 - 18
- 18 - 20
- 20 - 22
- 22 - 24
- 24 - 26

Gatwick Existing Boundary

Legend

Do-Minimum Predicted Annual Mean PM$_{10}$ Concentrations (µg/m$^3$) - 2030

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.
FIGURE 4.11

Legend

Predicted Annual Mean PM_{10} Concentrations (μg/m³) - 2030

- < 16
- 16 - 18
- 18 - 20
- 20 - 22
- 22 - 24
- 24 - 26

- Receptors within 200m of modelled indicative new road alignment
- Receptors Directly Impacted by Scheme

Gatwick 2R Scheme Boundary
FIGURE 4.12

Legend
Incremental Change to Annual Mean
PM<sub>10</sub> Concentrations (µg/m<sup>3</sup>) - 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme
Gatwick 2R Scheme Boundary

Incremental Change to Annual Mean
PM<sub>10</sub> Concentrations (µg/m<sup>3</sup>) - 2030

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme
Gatwick 2R Scheme Boundary

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FIGURE 4.13

Legend

Annual Mean Roadside NO₂
Concentrations (µg/m³) - 2030

- 32 - 40 At Risk of Exceeding the Limit Value
- >40 Exceeding the Limit Value

Gatwick Existing Boundary

The numbers displayed are the Census Area Identification Numbers.
FIGURE 5.1

Legend
- Heathrow NWR boundary
- Principal study area
- Administrative boundaries
- Air Quality Management Areas

Principal Study Area and AQMA Boundaries - Heathrow NWR
FIGURE 5.4

Legend

- Annual Mean Roadside NO₂ Concentrations (µg/m³) - 2009
  - 32 - 40 At Risk of Exceeding the Limit Value
  - >40 Exceeding the Limit Value
  - Heathrow Existing Boundary

TABLE 5.4

<table>
<thead>
<tr>
<th>Concentration (µg/m³)</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>32 - 40</td>
<td></td>
</tr>
<tr>
<td>&gt;40</td>
<td></td>
</tr>
</tbody>
</table>

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FIGURE 5.5

Legend

- Heathrow NWR boundary
- Wider Study Area
- Principal Study Area

Statutory Designated Nature Conservation sites of International/European and National importance*

*Explanatory note: These sites include Ramsar sites, Special Areas of Conservation (SAC), Special Protection Areas (SPA), Sites of Special Scientific Interest (SSSI) and National Nature Reserves (NNR) where they are located within or adjacent to the Principal and Wider study areas (with the exception of sites identified as not sensitive to N deposition and NOx concentrations).
FIGURE 5.6

Legend

Predicted Annual Mean NO\textsubscript{2} Concentrations (µg/m\textsuperscript{3}) - 2030

- < 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40
- 40 - 45
- 45 - 50

Heathrow Existing Boundary

Do-Minimum Predicted Annual Mean NO\textsubscript{2} Concentrations (µg/m\textsuperscript{3}) - 2030

FIGURE 5.6
Heathrow NWR Predicted Annual Mean NO₂ Concentrations - 2030

Legend
- < 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40
- 40 - 45
- 45 - 50

- Receptors within 200m of modelled indicative new road alignment
- Receptors Directly Impacted by Scheme

Heathrow NWR Scheme Boundary

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

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FIGURE 5.7

1:45,000

Jacobs No.
B4160007

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FIGURE 5.7

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FIGURE 5.8

Legend
Incremental Change to Annual Mean
NO₂ Concentrations (μg/m³) - 2030

-6 - -4
-4 - -2
-2 - 0
0 - 2
2 - 4
4 - 6
6 - 8
8 - 10
10 - 12
12 - 14
14 - 16

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme
Heathrow NWR Scheme Boundary

Incremental Change to Annual Mean NO₂ Concentrations (μg/m³) - 2030

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme
Heathrow NWR Scheme Boundary

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Figure 5.9

Legend

- Source Apportionment Receptors
- Heathrow NWR Scheme Boundary

Source Apportionment Receptors
Heathrow NWR Scheme Boundary

Figure 5.9

Scale @ A3

Jacobs No.

DO NOT SCALE

B4160007

0

17.03.15

Source Apportionment Receptors Heathrow NWR

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Legend

Source Apportionment Receptors

Heathrow NWR Scheme Boundary

FIGURE 5.9
FIGURE 5.10

Legend

Predicted Annual Mean PM$_{10}$ Concentrations (µg/m$^3$) - 2030

- < 16
- 16 - 18
- 18 - 20
- 20 - 22
- 22 - 24
- 24 - 26

Heathrow Existing Boundary

Do-Minimum Predicted Annual Mean PM$_{10}$ Concentrations (µg/m$^3$) - 2030

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.
FIGURE 5.11

Legend

Predicted Annual Mean PM$_{10}$ Concentrations (µg/m$^3$) - 2030

- < 16
- 16 - 18
- 18 - 20
- 20 - 22
- 22 - 24
- 24 - 26

- Receptors within 200m of modelled indicative new road alignment
- Receptors Directly Impacted by Scheme

Heathrow NWR Scheme Boundary
FIGURE 5.12

Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

Legend
-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme

Legend
Incremental Change to Annual Mean PM10 Concentrations (µg/m³) – 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Healthrow NWR Scheme Boundary

Receivers within 200m of modelled indicative new road alignment
Receivers Directly Impacted by Scheme
FIGURE 5.13

Legend

Annual Mean Roadside NO₂ Concentrations (µg/m³) - 2030

- 32 - 40 At Risk of Exceeding the Limit Value
- >40 Exceeding the Limit Value

Heathrow Existing Boundary

The numbers displayed are the Census Area Identification Numbers.
FIGURE 6.4

Legend

Annual Mean Roadside NO₂ Concentrations (µg/m³) - 2009

- 32 - 40 At Risk of Exceeding the Limit Value
- >40 Exceeding the Limit Value

Heathrow Existing Boundary

Information from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown copyright and database right 2014.
Heathrow ENR boundary
Wider Study Area
Principal Study Area
Statutory Designated Nature Conservation sites of International/European and National importance*

*Explanatory note: These sites include Ramsar sites, Special Areas of Conservation (SAC), Special Protection Areas (SPA), Sites of Special Scientific Interest (SSSI) and National Nature Reserves (NNR) where they are located within or adjacent to the Principal and Wider study areas (with the exception of sites identified as not sensitive to N deposition and NOx concentrations).
FIGURE 6.6

Legend

Predicted Annual Mean NO₂ Concentrations (µg/m³) - 2030

- < 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40
- 40 - 45
- 45 - 50

Heathrow Existing Boundary

Do-Minimum Predicted Annual Mean NO₂ Concentrations (µg/m³) - 2030

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.
FIGURE 6.7

Legend

**Predicted Annual Mean NO\textsubscript{2} Concentrations (µg/m\textsuperscript{3}) - 2030**

- < 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40
- 40 - 45
- 45 - 50

- Receptors within 200m of modelled indicative new road alignment
- Receptors Directly Impacted by Scheme

Heathrow ENR Scheme Boundary

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FIGURE 6.8

Legend
Incremental Change to Annual Mean NO₂ Concentrations (ug/m³) - 2030

-6 - -4
-4 - -2
-2 - 0
0 - 2
2 - 4
4 - 6
6 - 8
8 - 10
10 - 12
12 - 14
14 - 16

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Heathrow ENR Scheme Boundary

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Incremental Change to Annual Mean NO₂ Concentrations (ug/m³) - 2030

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Heathrow ENR Scheme Boundary

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FIGURE 6.9

Legend

- Source Apportionment Receptors
- Heathrow ENR Scheme Boundary

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FIGURE 6.10

Legend

Predicted Annual Mean PM$_{10}$ Concentrations ($\mu$g/m$^3$) - 2030

- < 16
- 16 - 18
- 18 - 20
- 20 - 22
- 22 - 24
- 24 - 26

Healthrow Existing Boundary

Do-Minimum Predicted Annual Mean PM$_{10}$ Concentrations ($\mu$g/m$^3$) - 2030

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.
FIGURE 6.11

Legend

Predicted Annual Mean PM$_{10}$ Concentrations ($\mu$g/m$^3$) - 2030

- < 16
- 16 - 18
- 18 - 20
- 20 - 22
- 22 - 24
- 24 - 26
- Receptors within 200m of modelled indicative new road alignment
- Receptors Directly Impacted by Scheme

Heathrow ENR Scheme Boundary
FIGURE 6.12

Legend
Incremental Change to Annual Mean PM$_{10}$ Concentrations (ug/m$^3$) - 2030

- -1 - 0
- 0 - 1
- 1 - 2
- 2 - 3
- 3 - 4
- 4 - 5
- Receptors within 200m of modelled indicative new road alignment
- Receptors Directly Impacted by Scheme

Heathrow ENR Scheme Boundary

Incremental Change to Annual Mean PM$_{10}$ Concentrations (ug/m$^3$) - 2030

-1 - 0
0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Receptors within 200m of modelled indicative new road alignment
Receptors Directly Impacted by Scheme

Heathrow ENR Scheme Boundary
Figure B1 – MCAT Assignments Heathrow Baseline 2009. MCAT group shown along top axis. Aircraft ID shown along bottom axis. Lead aircraft shown as bar with hatched shading.
Figure B2 - MCAT Assignments Gatwick Baseline 2009  MCAT group shown along top axis.  Aircraft ID shown along bottom axis.  Lead aircraft shown as bar with hatched shading.
Figure B3 – MCAT Assignments Heathrow Do-Minimum, NWR and ENR MCAT group shown along top axis. Aircraft ID shown along bottom axis. Lead aircraft shown as bar with hatched shading.
Figure B4 - MCAT Assignments Gatwick Do-Minimum and 2R MCAT group shown along top axis. Aircraft ID shown along bottom axis. Lead aircraft shown as bar with hatched shading.
FIGURE E1

Location of Monitoring Sites in the Gatwick Study Area Used for 2009 Model Verification

Legend

Measured Annual Mean NO₂ Concentrations (µg/m³) - 2009

- < 10
- 10 - 20
- 20 - 30
- 30 - 40
- 40 - 50
- 50 - 60
- > 60

Gatwick Existing Boundary

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FIGURE E2

Legend

Measured Annual Mean NO₂ Concentrations (µg/m³) - 2009

- < 10
- 10 - 20
- 20 - 30
- 30 - 40
- 40 - 50
- 50 - 60
- > 60

Heathrow Existing Boundary

Location of Monitoring Sites in the Heathrow Study Area Used for 2009 Model Verification

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